



Universal Maritime Solutions Pte Ltd  
No. 21 Bukit Batok Crescent, WCEGA Tower, #28-70, Singapore 658065

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## **WEEKLY THREAT ADVISORY NO. 701**

(20 - 26 March 2025)

### **Summary of Threat Activities and Conclusion**

1. Pirate and maritime crime activity in East Africa and the Indian Ocean HRA saw an increase in the number of piracy activities in the HRA. US Naval Intelligence has issued warnings which were featured in WETA No. 696. Following the successful hijacking of an unprotected fishing trawler last week this past week saw no report of any attack
2. Based on the geographical development, the general forecast is that the piracy situation will persist even though the conflict between Israel, the Hamas, the Hezbollah, the Houthis, Iran and other Arab factions seems to stabilise. The new political problem brewing in Syria may be another flash point to spark a new conflict among the warring factions. In the meantime, pirate and criminal syndicates operating in Somalia will exploit the turmoil and chaos to conduct opportunistic attacks against defenceless commercial shipping. UMS HQ warns all stakeholders, that the maritime industry should brace for increased pirate activity as the post-monsoon season brings calmer seas. In WETA No. 689, UMS HQ issued an Annex for instructions on enhanced measures during this period.
3. US Naval Intelligence has issued a new advisory. U.S. Maritime Advisory (2025-004: Black Sea and Sea of Azov - Military Combat Operations) Issued on 5 March 2025. This advisory cancels U.S. Maritime Advisory 2024-012. Since February 2022, projectiles have reportedly struck commercial vessels and experienced explosions in the Black Sea and Sea of Azov. There have also been reports of moored and drifting naval mines. While some past actions may have targeted specific commercial vessels due to their association with certain countries or their activity, the potential remains for miscalculation or misidentification, resulting in a high risk of damage to commercial vessels in the region. For more information about U.S. Maritime Alerts and Advisories, including subscription details, please visit <https://www.maritime.dot.gov/msci>. This advisory will automatically expire on 1 September 2025.



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4. US Naval Intelligence has issued three advisories and all stakeholders, Masters, crew members, Team Leaders and Maritime Marshals are to heed these warnings.
5. **Three U.S. Maritime Advisories (2025-001, 2025-002, and 2025-003) were issued on 14 February 2025.** These advisories provide clarity on specific threats faced in the Red Sea, Bab el Mandeb Strait, Gulf of Aden, Gulf of Oman, Arabian Sea, Strait of Hormuz, and Indian Ocean. For maritime industry questions on these advisories, contact the Global Maritime Operational Threat Response Coordination Center at [GMCC@uscg.mil](mailto:GMCC@uscg.mil). Supplemental information about U.S. Maritime Alerts and Advisories, including subscription details, may be found at <https://www.maritime.dot.gov/msci>. These advisories will automatically expire on 11 August 2025.
6. **U.S. Maritime Advisory 2025-001: Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden - Houthi Attacks on Commercial Vessels.** This advisory cancels U.S. Maritime Advisory 2024-008. On 19 January 2025, Houthi officials in Yemen claimed that they were ceasing their attacks on U.S.- and U.K.- flagged, owned, and affiliated commercial vessels; commercial vessels partially owned or managed by Israeli individuals or entities; and commercial vessels bound for Israeli ports. Due to current uncertainty regarding these Houthi announcements, commercial vessels remain at risk from terrorism and other hostile actions from the Houthis when transiting this region until further notice.
7. **U.S. Maritime Advisory 2025-002: Strait of Hormuz, and Gulf of Oman - Iranian Illegal Boarding / Detention / Seizure.** This advisory cancels U.S. Maritime Advisory 2024-009. Although there is no specific threat to U.S.-flagged vessels, commercial vessels transiting this region may be at risk of being illegally boarded and detained or seized by Iranian forces. Iranian forces have utilized small boats and helicopters during boarding operations and have attempted to force commercial vessels into Iranian territorial waters.
8. **U.S. Maritime Advisory 2025-003: Gulf of Aden, Arabian Sea, Indian Ocean - Piracy/Armed Robbery / Kidnapping for Ransom.** This advisory cancels U.S. Maritime Advisory 2024-010. Recent cases of piracy pose a general threat to all commercial vessels operating in this region. Since November 2023, there have been seven reported boarding/hijacking incidents. Pirates have utilized captured fishing vessels as motherships. Successful or attempted boardings and



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suspicious approaches have been reported up to 960 NM off the coast of Somalia. Specific case details are available at <https://www.oni.navy.mil/ONI-Reports/Shipping-Threat-Reports/Worldwide-Threat-to-Shipping/>.

9. There have been some calls by some ignorant commercial bodies that do not understand the threat deeply and well enough to call for the removal of AST onboard commercial vessels due to concerns that the onboard AST might cause an incident with approaching naval craft. While the concerns are reasonable, the proposed solution to remove the onboard AST is highly unprofessional and dangerous. Implementing it would make the commercial vessels concerned 'sitting ducks' in the face of attacks by Somali pirates who take advantage of the chaos and distractions caused by the conflict. Some intelligence sources have established that some pirate action groups are working in cahoot with the Houthis. Therefore, we should see the increased attacks by Somali pirates linked with the Houthis activities in the Red Sea and the Arabian Sea. For this reason, UMS HQ instructed how UMS Maritime Marshals will respond and behave when confronted with this situation.
10. All vessels in the vicinity are, therefore, to exercise caution and report any suspicious activity to UKMTO.
11. In the latest quarterly report by UKMTO, it was reported that there has been an increased incidence of suspicious sightings compared to a year ago before the lifting off of the HRA by commercial shipping bodies. Intelligence agencies have unanimously agreed that there would be attempts by pirates' syndicates to exploit hopefully a relaxed attitude by the shipping community, and today we are seeing the manifestation of the situation happening. In other words, the possibility of a successful hijack can only be prevented if vessels have on-board armed security teams (AST) to deter and if necessary, prevent any attack and boarding by pirates.
12. The main message of the Quarterly Reporting by UKMTO is that piracy has been suppressed but not eradicated. So long as the socio-politico-economic problems of Somalia and Yemen are unresolved, the threat of piracy against commercial shipping will remain.



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13. All Masters and UMS Maritime are advised to remain vigilant. The increased piracy-related activities in the waters of the Indian Ocean and East Africa/Red Sea have, in fact, been anticipated by intelligence agencies by the removal of the HRA by world commercial bodies but not by the War Committee, which assessed that the present situation has inadvertently increased the threat level.
14. UKMTO and other intelligence agencies have noticed increased activities by unmanned aerial vehicles (UAV). This recent development brings a new equation and range of challenges to the safety of commercial vessels transiting in waters that are prone to pirates' attacks in the Northern Indian Ocean and Southern Red Sea and maritime security operations. UMS HQ repeats the article on the subject in paragraph 31 given its importance in understanding the capabilities of UAV in maritime security operations (in particular paragraph 31.6) for a detailed exposition.
15. The hijacks of product tanker MONJASA Reformer and Success tanker in West Africa waters remind all stakeholders that we cannot be complacent and take security nonchalantly. A successful hijack is an incident waiting to happen if ship owners, Masters and onboard Maritime Marshals are not serious about security, thus jeopardising their crew members' lives and their family interests. A vessel transiting in waters that can possibly be attacked by pirates without armed security protection has a high risk of being hijacked. Therefore, an armed security team cannot be over-emphasised for the safety of the crew members on board.
16. **2024-001-Southern Red Sea, Bab el Mandeb Strait, Gulf of Aden, Northwestern Indian Ocean, Somali Basin, Arabian Sea, Gulf of Oman, Strait of Hormuz, and Persian Gulf-Threats to Commercial Vessels**
  - 16.1. This advisory replaces and cancels U.S. Maritime Advisory 2023-011 and U.S. Maritime Alert 2024-001B
  - 16.2. Issue: Regional conflict, military activity, and piracy pose significant threats to commercial vessels operating in the above listed geographic areas as evidenced by recent Houthi attacks and Somali piracy activity. The U.S. government is continually assessing the maritime security situation in the region to safeguard freedom of navigation, ensure the free flow of commerce, and protect U.S. vessels, personnel, and interests. The recent



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standup of Operation Prosperity Guardian is one of many examples of U.S. and international cooperative maritime security operations within this region. The following are currently deemed to be the most pressing threats to U.S.-flagged and U.S.-affiliated commercial vessels throughout this region.

**16.3. Houthi Hostile Actions:** Commercial vessels transiting the Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden are at an elevated risk of hostile actions from the Houthis. Hostile actions include one-way Unmanned Aerial Vehicle (UAV) attacks; ballistic and cruise missile attacks; small arms fire from small boats; explosive boat attacks; and illegal boardings, detentions, and/or seizures. There have been at least 30 separate Houthi attacks on commercial vessels and one Houthi seizure of a commercial vessel in these areas, affecting over 55 nations since November 19, 2023. In November 2023, the Houthis conducted a helicopter-borne landing and seizure of a Bahamas-flagged commercial vessel in the Southern Red Sea. Entities claiming to be Yemeni authorities have also attempted to direct commercial vessels in the Southern Red Sea to divert to Yemen. These threats pose both direct and collateral risks to U.S.-flagged and U.S.-affiliated commercial vessels transiting in international shipping lanes, or otherwise operating in these areas.

16.3.1. U.S.-flagged commercial vessels operating in these areas are advised to remain as far as possible from Yemen's territorial sea without compromising navigational safety. Crewmembers should be especially vigilant when at anchor, operating in restricted maneuvering conditions, or proceeding at slow speeds.

16.3.2. Coordinate voyage planning with U.S. Naval Forces Central Command (NAVCENT) Naval Cooperation and Guidance for Shipping (NCAGS) and consider their recommendations and guidance whenever possible. NAVCENT NCAGS stands a 24-hour watch and has the latest information on the current maritime security threats and the operational environment in this region.

16.3.3. The route taken through these areas, and timing of the transit, remains at the discretion of individual companies and vessel



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Masters. Transiting these areas during hours of darkness may frustrate efforts to target vessels.

16.3.4. Adherence to all U.S. and international requirements and guidance regarding operation of AIS remains the responsibility of individual companies and vessel Masters. Ships operating with AIS switched on and off have both been the object of Houthi attacks. Switching AIS off makes it marginally more difficult to track or target a ship but may also hinder the ability of coalition forces to provide support.

16.3.5. U.S.-flagged commercial vessels are advised to provide hourly positional email updates to the NAVCENT NCAGS detachment when transiting these areas.

16.3.6. Maritime operators are advised to alert their crews to the fact that all electronics signals from their vessels pose a risk to maritime operations.

16.3.7. A missile strike on a Marshall Islands-flagged commercial tanker in the Gulf of Aden on January 26, 2024 resulted in a significant onboard fire. U.S.-flagged commercial vessels carrying flammable, explosive, or otherwise hazardous cargoes are strongly advised to reconsider transit through these areas. However, if planning voyages through these areas, vessels should take all prudent safety precautions, including thoroughly preparing for emergency responses, and considering carriage of additional safety and damage control preparedness supplies and equipment, such as those needed to extinguish fires.

16.3.8. If hailed on VHF by the Houthis, or entities claiming to be Yemeni authorities, and instructed to alter course to Al Hudaydah or another location on the northwest coast of Yemen, U.S.-flagged commercial vessels should ignore the VHF call and continue their passage if safe to do so.

16.3.9. If the Houthis seek to board U.S.-flagged commercial vessels in these areas, the ship's Master should, if the safety of the ship and



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crew would not be compromised, decline permission to board, noting that the vessel is proceeding in accordance with international law, as reflected in the Law of the Sea Convention.

16.3.10. When combined with evasive maneuvering, vessels transiting these areas with armed security details onboard have successfully deterred boarding by individuals in approaching small craft. The decision whether to embark a contracted armed security detail and assessment of associated risks is the responsibility of individual companies and vessel Masters, who are responsible for establishing use of force guidance and pre-planned responses for vessels carrying contracted armed security details.

16.3.11. If Houthis board a U.S.-flagged commercial vessel without a contracted armed security detail onboard, the crew should not forcibly resist the boarding party. Refraining from forcible resistance does not imply consent or agreement to that boarding.

16.3.12. When operating in these waters, U.S.-flagged commercial vessels should maintain a vigilant lookout at all times. If U.S.-flagged commercial vessels observe or hear a suspected UAV or missile or observe a small boat approaching with apparent hostile intent, crewmembers not needed for the safe navigation and operation of the vessel should be relocated to a safe space until the threat has passed. Additional precautions should be taken to ensure small boats are kept at a safe distance whenever possible.

16.3.13. In addition to U.S. Maritime Alerts and this Advisory, interim industry transit advice for the Southern Red Sea and Gulf of Aden has been established by Combined Maritime Forces (CMF). CMF guidance messages are available on the Maritime Global Security website at [maritimeglobalsecurity.org/geography/goa-etc/](https://maritimeglobalsecurity.org/geography/goa-etc/).

16.4. **Iranian Illegal Boarding/Detention/Seizure:** Commercial vessels transiting the Persian Gulf, Strait of Hormuz, Gulf of Oman, and Arabian Sea are at risk of being illegally boarded and detained or seized by Iranian forces. Recent incidents include the April 2023 Iranian seizure of a Marshall Islands-



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flagged vessel in the Gulf of Oman, the May 2023 Iranian seizure of a Panama-flagged vessel in the Strait of Hormuz, and the January 2024 Iranian seizure of a Marshall Islands-flagged vessel in the Arabian Sea. Iranian forces attempted to seize one Marshall Islands-flagged vessel and one Bahamas-flagged vessel in the Gulf of Oman during July 2023, but were prevented from doing so by U.S. Naval Forces. Iranian forces have utilized small boats and helicopters during boarding operations and have attempted to force commercial vessels into Iranian territorial water

16.4.1. If hailed by Iranian forces, U.S.-flagged commercial vessels should provide vessel name and flag state and affirm that they are proceeding in accordance with international law as reflected in the Law of the Sea Convention.

16.4.2. If Iranian forces seek to board a U.S.-flagged commercial vessel navigating these waters, the ship's Master should, if the safety of the ship and crew would not be compromised, decline permission to board, noting that the vessel is proceeding in accordance with international law, as reflected in the Law of the Sea Convention.

16.4.3. If Iranian forces board a U.S.-flagged commercial vessel, the crew should not forcibly resist the boarding party. Refraining from forcible resistance does not imply consent or agreement to that boarding.

16.4.4. It is recommended that vessels in the Persian Gulf remain as far as possible from Iran's territorial sea without compromising navigational safety. When transiting eastbound in the Strait of Hormuz, it is recommended that vessels transit close to Oman's territorial sea.

16.4.5. Industry transit advice for the Arabian Gulf, Strait of Hormuz, and Gulf of Oman was established on 9 November 2023, and can be found on the Maritime Global Security website at [maritimeglobalsecurity.org/geography/goa-etc/](https://maritimeglobalsecurity.org/geography/goa-etc/).

16.5. **Piracy and Armed Robbery Against Ships:** Recent cases of piracy pose a threat to commercial vessels operating in the Gulf of Aden, Arabian Sea,





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and Somali Basin, and Northwestern Indian Ocean. Since November 2023, there have been three boarding/hijacking incidents, representing the first such attacks against commercial shipping in the region since March 2017. Pirates may utilize captured fishing vessels as motherships to target vessels operating hundreds of miles from the coast of Somalia. In November 2023, one Liberian-flagged vessel was boarded in the Gulf of Aden; in December 2023, one Malta-flagged vessel was hijacked in the Arabian Sea; and in January 2024, one Liberia-flagged bulk carrier was boarded in the Indian Ocean. Specific case details are available via the Office of Naval Intelligence's weekly "Worldwide Threat to Shipping" product at <https://www.oni.navy.mil/ONI-Reports/Shipping-Threat-Reports/Worldwide-Threat-to-Shipping/>.

16.5.1. The Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea (BMP5), and Maritime Global Security website at: <https://www.maritimeglobalsecurity.org> should be consulted prior to operating in the above listed geographic waters.

16.5.2. Transit by yachts and privately owned sailing vessels through the region is hazardous and may result in capture. The U.S. Government advises against all operation of yachts and pleasure craft in these areas. American citizens abroad should inform the nearest U.S. embassy or consulate of their plans to transit the area and/or update their information via the Smart Traveler Enrollment Program at: <https://step.state.gov/step/>. Yachting guidance can be found at: <https://on-shore.mschoa.org/reference-documents/advice-for-sailing-vessels>.

16.5.3. **UAVs:** Outside of the Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden, UAV attacks also pose a threat to commercial vessels in the Persian Gulf, Strait of Hormuz, Gulf of Oman, and Arabian Sea. The most recent attacks were on a Malta-flagged vessel in the Arabian Sea in November 2023, and on a Liberian-flagged vessel in the Arabian Sea in December 2023.

- If U.S.-flagged commercial vessels observe or hear a suspected UAV, crewmembers not needed for the safe navigation and



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operation of the vessel should be relocated to a safe space on the vessel until the threat has passed.

16.6. **Limpet Mines:** Limpet mines have been used to damage commercial vessels on multiple occasions in recent years and are primarily a threat to commercial vessels in the Persian Gulf, Strait of Hormuz, and the Gulf of Oman. Limpet mines, or similar improvised explosive devices, can be attached to vessel hulls, above or below the waterline, via swimmers or small boats, while a vessel is berthed, at anchor, or underway.

16.6.1. When operating in these waters, U.S.-flagged commercial vessels should maintain a close lookout and remain vigilant for suspicious activity to include the approach of swimmers or small boats. Close attention should be given to the vessel's waterline, especially at slow speeds, at anchor, and when moored.

16.6.2. If a mine has been, or was attempted to have been, attached to a vessel, crewmembers not needed for the safe navigation and operation of the vessel should be relocated to a safe space on the vessel until the threat has passed.

16.6.3. Guidance: U.S.-flagged commercial vessels operating in these waters are advised to exercise caution, review security measures, and monitor VHF Channel 16. To afford best protection in the region, U.S.-flagged commercial vessels are also advised to in the event of any attack, incident, or suspicious activity, immediately:

16.6.3.1. Activate the Ship Security Alert System

16.6.3.2. Contact the U.S. Fifth Fleet Battle Watch

16.6.3.3. Contact UKMTO

16.6.3.4. Simultaneously register with both the United Kingdom Maritime Trade Office (UKMTO) and the IMSC watch 24 hours prior to entering the Indian Ocean Voluntary Reporting Area by sending UKMTO and IMSC, via a single e-mail, the Initial Report from Annex D of (BMP5). Include the estimated times of arrival at the Suez Canal, Bab el Mandeb



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Strait (BAM), and Strait of Hormuz (SoH) in line 10 of the report and add line 14 for comments as needed (e.g., speed restrictions or other constraints, anticipated time of entering/exiting the SoH Traffic Separation Scheme; an outline of the navigation plan for operating in the SoH and Persian Gulf, etc.). Utilize other reports included in Annex D of BMP5 as necessary.

16.6.3.5. Vessels operating in this area are advised to include both NAVCENT NCAGS and the IMSC watch on all updates or incident report emails. By including both as addressees on each email, awareness will be enhanced without creating an additional reporting burden.

16.6.3.6. Conduct a pre-voyage risk assessment and incorporate appropriate protective measures into vessel security plans.

16.6.3.7. The Maritime Global Security website at <https://www.maritimeglobalsecurity.org/> offers industry issued best practices and guidance to mariners by geographic region and provides contact and subscription information for regional maritime security reporting centers, particularly in high risk-areas.

16.6.3.8. Answer all VHF calls from coalition navies. Vessels should be aware that U.S. and other coalition naval forces may conduct maritime awareness calls, queries, and approaches to ensure the safety of vessels transiting these listed waters.

16.6.3.9. Due to the risks of piracy, kidnapping, hijacking, and robbery while operating within U.S. Coast Guard designated High Risk Waters, U.S.-flagged commercial vessels are required to comply with the Guidelines for U.S. Vessels Operating in High-Risk Waters contained in U.S. Coast Guard Maritime Security Directive 104-6 (Rev 8) and comply with their Coast Guard approved Vessel Security Plan annex on counter piracy. The U.S. Coast Guard Office of



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Commercial Vessel Compliance announced in the Federal Register in August 2021 the availability of Revision 8 to Maritime Security (MARSEC) Directive 104–6. U.S. vessel owners and operators who needed to act under previous versions of MARSEC Directive 104–6 should immediately contact their local Coast Guard Captain of the Port or District Commander for a copy of Revision 8.

16.6.3.10. Per 33 CFR 101.305, report all suspicious activities, breaches of security, and transportation security incident events involving U.S. vessels or persons to the U.S. Coast Guard National Response Center. Additional U.S. Coast Guard port specific requirements may be found in Port Security Advisory 1-22 at <https://www.dco.uscg.mil/Portals/9/DCO%20Documents/InternationalPortSecurity/Port%20Security%20Advisory/PSA%20%201-22%20Remove%20Cote%20d'Ivoire.pdf?ver=6DzYOEswAJQVh7ld4c0ycQ%3d%3d>.

### 16.7. Contact Information:

- a) Fifth Fleet Battle Watch: [cusnc.bwc@me.navy.mil](mailto:cusnc.bwc@me.navy.mil) or + 973-1785-3879.
- b) NAVCENT NCAGS:  
+973-1785-0033 (Primary/Watch Desk), +973-3940-4523 (Alternate), or [m-ba-navcent-ncags@us.navy.mil](mailto:m-ba-navcent-ncags@us.navy.mil).
- c) IMSC: [m-ba-imsc-bwc@us.navy.mil](mailto:m-ba-imsc-bwc@us.navy.mil) or +973-1785-8412/8192/8193.  
IMSC organizational information is available at <https://www.imscsentinel.com/>.
- d) UKMTO: [watchkeepers@ukmto.org](mailto:watchkeepers@ukmto.org) or +44 (0) 2392 222060. UKMTO advisories and warnings are available at <https://www.ukmto.org/>.
- e) U.S. Coast Guard National Response Center: +1-800-424-8802.



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f) USCG NAVCEN: [www.navcen.uscg.gov/contact/gps-problem-report](http://www.navcen.uscg.gov/contact/gps-problem-report) or +1-703-313-5900.

**17. Maritime Advisory 2022-007-Gulf of Guinea-Piracy/Armed Robbery/Kidnapping for Ransom.**

17.1. Issued on 6 July 2022. This revised advisory cancels U.S. Maritime Advisory 2022-001. Issue: Piracy/Armed Robbery/Kidnapping for Ransom (KFR) serves as a significant threat to U.S.-flagged vessels transiting or operating in the Gulf of Guinea (GoG) as well as U.S. mariners onboard a vessel or transiting to or from a vessel in the GoG. Guidance: Mariners transiting this area should visit the Maritime Domain Awareness for Trade-Gulf of Guinea MDAT-GoG) website at <https://gog-mdat.org/home> and the NATO Shipping Centre website at <https://shipping.nato.int/nsc/operations/global-maritime-risk/west-africa-gulf-of-guinea> for additional information on threats and specific recommendations for their vessels.

17.2. Additionally, the “Best Management Practices to Deter Piracy and Enhance Maritime Security Off the Coast of West Africa including the Gulf of Guinea” (available under the Geography – Gulf of Guinea pull-down menu at <https://www.maritimeglobalsecurity.org/>) provides additional guidance and resources for operating in this area. For any maritime industry questions about this advisory, contact [GMCC@uscg.mil](mailto:GMCC@uscg.mil).

**18.** Pirate and maritime crime activities in West African waters are assessed as high-risk due to a recent successful hijacking incident. There was no report of any criminal or piracy activity this past week.

**19.** In other parts of the world, there were three reports of piracy or crime at sea during the reported period.

**20.** INDONESIA: On 23 March, two perpetrators armed with gun-like objects boarded a Bangladesh-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).

**21.** MALAYSIA: On 23 March, three perpetrators boarded a barge under tow by a Malaysia-flagged tugboat while underway at the eastern approaches to the Singapore Strait in the South China Sea.



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- 22.** INDIA: On 21 March, as many as seven robbers boarded a Panama-flagged container ship while anchored at Kandia Anchorage.
- 23.** The navies of China, Japan, India, Russia, Korea and Iran continue to provide escort naval services to their flag vessels due to the continued presence and danger posed by Somalia-based piracy threats. These efforts, combined with the increased deployment of armed maritime marshals on board commercial shipping, have significantly reduced the success of Somalia-based piracy in the HRA in hijacking commercial vessels of late but not the presence of pirate groups operating in the HRA. International Intelligence Agencies' assessment is that the existing presence of Somali-based piracy threats can easily be translated to successful hijacks as were experienced in 2009/2010/2011 should these preventive measures be eased off by all stakeholders.

### **Instructions and Piracy Related News**

#### **24. Warning for Red Sea, Bab el-Mandab Straits and Gulf of Aden**

- 24.1. There have been numerous attacks and suspicious approaches reported near the southern entrance to the Bab el Mandeb Strait during the reporting period. Levels of pirate activity in the Indian Ocean remain elevated, with five hijacks reported since March 2017 (MT ARIS 13, CASAYR II NO.30, AL KAUSAR, SALAMA 1 and OS 35). The threat of further attacks and hijacking remains high. All Masters are advised to exercise heightened vigilance within the High Risk Area (HRA), stringently implement BMP4 and liaise closely with embarked armed security teams (AST) and regional authorities. If not making calls in Yemen, it's recommended by UKMTO that vessels should use the IRTC and western lane of the Traffic Separation Scheme (TSS) in the Bab el Mandeb / southern Red Sea region, to provide a greater lee from Yemen. Further such incidents and hijackings are likely to take place, and all vessels transiting this region are advised to remain vigilant. While international naval patrols and anti-piracy measures on-board commercial vessels have practically eradicated Somali piracy since its peak in early 2011, poverty coupled with other factors that motivate pirates remain and some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished.
- 24.2. While the international community has over the past several years taken significant steps in order to improve security in the region, including boosting naval forces in the area and requiring ships to take protection



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measures, including reporting in and out of high risk areas, sailing at top speed as far away as possible from the Somali coast and travelling with armed escorts on-board, the threat of an attack and hijacking remained as the real root of the cause on the ground in Somalia has never been properly addressed. After five years without a successful attack, analysts say that complacency may have set in and this week's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head-out in a bid to successfully hijack a commercial vessel. Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP5. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continue to remain high. This is due to the reduction of revenue sources from pirated merchant vessels and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) on-board. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate. Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, which in turn can escalate the potential for direct or collateral damage to vessels transiting the region. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel.

- 24.3. UMS HQ advises all vessels transiting this region to report any hostile activities immediately. Somali pirates have recently shown an ability to mount hijacking expeditions far out into the Gulf of Aden and the Indian Ocean, and inshore traffic might be an easier target. EUNAVFOR spokesperson Commander Jacqui Sherriff said that the recent series of attacks against commercial shipping again highlights the need for vigilance and adherence to self-protection measures (by the deployment of on-board AST) and compliance to Best Management Practices (BMP) 5. It is crucial



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that Somali pirates are denied opportunities to attack vessels so that there will no chance of a successful hijack. One successful hijack is one hijack too many because it will encourage and motivate more Somalis to taking up piracy!

- 24.4. CMF and EUNAVFOR and intelligence agencies have warned of increased complacency amongst stakeholders which may give rise to opportunities for piracy action groups and organizations funding piracy activities to revive the threat.

### **25. Actions to be Taken when a Vessel with On-Board UMS Maritime Marshals is Approached by a Naval Craft.**

- 25.1. On 16 Dec 23, in the face of increased attacks from pirate action groups and approaches from naval craft, UMS HQ issued the orders on actions to be taken when a naval craft approaches a vessel. These orders were issued to all Team Leaders, and they were further personally briefed by the UMS Operation Officer because of the importance of the subject and the requirement that these orders be fully understood and complied with.
- 25.2. UMS Maritime Marshals onboard a vessel are to protect the vessel and crew members from pirate action groups. They are equipped with weapons and equipment to handle the threat posed by pirate action groups and **ARE NOT MEANT TO DETER NOR OPPOSE ANY NAVAL CRAFT THAT MAY APPROACH THE VESSEL FOR WHATEVER PURPOSES. The Orders is repeated in the paragraphs below.**
- 25.3. If a naval craft approaches our vessel, the following actions will be taken.
- 25.3.1. The Team Leader is to alert and discuss the approach of the naval craft with the Master.
  - 25.3.2. The Master must notify the vessel's owner/HQ of the situation.
  - 25.3.3. The team Leader will notify the UMS Operations Officer/UMS HQ.
- 25.4. If the naval craft asks the vessel to stop, the Master will take the appropriate action, as per his discussion with his HQ.
- 25.4.1. Based on the decision to stop, the Team Leader will immediately give orders to his Maritime Marshal(s) to unload and clear their weapons.





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25.4.2. **NO WEAPON WILL BE LOADED.**

25.4.3. **UNDER NO CIRCUMSTANCES WILL ANY MEMBER OF THE MARITIME MARSHAL TEAM SHOW HIS WEAPON TO DETER THE NAVAL CRAFT, FIRE WARNING SHOTS, OR FIRE ANY SHOT AT THE APPROACHING NAVAL VESSEL. THE TEAM LEADER IS TO ENSURE THIS IS CLEARLY BRIEFED AND UNDERSTOOD TO HIS TEAM MEMBERS. THERE MUST BE NO DEVIATION FROM THIS ORDER.**

25.5. When the vessel stops as ordered and naval personnel come on board, UMS Maritime Marshals will take the following actions:

25.5.1. All Maritime Marshals should keep low on the deck and cover their head with both hands, with their hands visible. They will all be together, lined up side by side.

25.5.2. On no account should any Maritime Marshal make any movement that could be misinterpreted as hostile actions. Their individual weapon should be placed on deck next to the Maritime Marshal, and at no time should any Maritime Marshal handle his weapon.

25.5.3. Do not take any videos or photographs.

25.5.4. All Maritime Marshals should be ready to be questioned on their identity and roles. They will answer the questions truthfully and cooperate fully with the naval personnel on board.

25.5.5. The Team Leader will be the spokesperson of the Maritime Marshal Team, working closely with the Master.

25.6. Remember to be cooperative and calm. There is no need to be unduly concerned as the vessel and crew members, including the Maritime Marshal Team, have not committed any wrongdoing.

25.7. After the naval personnel depart and the vessel resumes its mission, the Team Leader reconstitutes the Team to continue the mission.

25.8. The Team Leader will report the matter to UMS HQ accordingly.

## **26. Piracy in the Indian Ocean HRA has NOT Been Eradicated**

26.1. UMS HQ has always maintained this position not to give stakeholders a sense of false security. The current development of piracy raging its ugly



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head again in the waters off Somalia and in the Indian Ocean is testimony to the accuracy of our analysis.

26.2. The decision by world shipping bodies such as BIMCO and the like has given the wrong perception that piracy in the Indian Ocean HRA has been eradicated. **Nothing can be further from the truth!**

26.3. Piracy threats have been reduced due to the strong presence and sustained effort by naval forces, namely EUNAVFOR and the US-led Combined Military Force (CMF) and the deployment of armed security teams (AST) onboard commercial vessels. The deployment of ASTs onboard commercial vessels since the peak of the piracy threat in 2008 has proven effective, as no vessel with an AST has ever been hijacked.

26.4. Naval and intelligence agencies think pirate syndicates lie low due to the strong deterrence and are involved in other forms of criminal activities, such as drug smuggling. These pirate and criminal syndicates have not been wiped out, and given the correct circumstances and environment, they can get their acts together quickly.

26.5. The pirate syndicates are privy to the announcement of the lifting of the HRA. They could view the situation in 2023 as a golden opportunity to resume their proven lucrative 'business'. The current political situation in the Middle East is a significant distraction to the naval forces that will not focus their attention and presence on the more critical military problems with the Iranian-backed Houthis.

26.6. Given Somalia's poor socio-economic situation, thousands of Somalians will be more than happy to take up arms to hunt and hijack commercial vessels again. The lack of local law enforcement to prevent piracy activities will make this revival a strong possibility. Therefore, the comeback scenario cannot be discounted and is a likely possibility.

26.7. Therefore, from a risk assessment point of view, the risk level in 2024, if deterrence measures are removed, the risk of piracy in 2024 will be objectively higher than in the last 5-6 years.

26.8. **Low piracy threat does not mean NO PIRACY THREAT!**

### **27. Present Tactics Employed by the Houthis and What We Should Do**

27.1. UMS HQ recently studied the profile of attacks against commercial vessels and made the following observations.



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- 27.2. They comprised attacks on commercial vessels by 2-3 skiffs with about 5-9 armed personnel on board (POB). Some vessels have ladders to suggest their intention to board the vessels.
- 27.3. They approached the commercial vessels, exchanged fires, and then kept a stand-off distance of about 1-2nm.
- 27.4. In some cases, one or more unmanned surface vessels (USVs) would strike the vessels.
- 27.5. This is what is happening.
  - 27.5.1. The POB on board the skiffs could be either pirates working with the Houthis or Houthi personnel themselves.
  - 27.5.2. The approach to a vessel is, in military terms, "recce by fire." The objective is to ascertain if the vessel is protected by armed personnel on board because a vessel that is not protected by armed personnel could be easily boarded and hijacked. If they confirmed that the vessel was not protected, they would simply try to board the vessel.
  - 27.5.3. Once they confirmed that the vessel is protected, after exchanging fires they will withdraw if they are just pirates not working with the Houthis.
  - 27.5.4. If the POB are pirates working with the Houthis or Houthi personnel themselves, they would withdraw to a stand-off distance of about 1-2nm and continue trailing the vessel. Why?
  - 27.5.5. The POB would use their laser designator(s) to guide the USV(s) to engage the commercial vessel. These laser designators have an effective range of about 1-2nm and the further the target is, the less accurate the designation of the USV will be against the target vessel. For this reason, have you noticed that these attacks always



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happen in daylight hours because the POB does not have night capabilities to designate their lasers at night or in poor visibility?

27.6. What must we do?

27.6.1. Apply the current SOP when responding to Alert Grey and Alert Red. **The vessel should be transiting at maximum speed.**

27.6.2. After the withdrawal of the skiffs and if the skiffs are still trailing the vessel, it suggests that the threat has not disappeared. Be ready to respond to an attack against USV. UMS HQ has issued an SOP on how to destroy an approaching USV. To perfect this drill, UMS maritime marshals should conduct training and rehearsals regularly as part of their anti-piracy drill.

27.6.3. **The vessel must continue to transit at maximum speed to make it more difficult for the laser designators to designate our vessel.**

27.6.4. After the skiffs' withdrawal, the personnel in the citadel should not remain there as the threat (if any) is different, and they should remain at a location above the vessel's watermark. This presupposes that all Masters have designated this location and approved it by their respective Company Chief Security and Safety Office.

## **28. EU Extends Naval Operation ATALANTA Until 2027 as Somali Piracy Surges in Indian Ocean**

28.1. In last week's WETA, UMS HQ warned that with the Indian Ocean monsoon season-ending, Somali-based piracy activities could be expected to rise. As this is not bad enough news, the European Council, based on the socio-political and economic situation of Somalia and neighbouring countries, has extended its counter-piracy mission, Operation ATALANTA, for two more years, coming amid a dramatic resurgence of Somali piracy that has seen 43 incidents in the past year.



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- 28.2. The renewed mandate to February 2027 strengthens ATALANTA's role in maritime security across the Somalia coast, Gulf of Aden, West Indian Ocean, and parts of the Red Sea. The operation will maintain its focus on combating piracy while expanding efforts to reduce illicit trafficking at sea.
- 28.3. Recent intelligence reports highlight the necessity of the extension. In October 2024, Somali authorities confirmed a group of 13 heavily armed pirates, equipped with AK-47s and RPGs, departed from Ceel Huur Area toward the Somali Basin. Earlier this month, a Chinese fishing vessel allegedly hijacked off Somalia's northeastern Puntland coast.
- 28.4. The pirates' typical strategy involves hijacking dhows to use as mother ships, enabling attacks up to 600 nautical miles off Somalia's eastern coast. The Gulf of Aden's eastern region remains particularly vulnerable.
- 28.5. This year has already seen significant piracy incidents, including the hijacking of two merchant vessels. The *MV Abdullah* was released after a reported \$4 million ransom payment, while the *MV Ruen* required Indian Navy intervention after a three-month captivity.
- 28.6. Experts suggest the situation in the region has been exacerbated by the maritime industry's reduced security measures following the removal of the Indian Ocean High Risk Area designation in January 2023.
- 28.7. Operation ATALANTA, established in 2008, has played a crucial role in maritime security, protecting World Food Programme vessels and other vulnerable shipping in the region. The mission's extension comes alongside renewed mandates for EUCAP Somalia and EUTM Somalia, forming part of a comprehensive EU strategy to enhance regional security capabilities.
- 28.8. With the Indian Ocean monsoon season concluding, maritime security experts anticipate increased piracy activity in the coming months. This development, coupled with ongoing Houthi attacks in the Red Sea, presents a complex security challenge for international shipping in the region.

### **29. Somali Pirates Head Back to Sea**

- 29.1. Shipping has been warned that Somali pirates are back hunting for targets.



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- 29.2. British maritime security consultants Ambrey has issued a notice to clients detailing a suspected pirate action group sighted departing Marreya, Eyl, to the northeast of Somalia.
- 29.3. Merchant vessels are advised to increase vigilance, and to engage armed security where possible if the vessel has a permissible freeboard.
- 29.4. Yesterday the European Union Naval Force (EUNAVFOR) Operation ATALANTA reported that a Yemeni-flagged dhow was taken by pirates on Sunday. Then dhow is now likely being used by pirates as a mother ship to stage attacks on merchant vessels.
- 29.5. Piracy was rampant off Somalia for a four-year period from 2008, but then it went dormant for about five years. From March last year, Somali pirates have been back in the headlines, abducting a number of vessels and their crews.

### **30. New US Airstrikes on Yemen Increase Pressure on Iran-Aligned Houthis**

- 30.1. The United States carried out new airstrikes on Yemen on Monday, the [Houthis'](#) Al Masirah TV said, increasing pressure on the Iran-aligned group and expanding the biggest U.S. military operation in the Middle East since President Donald Trump returned to the White House.
- 30.2. Responding to the Houthi movement's threats to international shipping, the U.S. launched a new wave of airstrikes on Saturday. On Monday, the Red Sea port city of Hodeidah and Al Jawf governorate north of the capital Sanaa were targeted, Al Masirah said.
- 30.3. At least 53 people have been killed in the attacks, the Houthi-run health ministry said on Sunday. Five children and two women were among the victims and 98 have been hurt, it said.
- 30.4. The Houthis, an armed movement that has taken control of the most populous parts of Yemen despite nearly a decade of Saudi-led bombing, have launched scores of attacks on ships off its coast since November 2023, disrupting global commerce.



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- 30.5. The strikes, which one U.S. official told Reuters might continue for weeks, come as Washington ramps up sanctions pressure on Iran while trying to bring it to the negotiating table over its nuclear program.
- 30.6. An Emirati official last week passed on a letter from Trump, who took office in January, proposing nuclear talks with Tehran – a proposal that Supreme Leader Ayatollah Ali Khamenei rejected as “deception” by Washington.
- 30.7. Iranian Foreign ministry spokesperson Esmail Baghaei said on Monday that Tehran would respond to the letter “after full scrutiny” of it.
- 30.8. The Houthis say their attacks, which have forced companies to re-route to longer and more expensive journeys around southern Africa, are in solidarity with Palestinians as Israel strikes Gaza.
- 30.9. The U.S. and its allies characterize them as indiscriminate and a menace to global trade.
- 30.10. Houthi leader Abdul Malik al-Houthi said on Sunday the militants would target U.S. ships in the Red Sea as long as the U.S. continues attacks on Yemen.
- 30.11. Under the direction of al-Houthi, who is in his 40s, the ragtag group has become an army of tens of thousands of fighters and acquired an arsenal of armed drones and ballistic missiles. Saudi Arabia and the West say the arms come from Iran. Tehran denies this.
- 30.12. While Iran champions the Houthis, the Houthis deny being puppets of Tehran, and experts on Yemen say they are motivated primarily by a domestic agenda.
- 30.13. The Houthis’ military spokesman, without providing evidence, said in a televised statement early on Monday that the group had launched a second attack against the U.S. aircraft carrier USS Harry S. Truman in the Red Sea.
- 30.14. **‘Axis of Resistance’**



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- 30.14.1. The Houthis are part of what has been called the “Axis of Resistance” – an anti-Israel and anti-Western alliance of regional militias that also includes the Palestinian militant group Hamas and Lebanon’s Hezbollah and is backed by Iran.
- 30.14.2. Israel has severely weakened many of Iran’s regional allies since being attacked by Hamas gunmen in October 2023.
- 30.14.3. Israel has assassinated the top Hamas and Hezbollah leaders, and the fall of another Iranian ally, Syria’s Bashar al-Assad, also dealt a blow to Tehran. But the Houthis are still standing, along with pro-Iranian militias in Iraq.
- 30.14.4. In further violence in the Middle East, an Israeli airstrike killed three Palestinian men in Rafah in the southern Gaza Strip, local medics said on Monday. The three had left their homes to collect firewood, family members said.
- 30.14.5. Israel’s military, which began its Gaza campaign after the deadly Hamas-led attacks on Israel in October 2023, said it had conducted attacks in central Gaza and Rafah against “terrorists” operating near their forces and trying to plant bombs.
- 30.14.6. The bloodshed underscores the fragility of a three-stage ceasefire agreement between Israel and Hamas mediated by Qatar, Egypt, and the U.S. There was no sign of progress from renewed talks on sustaining a ceasefire deal between Israel and Hamas.
- 30.14.7. The Houthis said last week they would resume attacks on Israeli ships passing through the Red Sea if Israel did not lift a block on aid entering Gaza.
- 30.14.8. Israel’s suspension of goods entering Gaza for 16 days has increased pressure on the enclave’s 2.3 million people, most of who have been made homeless by the war. The suspension, which Israel said was aimed at pressuring Hamas in ceasefire talks, applies to food, medicine, and fuel imports.





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30.14.9. Houthi fighters have also fired drones and missiles towards Israel.

30.14.10. Israel, which has hit multiple Houthi-linked targets in Yemen, has warned the militants to halt their strikes, saying they risked the same “miserable fate” as Hamas, Hezbollah and Assad. Trump has warned Iran to halt support for the Houthis.

**31. CMF’s CTF 151 and EUNAVFOR ATALANTA CTF 465 Conclude Coordinated Patrols in Gulf of Aden and off Somali Coast.**

31.1. In a step towards enhancing maritime security in piracy-prone areas, Combined Maritime Forces’ (CMF) Combined Task Force (CTF) 151 and European Union Naval Force (EUNAVFOR) Operation ATALANTA’s CTF 465 conducted week-long coordinated patrols in the Gulf of Aden and off the coast of Somalia. This combined effort was aimed at deterring piracy, armed robbery and other illicit activities in ATALANTA and CMF areas of operation to ensure the security of vital sea lines of communication.

31.2. These collaborations improve interoperability between naval forces and help in sharing best practices. CMF leadership and commanders of both task forces are keen to set new standards for multinational counter-piracy efforts by ensuring tighter operational coordination and frequent information sharing. These coordinated patrols are the first step in this direction. Both task forces aim to conduct frequent coordinated patrols in the future for asset optimization, deconflicting lines of effort and ensuring mutual assistance.

31.3. These coordinated patrols reflect the spirit of collaboration and collective resolve towards peace and stability in the region, one of the major focus areas of CMF and ATALANTA. By working closely with CTF 465, CTF 151 aims to create a more secure environment for maritime community and ensure the free flow of trade.

31.4. MF headquartered in Bahrain with U.S. Naval Forces Central Command and U.S. 5th Fleet, is the largest multinational naval partnership in the world, with 46 nations committed to upholding the international rules-based order at sea. It promotes security, stability and prosperity across



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approximately 3.2 million square miles of international waters, encompassing some of the world's most important shipping lanes.

### **32. Pakistan Navy in Direct Support of Combined Task Force 151.**

32.1. The Pakistan Navy Ship ASLAT (F254), in direct support of Pakistan Navy-led Combined Task Force (CTF) 151, recently conducted counter-piracy patrols in an effort to ramp up presence in the eastern patrol areas of the Combined Maritime Forces' (CMF) area of operations.

32.2. These patrols aim to deter piracy, armed robbery and other illicit activities to ensure the safety of vital sea lines of communications. CTF 151's goal is to enhance focus on the eastern side of the AOO, while remaining cognizant of the piracy threat in the Gulf of Aden, the Socatra Gap and off the east coast of Somalia.

32.3. The deployment of PNS ASLAT reflects Pakistan Navy's resolve to combat piracy and armed robbery, and protect global commons and ensure the free flow of maritime trade in the region. The F-22P Zulfiqar-class guided missile frigate, commissioned in 2013, is the second ship to bear the name "ASLAT." The name "ASLAT" is derived from an Arabic word and is a type of sword used by Arabs during early days of Islam.

32.4. CTF 151 was established as a multinational task force in January 2009, and is one of five operational task forces under CMF. In conjunction with the EUNAVFOR, and together with independently deployed naval ships, CTF 151 helps to patrol the Internationally Recommended Transit Corridor.

32.5. CMF headquartered in Bahrain with U.S. Naval Forces Central Command and U.S. 5th Fleet, is the largest multinational naval partnership in the world, with 46 nations committed to upholding the international



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rules-based order at sea. It promotes security, stability and prosperity across approximately 3.2 million square miles of international waters, encompassing some of the world's most important shipping lanes.

### **33. West Africa**

33.1. Unlike the presence and substantial involvement of international navies, numbering more than 43 countries and the legit deployment of armed security team (AST) onboard commercial vessels transiting the East Africa and Indian Ocean HRA, the situation in the West Africa HRA is about just the opposite. Nigerian government laws and regulations prohibit the deployment of ASTs other than those brokered by local security companies that used personnel from the Navy, which the government has declared as not supported by it. Besides the Nigerian Navy, no other naval forces provide security and deterrence to the pirates managed by criminal syndicates operating from Nigeria.

33.2. In other words, the waters and ports around Nigeria are almost a perfect hunting ground for the local criminal syndicates. Given this situation, the threat of piracy at this point of time is higher and more dangerous than that posed by Somali pirates in the East Africa and Indian Ocean HRA, although depending on the continued presence of the navies of EUNAVFOR and CMF and the other independent naval forces and the continued use of on-board ASTs, the situation may quickly reverse. Somali pirates still have the intent, skills, and resources to attack merchant ships. Fundamentally naval forces and intelligence agencies have repeatedly called for continued vigilance and preparedness in the fight against the threat of piracy at both the East Africa and Indian Ocean HRA and the West Africa HRA. Ignoring these warnings places one's business, vessels, and crew members at risk!

33.3. Intelligence agencies noted that Nigeria's pirate action groups (PAGs) have been relatively quiet in the last 2-3 months. However, this does not suggest that the piracy threat in West Africa has been eradicated. PAGs may



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strike anytime and the only protection and solution is to be well prepared for such an eventuality.

**34.** UMS HQ advises all stakeholders never to take the security and safety of their vessels and crew members for granted. **CURRENT LOW PIRACY THREAT doesn't mean NO PIRACY THREAT!**

**35. *Remember Always "Be Vigilant, Be Safe and Never Be Sorry"***

**36. *UMS HQ WISHES ALL OUR MUSLIM CLIENTS, MASTERS, AND CREW MEMBERS "SELAMAT HARI RAYA ADILFITRI"***

**LTC (Ret) Harpal Singh**

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