



UNCLASSIFIED

(U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 26 June–24 July 2024**



24 July 2024

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1. (U) **Scope Note**

(U) The Worldwide Threat to Shipping (WTS) report provides information on threats to merchant vessels, the shipping industry, and other maritime stakeholders worldwide in the last 30 days. This report is produced primarily to inform merchant mariners and naval forces.

2. (U) **Warnings, Advisories and Alerts:** See Appendix C for active advisories.

3. (U) **Summary:**

A. (U) **INDONESIA:** On 23 July, as many as five perpetrators armed with knives boarded a Greece-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).

B. (U) **INDONESIA:** On 21 July, three robbers armed with long knives boarded a bulk carrier anchored at Kuala Tanjung Anchorage in the Malacca Strait.

C. (U) **RED SEA:** On 20 July, three Huthi attacks targeted a Liberia-flagged container ship while transiting the southern Red Sea approximately 64 NM northwest of Mokha, Yemen.

D. (U) **GULF OF ADEN:** on 19 July, two Huthi-launched missiles struck an underway Singapore-flagged container ship approximately 83 NM southeast of Aden, Yemen.

4. (U) **Monthly Incidents by Region**

(U) This section lists reports of active violence against shipping, credible threats to shipping, or the potential for a situation to develop into a direct threat to shipping over the past 30 days. Every effort is made to ensure that incidents are not double-counted. In the event that double-counting is detected, or an incident is later found to be different than initially reported, an explanation of the cancellation of the inaccurate report will be made in at least one message prior to dropping the erroneous report.

A. (U) NORTH AMERICA: No current incidents to report.

B. (U) CENTRAL AMERICA – CARIBBEAN – SOUTH AMERICA: No current incidents to report.

C. (U) ATLANTIC OCEAN AREA: No current incidents to report.

D. (U) NORTHERN EUROPE – BALTIC: No current incidents to report.

E. (U) MEDITERRANEAN – BLACK SEA: No current incidents to report.

F. (U) WEST AFRICA – GULF OF GUINEA:

1. (U) NIGERIA: On 17 July at 1430 local time, armed perpetrators fired on a barge under tow by a tug while underway on the Bonny River near Port Harcourt transiting towards Bonny Island. An armed security team escorting the tug and barge repelled the attack, causing the perpetrators to abort their attack and escape. (Clearwater Dynamics)

2. (U) NIGERIA: On 10 July (time unspecified), robbers attempted to board a supply vessel along the Uyenghe River in the Mbo Local Government Area in Akwa Ibom State, near position 04:41N – 008:16E. When members of the Nigerian Naval Forward Operating Base Ibaka discovered the robbers during the boarding attempt, the robbers opened fire on the naval personnel, who returned fire causing the robbers to escape into nearby creeks. (Clearwater Dynamics)

3. (U) GABON: On 3 July (time unspecified), three perpetrators boarded a Panama-flagged tanker anchored at Owendo Anchorage, near position 00:17N – 009:25E. The crew mustered in the citadel to avoid the threat from the unauthorized boarding party. (Clearwater Dynamics)

4. (U) NIGERIA: On 26 June, an unknown number of perpetrators attempted to board a vessel carrying passengers and goods on the Bonny River, south of Port Harcourt (exact time and position not specified). Nigerian Marine Police arrived at the location, disrupted the attack, and apprehended the perpetrators. (Clearwater Dynamics)

G. (U) ARABIAN GULF: No current incidents to report.

H. (U) INDIAN OCEAN – EAST AFRICA – RED SEA:



(U) Figure 1. Red Sea – Gulf of Aden Military Operations against Merchant Vessels

1. (U) RED SEA: On 20 July at 0350 UTC, a UAV struck the Liberia-flagged container ship PUMBA while transiting the southern Red Sea approximately 64 NM northwest of Mokha, Yemen (exact position not specified). The UAV caused minor damage to containers on deck and started a small fire that the crew brought under control. Subsequently, at 0436 UTC, PUMBA was approached by three skiffs, two of which were manned and one of which was an unmanned surface vessel (USV). The embarked armed security team opened fire on the USV causing it to explode off the port side quarter. At approximately the same time, one missile exploded off the starboard side. Neither the USV attack nor the missile explosion resulted in any damage. At 0508 UTC, a second missile exploded near PUMBA. At 0805 UTC, the company security officer reported that a third missile impacted the water on the starboard side. The crew also discovered a hole in the stern of the vessel, resulting from one of that day's multiple attacks. The ship reported there were no issues with either stability or pollution, all crew members were safe, and that the vessel was proceeding to its next port of call. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center; vesseltracker.com)

2. (U) GULF OF ADEN: On 19 July at 0150 UTC, two Huthi-launched missiles struck the underway Singapore-flagged container ship LOBIVIA within a 1-hour period approximately 83 NM southeast of Aden, Yemen (exact position not specified). The first missile hit amidships and the second struck toward the port aft near the accommodation section. A resulting fire was extinguished by the crew. The ship sustained damage but remained seaworthy. Following the incident, the master reported that all crew were safe and that the vessel would return to its last port of call under coalition assistance. (UKMTO; Clearwater Dynamics; Maritime Executive; gCaptain; Joint Maritime Information Center; vesseltracker.com)

3. (U) RED SEA: On 15 July at 1200 UTC, the Huthis used an unmanned surface vessel (USV) to attack the Liberia-flagged crude oil tanker CHIOS LION approximately 97 NM northwest of Hodeida, Yemen (exact position not specified). The master reported the USV's explosion on the port side of the tanker caused damage, but the vessel

did not require assistance. No injuries were reported and the vessel proceeded to its next port of call. (UKMTO; Clearwater Dynamics; Maritime Executive; gCaptain; U.S. Central Command; vesseltracker.com)

4. (U) RED SEA: On 15 July at 0530 UTC, the Huthis used three blue and white boats to attack the Panama-flagged product tanker BENTLEY I approximately 70 NM southwest of Hodeida, Yemen (exact position not specified). One of the boats was unmanned and collided twice with the tanker without an explosion. Armed persons on the other two boats exchanged gunfire with security guards on the tanker before the three boats withdrew. At 0801 UTC, the master reported that a missile exploded near the vessel. At 0845 UTC, two missiles targeted the vessel, also exploding nearby. At 1530 UTC, another projectile exploded close to the vessel. The master reported the tanker did not sustain any damage from these attacks, that the crew was safe, and that the vessel was continuing its voyage to its next port of call. (UKMTO; Clearwater Dynamics; IMB; gCaptain; Maritime Executive; U.S. Central Command; vesseltracker.com)

5. (U) RED SEA: On 11 July at 2006 UTC, an explosion occurred in close proximity to a Liberia-flagged bulk carrier while underway approximately 15 NM southwest of Mokha, Yemen (exact position not specified). At 2102 UTC, another explosion occurred in close proximity to the vessel. The master reported there was no damage to the vessel from the attacks, that all crew members were safe, and that the vessel was proceeding to its next port of call. (UKMTO; Clearwater Dynamics)

6. (U) BAB EL MANDEB STRAIT: On 10 July at 0240 UTC, a missile exploded about 600 meters from the port side of a Liberia-flagged crude oil tanker while underway approximately 40 NM south of Mokha, Yemen (exact position not specified). The master reported the vessel and all crew members were safe, and that the vessel proceeded to its next port of call (UKMTO; Clearwater Dynamics)

7. (U) ARABIAN SEA: On 9 July at 0435 UTC, the master of the U.S.-flagged container ship MAERSK SENTOSA reported that an explosion occurred in close proximity to the vessel while underway approximately 180 NM east of Nishtun, Yemen (exact position not specified). Later reporting indicated that five missiles had targeted the vessel. One missile exploded 0.5 NM off the port bow and the vessel did not sustain any damage. The vessel and crew were safe and the vessel continued to its next port of call. (UKMTO; Clearwater Dynamics; gCaptain; Maritime Executive; vesseltracker.com)

8. (U) RED SEA: On 30 June at 0310 UTC, 12 small craft approached the Marshall Islands-flagged bulk carrier SUMMER LADY underway approximately 12 NM southwest of Mokha, Yemen (exact position not specified). The small craft consisted of fast boats and smaller kayak-type boats, some of which were unmanned. The small craft remained close to the vessel for about an hour before departing the area. The closest point of approach for the small craft was 1.5 NM from the bulk carrier. The master reported that the vessel and crew were safe and the vessel proceeded to its next port of call. (UKMTO; Clearwater Dynamics; Maritime Executive)

9. (U) GULF OF ADEN: On 29 June at 0130 UTC, the Antigua and Barbuda-flagged container ship ROTTERDAM TRADER received a communications challenge while underway approximately 75 NM southwest of Aden, Yemen. A VHF transmission from "Yemeni authorities" indicated that the ship would be targeted if it did not send an email with the vessel's details. The vessel complied and continued its transit. (Joint Maritime Information Center Infonote)

10. (U) RED SEA: On 28 June at 0652 UTC, five missiles targeted the Liberia-flagged product tanker DELONIX underway approximately 150 NM northwest of Hodeida, Yemen (exact position not specified). The master reported that the missiles impacted the water close to the vessel, no damage occurred, and the vessel was continuing north. (UKMTO; Clearwater Dynamics; vesseltracker.com)

11. (U) RED SEA: On 27 June at 0644 UTC, a USV attacked the Malta-flagged bulk carrier SEAJAY underway approximately 83 NM southwest of Hodeida, Yemen, near position 14:30N – 041:32E. The master reported that the vessel and crew were safe and that the vessel was proceeding to its next port of call. Later reporting indicated that the USV exploded close to the ship's hull, causing minor damage. (UKMTO; Clearwater Dynamics; Maritime Executive)

I. (U) EAST ASIA – SOUTHEAST ASIA:



(U) Figure 2. Southeast Asia Piracy and Armed Robbery at Sea

1. (U) INDONESIA: On 23 July at 0105 local time, as many as five perpetrators armed with knives boarded a Greece-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:05N – 103:43E. The duty crew spotted the perpetrators boarding the vessel. All crew were reported safe, nothing was stolen, and the ship did not require assistance as it proceeded to its next port of call. (Clearwater Dynamics)

2. (U) INDONESIA: On 21 July at 0340 local time, three robbers armed with long knives boarded a bulk carrier anchored at Kuala Tanjung Anchorage in the Malacca Strait, near position 03:26 N – 099:27E. The robbers entered the engine room and tied up one crew member. The robbers stole ship's engine spare parts before they released the duty crew member and escaped. The master raised the alarm and the crew mustered. The incident was reported to the port facility. (IMB; Clearwater Dynamics)

3. (U) INDONESIA: On 16 July at 0230 local time, five robbers armed with knives and guns boarded the Egypt-flagged bulk carrier WADI FERAN while underway in the eastbound lane of the Singapore Strait TSS, near position

01:05N – 103:43E. The crew spotted the robbers in the engine room and raised the alarm. The crew mustered and conducted a search of the vessel. Following the incident, the master reported to the Singapore vessel traffic information system (VTS) that all crew members were safe. The Singapore Police Coast Guard boarded and searched the ship upon its arrival to the Singapore anchorage. Singapore authorities found no perpetrators onboard. (Clearwater Dynamics; ReCAAP)

4. (U) INDONESIA: On 15 July at 1633 local time, 10 robbers from two sampans boarded the barge LKH 2882 under tow by the Singapore-flagged tug HK TUG 9 while underway in the eastbound lane of the Singapore Strait TSS, near position 01:16N – 104:13E. The robbers departed the barge after spending approximately 20 minutes onboard. After the incident, the tug reported that robbers had stolen scrap metal, that the vessel was continuing its transit and did not require any assistance. (Clearwater Dynamics, ReCAAP)

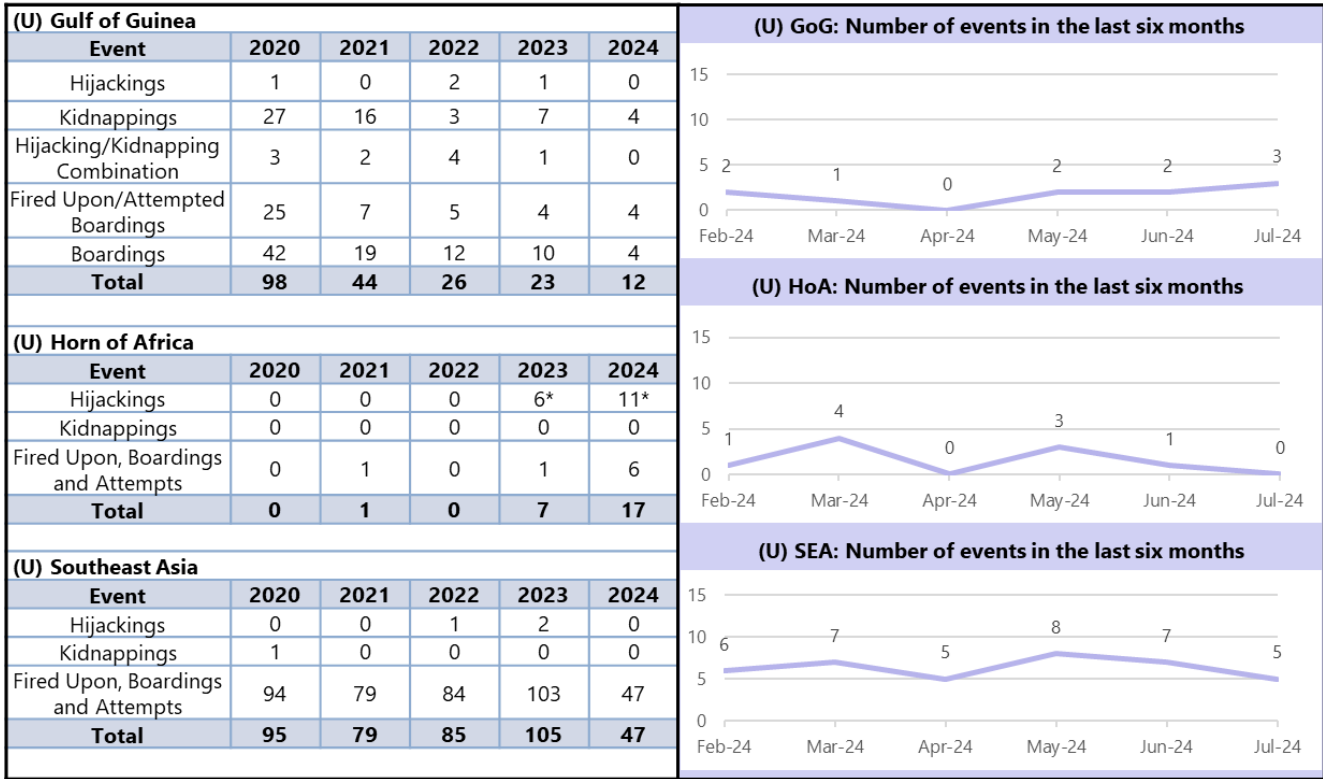
5. (U) INDONESIA: On 8 July at 0410 local time, four perpetrators boarded the Japan-flagged bulk carrier ORIHIME in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:39E. The duty crew spotted the perpetrators at the vessel's stern. After the master raised the alarm, the crew mustered to conduct a search of the vessel. The ship later reported that all crew members were safe, nothing had been stolen, and that the vessel did not require assistance. The vessel continued its transit to its next port of call. (Clearwater Dynamics; ReCAAP)

6. (U) INDONESIA: On 27 June at 0310 local time, one perpetrator boarded the underway Liberia-flagged bulk carrier IVESTOS 8 in the eastbound lane of the Singapore Strait TSS, near position 01:10N – 103:28E. The duty crew saw the perpetrator in the steering gear room. The alarm was raised and all crew mustered to conduct a search onboard the ship. Following the search, the master declared nothing was stolen, the crew was safe, and no further assistance was required. (Clearwater Dynamics; ReCAAP)

J. (U) INDIAN SUBCONTINENT: No current incidents to report.

K. (U) AUSTRALIA – NEW ZEALAND – PACIFIC OCEAN AREA: No current incidents to report.

5. (U) **Appendix A: Piracy and Armed Robbery at Sea Statistics and Trends**



*Horn of Africa hijacking numbers include Dhows and Fishing Vessels

6. (U) **Appendix B: Definitions and Sourcing**

A. (U) Definitions: In order to promote consistent use of accurate terms of reference, we use the following definitions to describe a range of criminal antishipping activity and impediments to safe navigation in our worldwide reporting and analysis.

- (U) **Attempted Boarding** – Close approach or hull-to-hull contact with report that boarding paraphernalia were employed or visible in the approaching boat.
- (U) **Blocking** – Hampering safe navigation, docking, or undocking of a vessel as a means of protest.
- (U) **Boarding** – Unauthorized embarkation of a vessel by persons not part of its complement without successfully taking control of the vessel.
- (U) **Fired Upon** – Weapons discharged at or toward a vessel.
- (U) **Hijacking** – Unauthorized seizure and retention of a vessel by persons not part of its complement.
- (U) **Kidnapping** – Unauthorized forcible removal of persons belonging to the vessel from it.

- (U) **Hijacking/Kidnapping Combination** – Unauthorized seizure and retention of a vessel by persons not part of its complement who forcefully remove crew members from vessel when disembarking.
- (U) **Robbery** – Theft from a vessel or from persons aboard the vessel.
- (U) **Suspicious Approach** – All other unexplained activity in close proximity of an unknown vessel.

B. (U) Sourcing: ONI derives information in this report primarily from government agencies, piracy reporting centers, maritime security companies, and open press.

7. (U) Appendix C: Active U.S. Maritime Advisories

Title	Effective Date	Expiration Date
2024-007: Gulf of Guinea – Piracy/Armed Robbery/Kidnapping for Ransom	24 JUN 24	21 DEC 24
2024-006: Southern Red Sea, Bab el Mandeb Strait, Gulf of Aden, Indian Ocean, Somali Basin, Arabian Sea, Gulf of Oman, Strait of Hormuz, and Persian Gulf – Threats to Commercial Vessels	18 APR 24	15 OCT 24
2024-005: Global – U.S. Maritime Advisory Updates, Resources, and Contacts	16 APR 24	12 OCT 24
2024-003: Black Sea and Sea of Azov – Military Combat Operations	26 FEB 24	25 AUG 24
2024-002: Worldwide – Foreign Adversarial Technological, Physical, and Cyber Influence	21 FEB 24	19 AUG 24

(U) **ICOD:** 24 July 2024

(U) The Worldwide Threat to Shipping reports are posted weekly on the ONI Intelligence Portal: <https://www.oni.navy.mil/ONI-Reports/Shipping-Threat-Reports/Worldwide-Threat-to-Shipping/>