ONI
OFFICE OF NAVAL INTELLIGENCE

UNCLASSIFIED

(U) WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 10 July–7 August 2024

7 August 2024

(U) **Table of Contents:**

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 6 August, as many as 6 robbers armed with knives boarded a Panama-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).

B. (U) INDONESIA: On 4 August, two robbers boarded an offshore supply vessel anchored at Batam Anchorage in the Singapore Strait.

C. (U) GULF OF ADEN: On 3 August, two missile attacks targeted a Liberia-flagged container ship while underway.

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 29 July (time unspecified), a passenger boat was attacked while underway in the Bonny River between Port Harcourt and Bonny Island, near position 04:33N – 007:11E. The perpetrators kidnapped two of the passengers and stole passenger belongings. (Clearwater Dynamics)

2. (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)

3. (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)

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

H. (U) **INDIAN OCEAN – EAST AFRICA – RED SEA:**
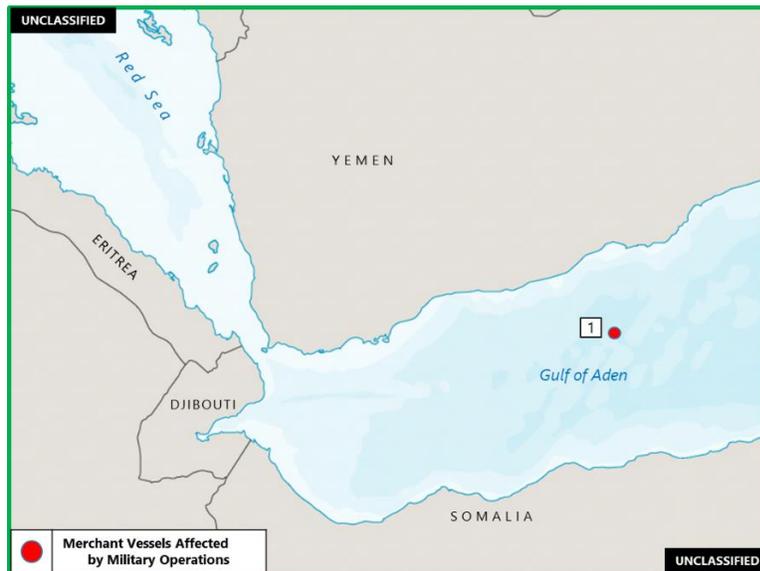
(U) Figure 1. Gulf of Aden Military Operations against Merchant Vessels

1. (U) GULF OF ADEN: On 3 August at 1330 UTC, the first of two missile attacks targeted the Liberia-flagged container ship GROTON while underway approximately 170 NM east of Aden, Yemen, near position 12:56N – 048:11E. The embarked armed security team observed an explosion 0.1 NM astern of the vessel. The vessel was not hit, and reported no ship damage and no injuries to the crew. At 1757 UTC, a second attack struck GROTON above the waterline causing minor damage, approximately 125 NM southeast of Aden, near position 12:24N – 046:58E. After the strike, no water ingress, oil leaks, or fires were observed. All crew were safe with no injuries reported and the vessel diverted to a nearby port. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center; gCaptain; Maritime Executive)

2. (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)

3. (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)

4. (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)

5. (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)

6. (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)

7. (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)

I. (U) **EAST ASIA – SOUTHEAST ASIA:**

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

1. (U) INDONESIA: On 6 August at 0120 local time, as many as six robbers armed with knives boarded the Panama-flagged bulk carrier ULTRA COLONSAY while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:03N – 103:38E. The duty crew spotted the robbers in the engine room. After the alarm was raised, the crew mustered to conduct a search. No perpetrators were found onboard. Engine spare parts and a crew member's cellphone were stolen. All crew members were reported safe following the incident. (ReCAAP; Clearwater Dynamics)

2. (U) INDONESIA: On 4 August at 0300 local time, two robbers boarded an offshore supply vessel anchored at Batam Anchorage in the Singapore Strait, near position 01:09N – 103:57E. They stole ship's property and escaped. The theft was discovered in the morning by the crew. (IMB; Clearwater Dynamics)

3. (U) INDONESIA: On 29 July at 0512 local time, five perpetrators armed with knives boarded the Liberia-flagged bulk carrier THISSEAS while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:40E. The crew observed the perpetrators at the stern of the vessel. After the perpetrators were spotted, the ship's general alarm was activated. The crew conducted a search with no further sighting of the perpetrators. The ship reported that nothing was missing and all crew were safe. The vessel required no assistance and proceeded to its next port of call. (Clearwater Dynamics; ReCAAP)

4. (U) INDONESIA: On 29 July at 0215 local time, three unarmed perpetrators boarded the Isle of Man-flagged bulk carrier BERGE MAUNA LOA while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:40E. The duty crew spotted the perpetrators in the steering gear room. The perpetrators escaped after activation of the ship's alarm. The crew conducted a search with no further sighting of the perpetrators. The ship reported that nothing was stolen and all crew members were safe. The vessel required no assistance and continued to its next port of call. (Clearwater Dynamics; ReCAAP)

5. (U) INDONESIA: On 23 July at 0105 local time, as many as five perpetrators armed with knives boarded the Greece-flagged bulk carrier CORINNA while underway in the eastbound lane of the Singapore Strait 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; ReCAAP)

6. (U) INDONESIA: On 21 July at 0340 local time, three robbers armed with long knives boarded the Panama-flagged bulk carrier EARTH HARMONY 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; ReCAAP)
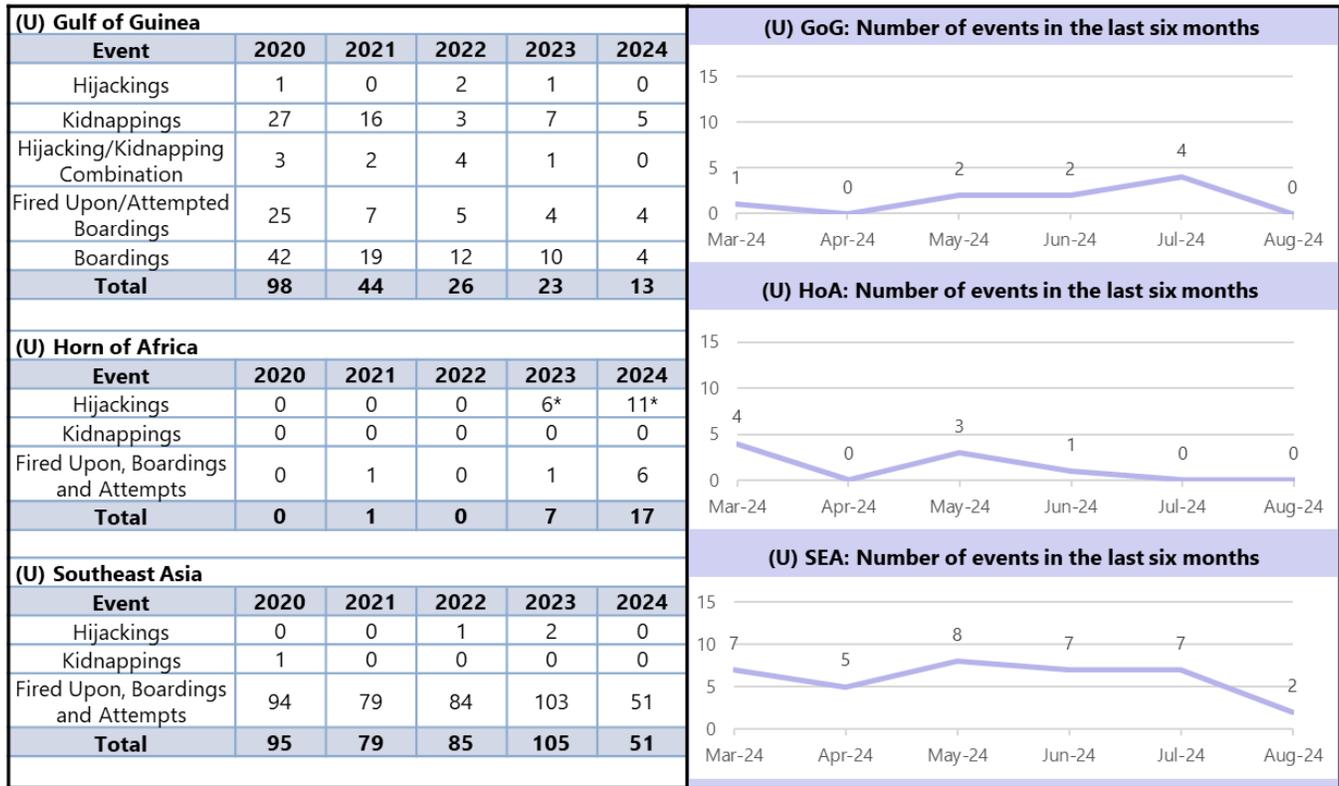
7. (U) INDONESIA: On 16 July at 0230 local time, five robbers armed with knives and guns boarded the Egypt-flagged bulk carrier WADI FERAN while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:43E. The crew spotted the robbers in the engine room and raised the alarm. 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)

8. (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)

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**

(U) Gulf of Guinea

Event	2020	2021	2022	2023	2024
Hijackings	1	0	2	1	0
Kidnappings	27	16	3	7	5
Hijacking/Kidnapping Combination	3	2	4	1	0
Fired Upon/Attempted Boardings	25	7	5	4	4
Boardings	42	19	12	10	4
Total	**98**	**44**	**26**	**23**	**13**

(U) Horn of Africa

Event	2020	2021	2022	2023	2024
Hijackings	0	0	0	6*	11*
Kidnappings	0	0	0	0	0
Fired Upon, Boardings and Attempts	0	1	0	1	6
Total	**0**	**1**	**0**	**7**	**17**

(U) Southeast Asia

Event	2020	2021	2022	2023	2024
Hijackings	0	0	1	2	0
Kidnappings	1	0	0	0	0
Fired Upon, Boardings and Attempts	94	79	84	103	51
Total	**95**	**79**	**85**	**105**	**51**

(U) GoG: Number of events in the last six months

Mar-24: 1, Apr-24: 0, May-24: 2, Jun-24: 2, Jul-24: 4, Aug-24: 0

(U) HoA: Number of events in the last six months

Mar-24: 4, Apr-24: 0, May-24: 3, Jun-24: 1, Jul-24: 0, Aug-24: 0

(U) SEA: Number of events in the last six months

Mar-24: 7, Apr-24: 5, May-24: 8, Jun-24: 7, Jul-24: 7, Aug-24: 2

*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:** 7 August 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/