



UNCLASSIFIED

(U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 14 August–11 September 2024**

11 September 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.

A. (U) U.S. Maritime Advisory 2024-012: Black Sea and Sea of Azov – Military Combat Operations

Issued on 6 September 2024. This advisory cancels U.S. Maritime Advisory 2024-003.

Issue: Since Russia's full-scale invasion of Ukraine began in late February 2022, commercial vessels have reportedly been struck by projectiles 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 21 February 2025.

3. (U) Summary:

A. (U) EGYPT: On 8 September, Global Positioning System (GPS) interference was reported offshore of Port Said.

B. (U) RED SEA: On 6 September, a skiff approached a Saudi Arabia-flagged tanker underway approximately 60 NM southwest of Hodeida, 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:

1. (U) GULF OF MEXICO: On 14 August at 2045 local time, armed robbers in a fishing vessel boarded an oil platform in the Bay of Campeche, approximately 15 NM off the coast of Frontera, Tabasco State, Mexico (exact position not specified). The robbers overpowered the oil platform crew, stole self-contained breathing apparatuses, and escaped on the fishing vessel. All oil platform crew members were reported safe. (Clearwater Dynamics)

B. (U) CENTRAL AMERICA – CARIBBEAN – SOUTH AMERICA:

1. (U) COLOMBIA: On 28 August at 0130 local time, one perpetrator attempted to board an anchored Denmark-flagged LPG tanker at Cartagena Inner Anchorage, near position 10:19N – 075:32W. The duty crew observed four perpetrators in a boat near the anchor chain and another in the hawsepipe. The officer on watch was alerted to the presence of the perpetrators and the fire pumps were activated. Seeing the crew's alertness, the perpetrators escaped. The vessel notified port control and the coast guard investigated the area around the tanker. (Clearwater Dynamics; IMB)

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:

(U) Figure 1. Mediterranean Sea Suspicious Activity

1. (U) EGYPT: On 8 September, Global Positioning System (GPS) interference was reported offshore of Port Said. (UKMTO; Clearwater Dynamics)

F. (U) WEST AFRICA – GULF OF GUINEA:

1. (U) NIGERIA: On 2 September at 1000 local time, perpetrators attacked a passenger boat underway in the Bonny River between Bonny Island and Port Harcourt, near Dutch Island (exact location not specified). The perpetrators escaped with 10 kidnapped passengers. (Clearwater Dynamics)

2. (U) NIGERIA: On 28 August, perpetrators attacked a passenger boat while underway in the Bonny River between Abonnama and Kula, Rivers State (exact time and location not specified). The attackers robbed the passengers and stole the boat. During the incident, one passenger was killed. (Clearwater Dynamics)

3. (U) NIGERIA: On 24 August, perpetrators attacked a passenger boat sailing in the Bonny River between Bonny Island and Port Harcourt (exact time and location not specified). The attackers escaped with two kidnapped passengers. (Clearwater Dynamics)

4. (U) NIGERIA: On 22 August, armed assailants attacked a passenger boat transiting in the Bonny River between Bonny Island and Port Harcourt (exact time and location not specified). The perpetrators took all valuables and kidnapped five passengers. (Clearwater Dynamics)

G. (U) ARABIAN GULF:

1. (U) IRAN: On 29 August, several reports indicated that GPS interference occurred offshore of Assaluyeh. (UKMTO; Clearwater Dynamics)

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

(U) Figure 2. Red Sea – Gulf of Aden Suspicious Approach

1. (U) RED SEA: On 6 September at 0500 UTC, a blue and white skiff with three persons onboard approached a Saudi Arabia-flagged tanker underway approximately 60 NM southwest of Hodeida, Yemen (exact position not specified). The company security officer reported that one person onboard the skiff navigated, while the remaining two individuals looked through binoculars. The skiff came to within 400 meters of the tanker but changed direction after the vessel's embarked armed security team displayed their firearms. (UKMTO; Clearwater Dynamics)

2. (U) RED SEA: On 4 September at 1112 UTC, an entity declaring itself to be from the UKMTO requested vessels to switch on their AIS and provide a present position update. (UKMTO; Clearwater Dynamics)

3. (U) RED SEA: On 2 September at 0630 UTC, a UAV struck the Saudi Arabia-flagged crude oil tanker AMJAD while underway approximately 58 NM west of Hodeida, Yemen, near position 14:45N – 041:51E. The UAV hit the tanker in the forward center cargo tank area. The master reported that all crew members were safe, that the vessel sustained minimal damage but did not require assistance, and that the vessel was continuing to its next port of call. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center; U.S. Central Command)

4. (U) RED SEA: On 2 September at 0130 UTC, the first of three ballistic missiles targeted the Panama-flagged crude oil tanker BLUE LAGOON I while underway approximately 70 NM northwest of Saleef, Yemen (exact position not specified). The first missile hit the tanker on its port quarter. At 0152 UTC, a second missile hit the vessel on its port side. At 0242 UTC, a third missile impacted the water 50 meters astern of the tanker. The master reported that

damage control was underway, all crew members were safe, there were no casualties onboard, and that the vessel was proceeding to its next port of call. (UKMTO; Clearwater dynamics; Joint Maritime Information Center; U.S. Central Command)

5. (U) GULF OF ADEN: On 30 August between 1700 UTC and 1830 UTC, two ballistic missiles targeted the Liberia-flagged container ship GROTON while underway approximately 130 NM east of Aden, Yemen (exact position not specified). The first missile impacted the water 50 meters from the port bow. The second missile hit the water off the ship's stern. The master reported all crew members were safe and that the vessel was not hit and did not sustain any damage. The vessel continued its voyage to its next port of call. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)

6. (U) RED SEA: On 27 August at 0526 UTC, the Kuwait-flagged product tanker MUTRIBA reported the presence of an unmanned surface vessel (USV) approximately 24 NM west of Mokha, Yemen, near position 13:20N – 042:49E. The master of the vessel reported three small boats approximately 3 NM north of the USV. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)

7. (U) GULF OF ADEN: On 26 August at 1230 UTC, the Palau-flagged crude oil tanker CAROLINE BEZENGI reported the presence of a USV at a distance of 1 NM, approximately 61 NM southeast of Mokha, Yemen, near position 12:27N – 043:43E. The tanker also reported that two small boats were located approximately 2 NM north of the USV. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)

8. (U) GULF OF ADEN: On 26 August at 0344 UTC, a small boat with as many as 10 persons onboard approached the Hong Kong-flagged product tanker VELA approximately 55 NM southeast of Aden, Yemen (exact position not specified). A ladder was observed onboard the boat but no weapons were noted. After the embarked armed security team challenged the suspicious boat, it departed the area. (UKMTO; Clearwater Dynamics)

9. (U) RED SEA: On 22 August at 1630 UTC, a tanker reported three suspicious boats moving northeast approximately 78 NM northwest of Hodeida, Yemen, near position 15:15N – 041:39E. After the master changed course to increase distance, two of the boats passed on the starboard side at a distance of 1 NM, and the other passed on the port side at a distance of 5 NM. The master confirmed that the boats were no longer in the area and that the vessel was safe. (Clearwater Dynamics)

10. (U) RED SEA: On 22 August at 1000 UTC, a merchant vessel reported a USV and two small boats with as many as three persons onboard maneuvering in a suspicious manner approximately 87 NM west of Saleef, Yemen, near position 15:37N – 041:12E. (UKMTO; Clearwater Dynamics)

11. (U) GULF OF ADEN: On 21 August at 1144 UTC, two explosions occurred in the water in close proximity to the underway Panama-flagged bulk carrier SW NORTH WIND I approximately 57 NM south of Aden, Yemen (exact position not specified). At 1417 UTC, another explosion happened 500 meters from the vessel, near position 1:18N – 044:12E. A further two explosions took place in close proximity to the vessel, near position 13:03N – 043:08E. At 0759 UTC on 22 August, a USV struck the vessel on the port beam, resulting in minor damage. At 0900 UTC, the embarked security team fired against a USV, causing an explosion that resulted in minor damage to the vessel. The ship reported that all crew members were safe and that the vessel was proceeding to its next port of call. (UKMTO; Clearwater Dynamics; gCaptain; Joint Maritime Information Center)

12. (U) RED SEA: On 21 August at 0257 UTC, two skiffs approached the Greece-flagged crude oil tanker SOUNION while underway approximately 77 NM west of Hodeida, Yemen (exact position not specified). One skiff had as many as five persons onboard while the other had more than 10 persons onboard. The skiffs hailed the tanker leading to a brief exchange of small arms fire. Between 0500 and 0549 UTC, three unidentified projectiles struck the tanker, resulting in a fire onboard and causing the vessel to lose engine power and its ability to maneuver. Following the attacks, the crew members were reported safe with one crew member sustaining a minor injury. A French Navy warship later rescued the crew. UPDATE: As of 28 August, multiple fires were detected on the main deck of SOUNION, which was anchored near position 15:00N – 041:39E. The tanker poses both a navigation risk and a serious and imminent threat of regional pollution, and all passing vessels in the vicinity are asked to proceed with utmost caution. (UKMTO; Clearwater Dynamics; vesseltracker.com; Reuters; Joint Maritime Information Center; Maritime Executive; EUNAVFOR ASPIDES)

13. (U) RED SEA: On 15 August between 1010 UTC and 1245 UTC, a small boat with armed persons onboard approached two vessels, the Tanzania-flagged cargo barge SIAM and the Honduras-flagged specialist craft SUNNY OCEAN, that were drifting in the same vicinity approximately 95 NM northeast of Massawa, Eritrea (exact positions not specified). Security personnel onboard the specialist craft fired three warning shots at the approaching boat. The persons onboard the small boat returned fire and claimed over VHF radio that they were Eritrean Navy. The crew of the cargo barge subsequently warned the small boat over the radio to stay back and advised the small boat that they were armed. After the warning, the small boat departed the area without further interaction. Both vessels and all crew members were reported safe. (UKMTO, Clearwater Dynamics; Joint Maritime Information Center)

I. (U) EAST ASIA – SOUTHEAST ASIA:

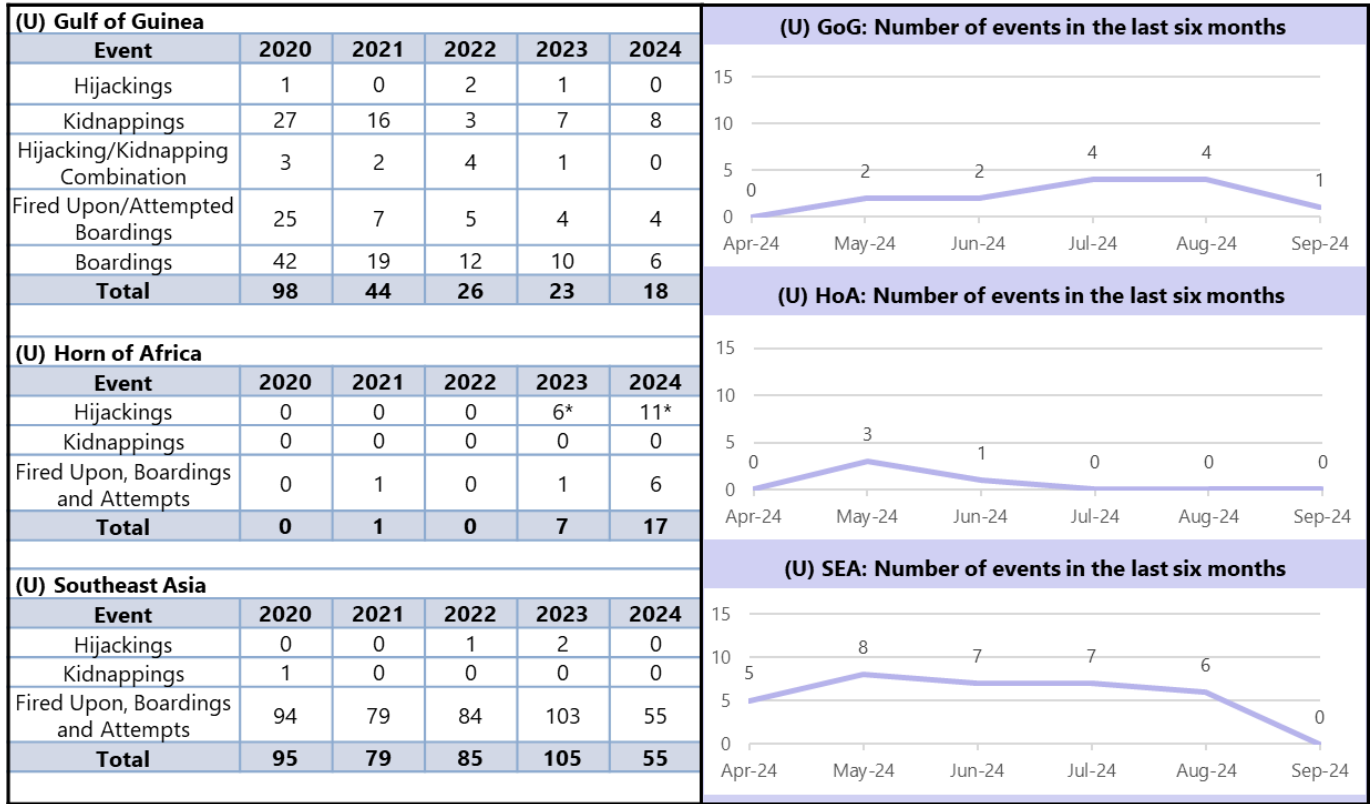
1. (U) INDONESIA: On 27 August at 2320 local time, five robbers boarded the Panama-flagged bulk carrier LUCKY LONG while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:15N – 104:01E. The crew spotted the robbers, two of whom carried knives, in the engine room and raised the alarm. After the crew searched the ship, the master reported that all crew members were safe, generator spare parts were stolen, and that the ship was proceeding to its next port of call. (Clearwater Dynamics; ReCAAP)

2. (U) INDONESIA: On 23 August at 1230 local time, seven robbers from two sampans boarded the barge JIN HWA 39 while under tow by the Malaysia-flagged tug JIN HWA 49 in the westbound lane of the Singapore Strait TSS, near position 01:17N – 104:08E. The sampans left the barge after approximately 10 minutes. The tug master reported that the robbers stole scrap metal, all crew members were safe, and that the tug and barge required no assistance. (ReCAAP; Clearwater Dynamics)

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
2024-012: Black Sea and Sea of Azov – Military Combat Operations	6 SEP 24	21 FEB 25
2024-010: Gulf of Aden, Arabian Sea, Indian Ocean – Piracy/Armed Robbery/Kidnapping for Ransom	16 AUG 24	12 FEB 25
2024-009: Strait of Hormuz, and Gulf of Oman – Iranian Illegal Boarding / Detention / Seizure	16 AUG 24	12 FEB 25
2024-008: Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden – Houthi Attacks on Commercial Vessels	16 AUG 24	12 Feb 25
2024-007: Gulf of Guinea – Piracy/Armed Robbery/ Kidnapping for Ransom	24 JUN 24	21 DEC 24
2024-005: Global – U.S. Maritime Advisory Updates, Resources, and Contacts	16 APR 24	12 OCT 24

(U) **ICOD:** 11 September 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/>