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(U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 1 – 29 March 2023**



29 March 2023

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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 29 March, four robbers boarded an underway bulk carrier in the Phillip Channel of the Singapore Strait.

B. (U) **OMAN:** On 29 March, the UKMTO released a report that there was irregular AIS activity off the coast of Oman.

C. (U) **PERU:** On 28 March, ten robbers armed with knives boarded an anchored bulk carrier at Callao Anchorage.

D. (U) **INDONESIA:** On 27 March, at least four robbers armed with knives boarded an underway bulk carrier in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).

E. (U) **ANGOLA:** On 26 March, robbers boarded an anchored tugboat at Luanda Anchorage.

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F. (U) PERU: On 26 March, perpetrators boarded an anchored bulk carrier at Callao Anchorage.

G. (U) GABON: On 25 March, five armed perpetrators boarded a product tanker in Gabon's Economic Exclusion Zone, approximately 142 NM west-southwest of Pointe Noire, Republic of the Congo.

H. (U) PHILIPPINES: On 19 March, three robbers boarded an anchored container ship at Manila Anchorage.

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:**



(U) Figure 1. Central America – Caribbean – South America Piracy and Armed Robbery at Sea

1. (U) PERU: On 28 March at 0230 local time, ten robbers armed with knives boarded an anchored bulk carrier at Callao Anchorage near position 12:00S – 077:13W. Onboard the vessel, the perpetrators restrained a duty crew

member. Following the raising of the alarm, the robbers escaped with stolen personal belongings and ship stores. Fellow crew members found the duty crew member unharmed and removed his restraints. Port authorities were notified of the incident and the Peru Coast Guard boarded the vessel to investigate. (IMB; Clearwater Dynamics)

2. (U) PERU: On 26 March at 1859 local time, robbers boarded the anchored Marshall Islands-flagged bulk carrier SANKATY EAGLE at Callao Anchorage, near position 12:01S – 077:12W. The deck watch noticed the perpetrators onboard and informed the bridge. The alarm was sounded and all crew mustered on the bridge, at which point the perpetrators escaped without stealing anything. Port control were informed on VHF Ch. 16 and the Peru Coast Guard boarded the vessel to conduct an inspection. (IMB; Clearwater Dynamics; vesseltracker.com)

3. (U) PERU: On 9 March at 0145 local time, up to 15 robbers armed with knives boarded the anchored Marshall Islands-flagged bulk carrier GILLINGHAM at Callao Anchorage, near position 12:01S – 077:13W. The robbers detained a crewman and stole his cell phone. The alarm was raised and the crew mustered resulting in the robbers escaping with stolen ship's properties. The incident was reported to the port authorities and later a patrol boat searched the area around the ship. (IMB; Clearwater Dynamics; vesseltracker.com)

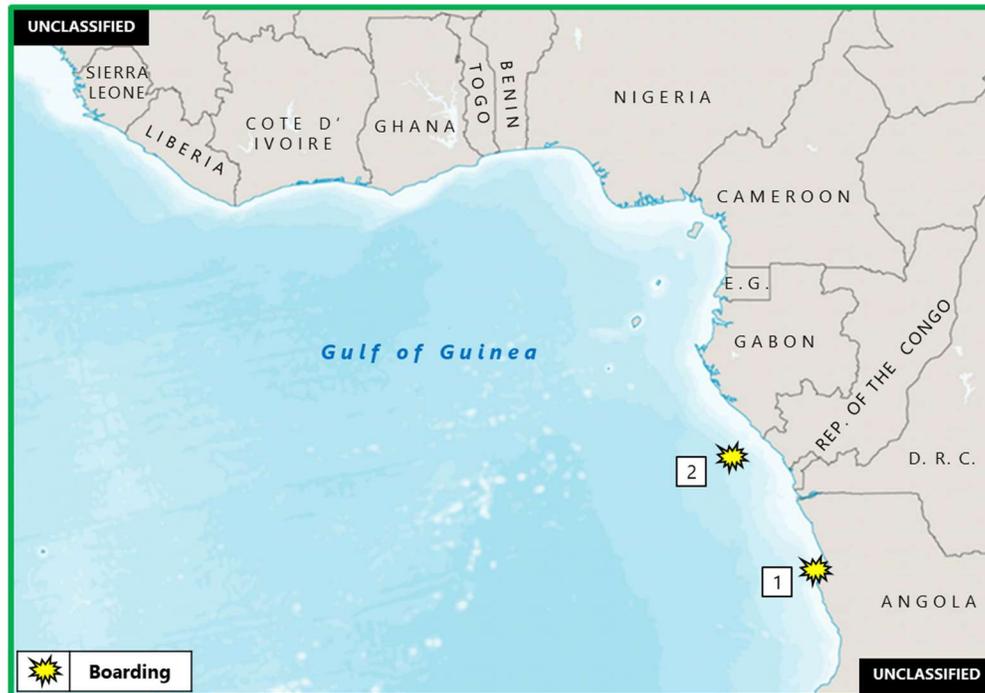
C. (U) ATLANTIC OCEAN AREA: No current incidents to report.

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

E. (U) MEDITERRANEAN – BLACK SEA:

1. (U) UKRAINE: On 9 March at 1430 UTC, the Joint Coordination Center in Turkey suspended transits within the Maritime Humanitarian Corridor in the Black Sea. The suspension was due to the loss of GPS signal in the southern part of the corridor (the exact coordinates were not specified). As of 10 March, the loss of GPS signal has been resolved and vessels have recommenced voyages within the Maritime Humanitarian Corridor. (Clearwater Dynamics)

F. (U) WEST AFRICA – GULF OF GUINEA:



(U) Figure 2. West Africa – Gulf of Guinea Piracy and Armed Robbery at Sea

1. (U) ANGOLA: On 26 March at 0330 local time, robbers boarded an anchored tugboat at Luanda Anchorage near position 08:44S – 013:17E. The perpetrators boarded the vessel from a canoe. Crew members noticed the robbers onboard and raised the alarm, after which the robbers escaped with stolen ship's properties. The incident was reported to the port authorities. (Clearwater Dynamics; IMB)

2. (U) GABON: On 25 March at 2239 UTC, five armed perpetrators in a single skiff approached and boarded the Liberia-flagged product tanker MONJASA REFORMER near position 05:29S – 009:34E. According to the ship's owner, all sixteen crew members managed to secure themselves in the tanker's citadel. There has been no AIS transmission from the vessel since 26 March at 0045 UTC, and the onboard communications channels are reportedly down. In its most recent update to the incident, MDAT-GoG reported the tanker as being in the vicinity of position 04:09S – 001:46E at 1825 UTC on 28 March, and asked masters within the vicinity to report any further sightings of the vessel. As of 1300 UTC on 30 March, there is no indication that the pirates have departed the tanker or that communications with the vessel have been reestablished. The incident remains ongoing. (MDAT-GoG; IMB; Maritime Executive; EOS Risk; vesseltracker.com; Clearwater Dynamics)

3. (U) GHANA: On 2 March at 0236 local time, a robber boarded the anchored Denmark-flagged product tanker NORD STINGRAY near position 04:53N – 001:41W at Takoradi Anchorage. The duty crew noticed the robber near the forecandle and raised the alarm. After hearing the alarm, the robber fled the vessel and escaped with stolen ship's stores. The incident was reported to Takoradi port control, and the Ghanaian Navy sent a patrol boat to search the area. (IMB; Clearwater Dynamics; vesseltracker.com)

4. (U) ANGOLA: On 1 March at 0315 local time, robbers from a small craft boarded a container ship anchored in the vicinity of Soyo, near position 06:05S – 012:14E. After boarding, the robbers threatened a crew member with a knife before stealing items from inside a container. The local authorities were alerted and the crew was reported as safe. (Clearwater Dynamics)

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

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



(U) Figure 3. Indian Ocean – East Africa – Red Sea Suspicious Activity

1. (U) OMAN: On 29 March at 1810 UTC, the UKMTO reported that there was irregular AIS activity off the coast of Oman near position 20:45N – 059:56E, approximately 58 NM east of Masirah Island. Authorities are investigating the incident. (UKMTO; Clearwater Dynamics)

2. (U) YEMEN: On 17 March at 0150 UTC, the master of a vessel reported that a craft approached and directed four or five bursts of automatic gunfire toward the vessel located approximately 36 NM southwest of Hodeida in the southern Red Sea, near position 14:13N – 042:44E. The armed security team onboard returned fire which resulted in the perpetrators departing the area. The vessel and crew are reported as safe. (UKMTO; Clearwater Dynamics)

3. (U) YEMEN: On 2 March at 1200 UTC, the master of a vessel informed the United Kingdom Maritime Trade Operations (UKMTO) that up to eight speedboats had been sighted maneuvering within the Internationally

Recommended Transit Corridor (IRTC) near Point Bravo, approximately 95 NM southeast of Nishtun, near position 14:22N – 052:54E. The speedboats were heading south-southeast at 10 knots. The reporting vessel and crew are safe. (UKMTO; Clearwater Dynamics)

4. (U) ARABIAN SEA: On 2 March at 0310 UTC, the UKMTO received reports that an underway vessel was approached by two small craft approximately 345 NM east of Socotra Island near position 12:24N – 060:19E. The two craft with white hulls approached to within 0.1 NM of the vessel. One craft had five persons onboard and the other craft had six persons onboard. Reporting also indicated that these craft were being supported by a larger blue-hulled vessel. (UKMTO; Clearwater Dynamics)

5. (U) OMAN: On 1 March at 1500 UTC, the master of a vessel informed the UKMTO that a rotary Unmanned Aerial Vehicle was sighted approaching to within 10 meters of the vessel approximately 126 NM east-southeast of Salalah, near position 16:35N – 056:17E. The UAV loitered in the vicinity of the vessel for two minutes before departing. (UKMTO; Clearwater Dynamics)

I. (U) EAST ASIA – SOUTHEAST ASIA:



(U) Figure 4. East Asia – Southeast Asia Piracy and Armed Robbery at Sea

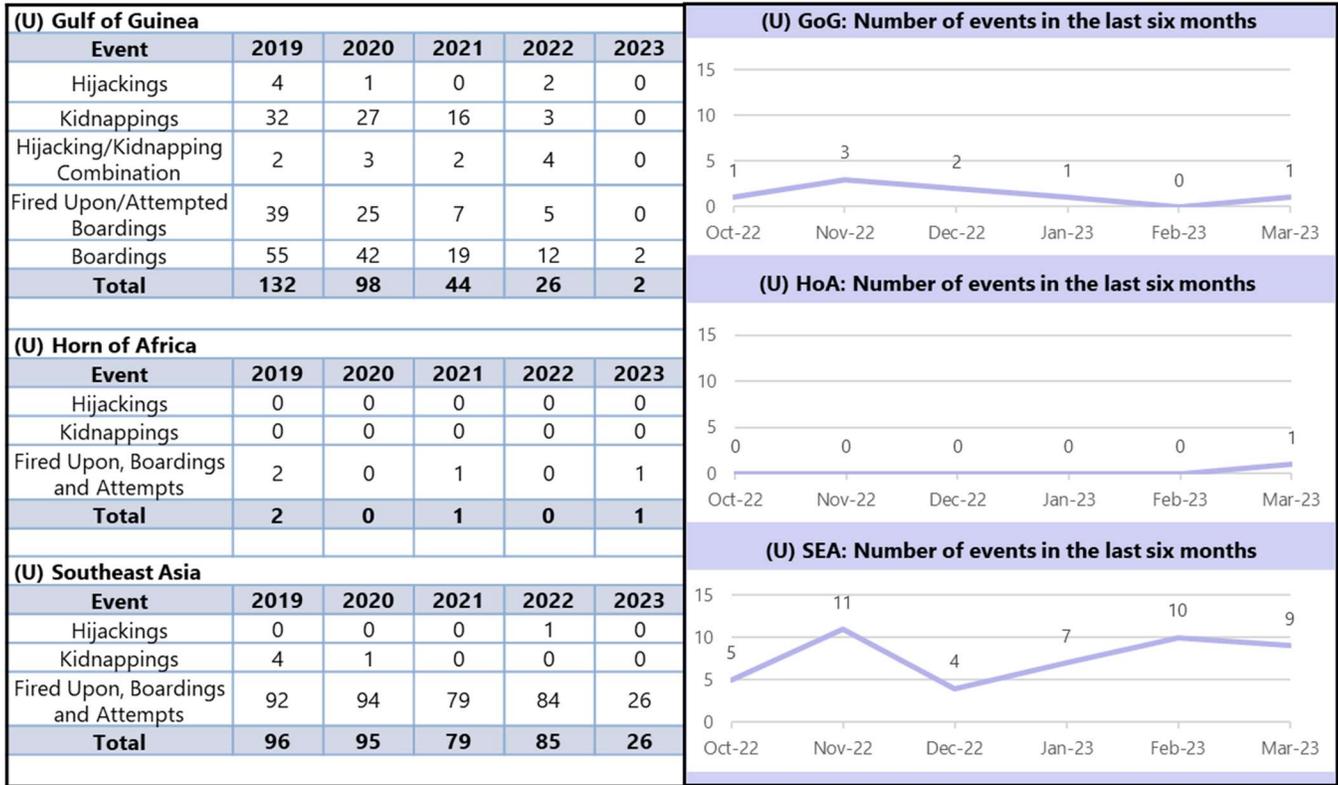
1. (U) INDONESIA: On 29 March at 2156 local time, four robbers armed with knives boarded a bulk carrier underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS), along the Phillip Channel near position 01:04N – 103:41E. The robbers escaped with engine parts. The master reported that all crew members were safe. The vessel did not require assistance and continued its voyage. (Clearwater Dynamics)

2. (U) INDONESIA: On 27 March at 0015 local time, four robbers armed with knives boarded the Liberia-flagged bulk carrier BEAR MIZAR while underway in the eastbound lane of the Singapore Strait TSS, near position 01:16N – 104:16E. Crew sighted the perpetrators in the engine room, the master sounded the alarm, and mustered the crew. All crew were reported safe. In a search of the ship, crew discovered that spare parts for the fuel pumps had been stolen. The vessel did not require assistance and continued its voyage. (ReCAAP; Clearwater Dynamics; EOS Risk)

3. (U) PHILIPPINES: On 19 March at 0430 local time, three robbers boarded the anchored Panama-flagged container ship CO NAGOYA at Manila Anchorage, near position 14:32N – 120:53E. Crew sighted the three perpetrators on the upper deck and observed two additional perpetrators in the vicinity of the vessel. The master notified Vessel Traffic Management System (VTMS) Manila of the incident, and the Philippine Coast Guard Station Manila dispatched two vessels to investigate. By the time the vessels arrived on the scene, the perpetrators had left the vessel. An inspection of the vessel revealed that the forecandle store had been broken into, and fire nozzles, brass nuts, bolts, wire, and a portable fan were found to be missing, presumed stolen by the perpetrators. (ReCAAP; Clearwater Dynamics; EOS Risk)

4. (U) INDONESIA: On 20 March at 0215 local time, two perpetrators boarded an anchored product tanker at Belawan Anchorage in the Malacca Strait, near position 03:55N – 098:44E. Duty crewmen spotted the perpetrators boarding the vessel via the anchor chain and breaking into the paint store. The alarm was raised which resulted in the two unauthorized individuals escaping empty-handed. (IMB; Clearwater Dynamics)
5. (U) PHILIPPINES: On 13 March at 0450 local time, robbers boarded the anchored Liberia-flagged container ship MERKUR HORIZON in the Manila International Container Terminal Anchorage, near position 14:35N – 120:52E. Duty crewmen noticed that the forecastle store was open during their rounds. The alarm was raised, the crew mustered, and a search was carried out. Ship's properties were reported as stolen. The incident was reported to the local Vessel Traffic Management System. (Clearwater Dynamics; IMB; vesseltracker.com)
6. (U) INDONESIA: On 11 March at 0518 local time, three perpetrators boarded the underway Greece-flagged bulk carrier CHIOS TRINITY in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:34E. The crew sighted the perpetrators inside the vessel. The alarm was raised, and the local authorities were informed. Nothing was reported as stolen. (Clearwater Dynamics; ReCAAP; vesseltracker.com)
7. (U) MALAYSIA: On 10 March at 0300 local time, ten robbers boarded the barge POE 2502 under tow by the Malaysia-flagged tugboat BONSPEED 10, south of Tanjung Piai in the Singapore Strait, near position 01:12N – 103:32E. The master reported that all crew were safe and that scrap metal was stolen. The tug and barge did not require assistance and continued their passage to Malaysia. (Clearwater Dynamics; ReCAAP; vesseltracker.com)
8. (U) INDONESIA: On 2 March at 2330 local time, four armed perpetrators boarded the Panama-flagged bulk carrier PACIFIC TAMARITA while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:37E. The master reported to the port operations control center that nothing was stolen, and the crew was safe. The vessel did not require assistance and continued its passage to Singapore. (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



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
2022-005-Various – GPS Interference & AIS Spoofing	8 MAR 23	4 SEP 23
2023-004-Black Sea and Sea of Azov – Military Combat Operations	3 MAR 23	30 AUG 23
2023-003-Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Gulf of Aden, Bab el Mandeb Strait, Red Sea, and Somali Basin – Threat to Commercial Vessels	23 FEB 23	22 AUG 23
2023-002-Worldwide-Maritime Port Vulnerabilities – Foreign Adversarial Technological, Physical, and Cyber Influence	17 FEB 23	16 AUG 23
2023-001-Gulf of Guinea-Piracy/Armed Robbery/Kidnapping for Ransom	3 JAN 23	2 JUL 23
2022-011-Global-Overview of the U.S. Maritime Advisory System	12 DEC 22	10 JUN 23

(U) **ICOD:** 29 March 2023

(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/>