

UNCLASSIFIED



## (U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 15 December 2021 – 12 January 2022**



12 January 2022

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### 1. (U) **Scope Note**

(U) The Worldwide Threat to Shipping (WTS) message 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 and Advisories:**

#### A. **(U) MARAD ADVISORY 2022-001: Gulf of Guinea-Piracy/Armed Robbery/Kidnapping for Ransom.**

Description: This revised advisory cancels U.S. Maritime Advisory 2021-008. Issue: Piracy/Armed Robbery/Kidnapping for Ransom (KFR) serve as a significant threat to U.S.-flagged vessels transiting or operating in the Gulf of Guinea (GoG), and U.S. mariners onboard a vessel or transiting to or from a vessel in the GoG. Pirates, armed robbers, and KFR groups continue to operate off Nigeria, Benin, Cameroon, Equatorial Guinea, Ghana, Sao Tome and Principe, and Gabon, targeting a variety of vessels to include tankers, container ships, general cargo vessels, fishing vessels, passenger vessels, and vessels supporting oil drilling/production. These groups have used motherships to support operations up to 200 nautical miles from shore, and it is not uncommon for these groups to fire upon vessels during boardings and attempted boardings. KFR groups generally kidnap senior crew members to include the master, chief engineer, and any Western or foreign crew members. Kidnapped crew members are normally taken ashore in the Niger Delta region where KFR groups demand ransom payments in exchange for the safe return of the crew members. This advisory will automatically expire on 3 July 2022.

**B. (U) MARAD ADVISORY 2021-011: Global – Overview of the U.S. Maritime Advisory System.**

Issued on: 17 December 2021. This revised advisory cancels U.S. Maritime Advisory 2021-006, and provides updates to maritime security resources, websites, and information. The U.S. Maritime Advisory System website ([www.maritime.dot.gov/msci](http://www.maritime.dot.gov/msci)), which contains all current and expired U.S. Maritime Alerts and Advisories, is maintained by the Maritime Administration (MARAD). Maritime industry stakeholders who wish to receive U.S. Maritime Alerts and Advisories should send request to [MaradSecurity@dot.gov](mailto:MaradSecurity@dot.gov). This Advisory will automatically expire on 15 June 2022.

**3. (U) Summary:**

- A. (U) OMAN:** On 11 January, an underway tanker reported a suspicious approach by eight, unidentified, white-hulled crafts approximately 70 NM east of Muscat.
- B. (U) MALAYSIA:** On 10 January, a robbery and an attempted boarding occurred on an underway Malaysia-flagged tanker in the westbound lane of the Singapore Strait Traffic Separation Scheme (TSS).
- C. (U) BRAZIL:** On 10 January, three armed robbers with knives and guns boarded an anchored bulk carrier at Macapa Anchorage.
- D. (U) LIBERIA:** On 9 January, a robbery occurred on a tanker anchored at Monrovia Anchorage.
- E. (U) INDONESIA:** On 8 January, four robbers boarded a Norway-flagged tanker underway in the eastbound lane of the Singapore Strait TSS.
- F. (U) INDONESIA:** On 8 January, four robbers, one armed with a knife, boarded an underway tanker in the eastbound lane of the Singapore Strait TSS.
- G. (U) MALAYSIA:** On 6 January, three robbers were seen boarding and later escaped from an underway barge towed by a tugboat in the westbound lane of the Singapore Strait TSS.
- H. (U) INDONESIA:** On 6 January, pirates hijacked an Indonesia-flagged tanker at night while anchored in Morosi waters, Southeast Sulawesi.
- I. (U) INDIA:** On 3 January, a robbery occurred on a tanker anchored at Kandla 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 last 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:**

Figure 1. Central America – Caribbean – South America Piracy and Maritime Crime

1. (U) BRAZIL: On 10 January, at 0615 local time, three armed robbers with knives and guns boarded an anchored bulk carrier at Macapa Anchorage, near position 00:01N – 050:59W. The alarm was raised and the crew were mustered. The robbers went to the muster station and threatened the crew with guns while they loaded stolen items from the ship's stores into a waiting boat. The incident was reported to the local agent and authorities. (IMB; Clearwater Dynamics)

2. (U) PERU: On 23 December, at 1955 local time, a robbery occurred on a bulk carrier anchored at Callao Anchorage, near position 12:02S – 077:13W. Seven robbers approached the anchored ship in a wooden boat. Three of the robbers subsequently boarded the vessel. Armed with knives, the robbers broke into the forecandle store, stole the ship's properties, and threatened the crew conducting routine rounds. The threatened duty crew raised the alarm, and the robbers escaped. The incident was reported to TRAMAR, and the coast guard boarded the ship for inspection. (IMB; Clearwater Dynamics)

3. (U) ECUADOR: On 23 December, at 0555 local time, armed individuals in a speedboat approached and fired upon a container ship underway about 1.6 NM southeast of Puerto Pizarro, near position 02:36S – 080:09W. Armed guards onboard the container ship returned fire, and the speedboat, as a result, ended its approach and moved away. All crew were reported safe. (IMB; Clearwater Dynamics)

**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:**

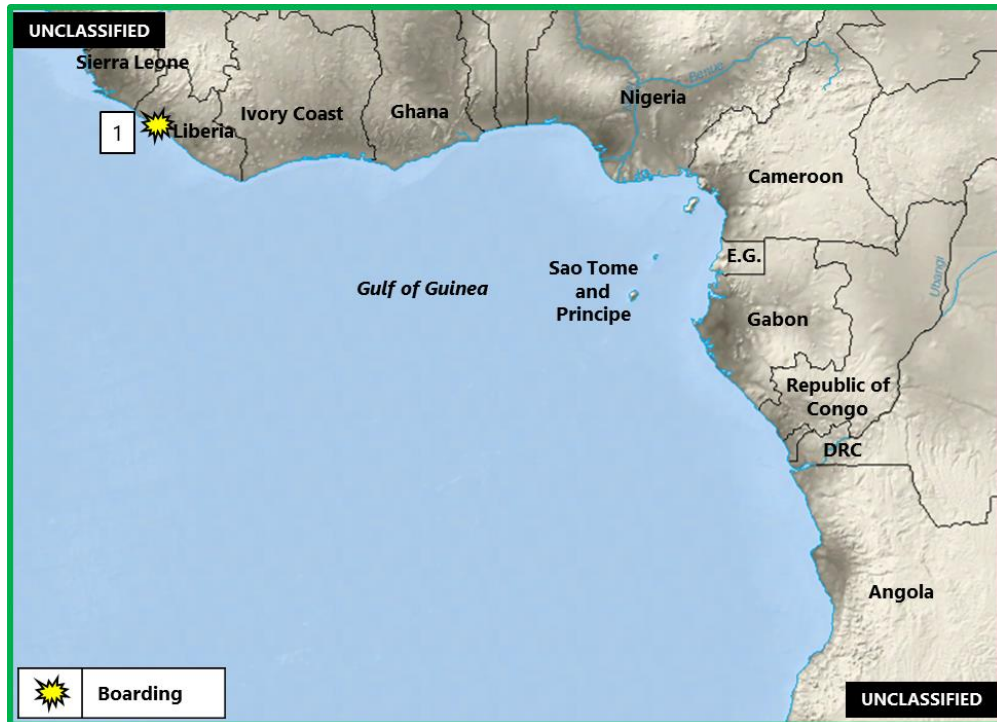


Figure 2. West Africa – Gulf of Guinea Piracy and Maritime Crime

1. (U) **LIBERIA:** On 9 January, at 0500 local time, a robbery occurred on a tanker anchored at Monrovia Anchorage, near position 06:20N – 010:48E. The robbers stole an outboard engine and a fuel can, and then escaped unnoticed. The local authorities were informed and security in the area was increased. (IMB; Clearwater Dynamics)

2. (U) **NIGERIA:** On 1 January, an underway passenger boat was boarded and robbed while on transit between Yenegoa and Brass Island, Bayelsa State waterways, near position 04:24N – 006:15E. The armed robbers stole passengers' valuables and the 115 horsepower Yamaha engine. The passengers were left stranded in the creeks and a rescue team was dispatched to assist. (Clearwater Dynamics)

3. (U) **EQUATORIAL GUINEA:** On 30 December, at 0430 local time, unknown number of armed pirates in a black speedboat attacked and boarded a fishing vessel approximately 12 NM southwest of Mbini, near position 01:30N – 009:25E. Six crew members were reported kidnapped including the captain, and one crew member was killed during the attack. The nationalities of the kidnapped crew are Ghanaian and Malian. Nine crew members were left onboard. The incident was reported to the Equatoguinean Navy which dispatched a vessel to assist. (The Maritime Executive; Dryad Global; MDAT-GoG; Clearwater Dynamics)

4. (U) LIBERIA: On 25 December, at 0052 local time, an unknown number of perpetrators committed a robbery onboard a vessel anchored at Monrovia Anchorage. The robbers boarded the vessel and carried out the robbery without being spotted. The incident was reported to local authorities. (MDAT-GoG; Clearwater Dynamics)

5. (U) EQUATORIAL GUINEA: On 15 December, at 2130 local time, an underway cargo ship was attacked and fired upon approximately 10 NM northwest of Bata, near position 01:59N – 009:40E. Equatoguinean navy personnel onboard the ship returned fire and the pirates ended their approach. One navy personnel reportedly sustained an injury during the shootout. (IMB; MDAT-GoG; Clearwater Dynamics)

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

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



Figure 3. Indian Ocean – East Africa – Red Sea Piracy and Maritime Crime

1. (U) OMAN: On 11 January, at 0948 local time, an underway tanker reported a suspicious approach by eight, white-hulled, unknown crafts, approximately 70 NM east of Muscat, near position 23:51N – 059:47E. The vessel and crew were reported safe and have continued their voyage. (UKMTO; Clearwater Dynamics).

2. (U) YEMEN: On 5 January, at 1644 local time, an underway vessel reported a suspicious approach by a single unidentified craft, approximately 30 NM west of Port Saleef, near position 15:36N – 041:55E. The vessel and crew were reported safe and have continued their voyage. (Dryad Global; UKMTO; Clearwater Dynamics).

3. (U) YEMEN: On 3 January, at 0050 local time, it was reported that the United Arab Emirates-flagged landing craft RWABEE was attacked, seized, and held allegedly by Yemeni Houthi militia, approximately 23 NM west of Ras Isa, near position 15:13N – 042:12E. A Saudi-led coalition is negotiating for the release of the vessel. (Fleetmon; Dryad Global; S&P PLATTS; UKMTO; Clearwater Dynamics).

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

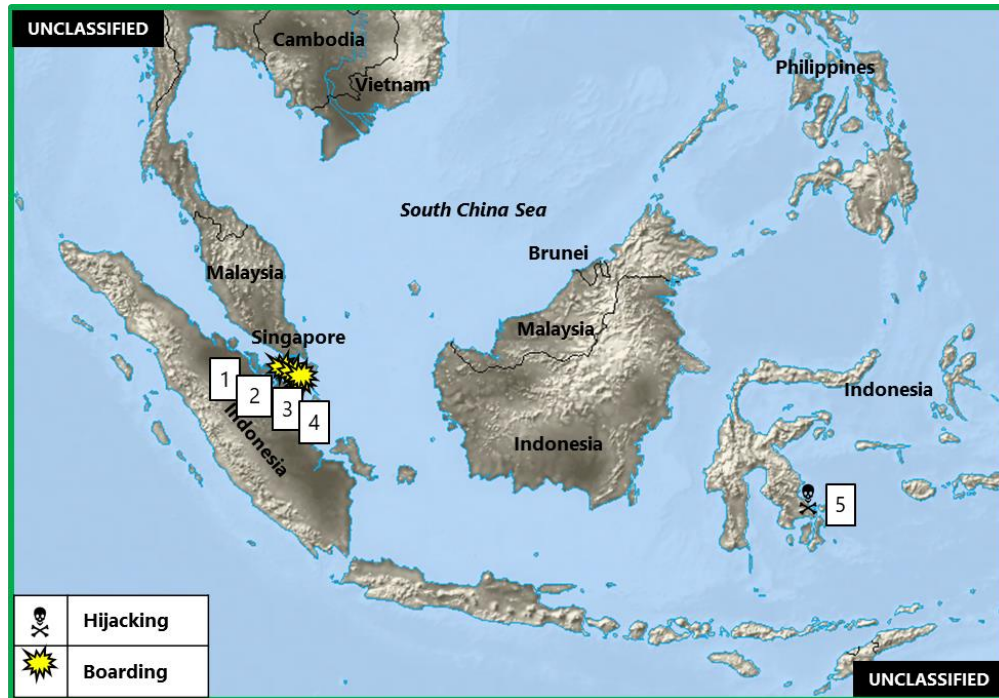


Figure 4. East Asia – Southeast Asia Piracy and Maritime Crime

1. (U) MALAYSIA: On 10 January, at 2200 local time, an attempted boarding occurred on an underway Malaysia-flagged tanker in the westbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:13N – 103:32E. Five robbers onboard a sampan approached the tanker and were able to hook a ladder to the side of the vessel. The alarm was raised, which resulted in the perpetrators aborting their attempt to board. The incident was reported to the port operations control center. (Clearwater Dynamics).

2. (U) INDONESIA: On 8 January, at 0540 local time, four robbers armed with knives managed to board a Norway-flagged tanker BOW SANTOS underway in the eastbound lane of the Singapore Strait TSS, near position 01:16N – 104:14E. The robbers were sighted in the engine room. The alarm was raised, the crew were mustered, and the vessel was searched with no sighting of the perpetrators. Nothing was stolen, all crew were reported safe, and the ship resumed her voyage. The master reported the incident to the authorities. (ReCAAP; Clearwater Dynamics)

3. (U) INDONESIA: On 8 January, at 0320 local time, four robbers, one armed with a long knife, boarded underway Liberia-flagged tanker BLUE SEA in the eastbound lane of the Singapore Strait TSS, near position 01:16N – 104:16E. The robbers were sighted in the engine room and escaped upon notice. The master reported that

nothing was stolen and that all crew were safe. The ship required no assistance and resumed her voyage. (IMB; ReCAAP; Clearwater Dynamics)

4. (U) MALAYSIA: On 6 January, at 1138 local time, an unauthorized person boarded an underway barge KIEN SAN 8 towed by the Malaysia-flagged tug KIEN SAN 1 in the westbound lane of the Singapore Strait TSS, near position 01:13N – 103:33E. The perpetrator managed to escape with scrap metal in a sampan tied alongside the barge. The master reported the incident to the port operations control center. All crew were reported safe and the tugboat continued towing the barge to its destination. (ReCAAP; Clearwater Dynamics)

5. (U) INDONESIA: On 6 January, pirates hijacked the Indonesia-flagged tanker GRAHA DUA SATU at night while anchored in Morosi waters, Southeast Sulawesi, near position 03:42S – 122:38E. Six masked robbers armed with machetes climbed onboard while two remained on their speed boat. The pirates immediately restrained the eight crew members in the mess hall and instructed the bridge to maneuver the vessel to a specified position. Once arrived, the crew were restrained again in the mess hall. An unknown vessel berthed alongside the tanker and the diesel cargo was transferred from the GRAHA DUA SATU. The robbers left the ship early on 7 January, after robbing the ship and crew of valuables and cash. The vessel sailed back to Morosi waters that morning around 0700 local time. The incident was reported to the local authorities which immediately conducted an investigation. (Maritime Bulletin, Fleetmon)

6. (U) MALAYSIA: On 31 December, at 1000 local time, a robber boarded an underway barge SAMWOH GALLANT towed by the Singapore-flagged tug SAMWOH COURAGE in the westbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:11N – 103:33E. The master spotted a boat moving closer to the towed barge, the horn was sounded, and the tug maneuvered closer to the barge. The crew sighted a perpetrator on the barge who immediately escaped. The barge cargos were checked, and the master reported that nothing was stolen and that all crew were safe. (ReCAAP)

7. (U) INDONESIA: On 26 December, at 2125 local time, four unauthorized personnel boarded the Panama-flagged general cargo ship HAI XING underway in the eastbound lane of the Singapore Strait TSS, near position 01:15N – 104:05E. The four perpetrators escaped after the crew raised the alarm. Nothing was stolen and all crew were reported safe. (ReCAAP; Clearwater Dynamics)

8. (U) INDONESIA: On 23 December, at 0530 local time, six unauthorized personnel boarded the Panama-flagged bulk carrier MEDI PORTLAND underway in the eastbound lane of the Singapore Strait TSS, near position 01:16N – 104:13E. The perpetrators later escaped in a sampan. Following the incident, nothing was reported stolen and all crew were reported safe. (ReCAAP; Clearwater Dynamics)

9. (U) INDONESIA: On 19 December, at approximately 1200 local time, a suspected robbery took place on board the tanker MAERSK BELFAST while berthed at Kabil Terminal on Batam Island, near position 01:04N – 104:08E. Crew discovered the theft while carrying out routine safety rounds prior to berthing at Lubak Gaung, Indonesia. Four fire nozzles and four fire hoses were reported stolen. (ReCAAP; Clearwater Dynamics)

10. (U) INDONESIA: On 19 December, at 0020 local time, four robbers boarded the Hong Kong-flagged bulk carrier SEACON 8 underway in the eastbound lane of the Singapore Strait TSS, near position 01:14N – 104:03E. The alarm was raised, and the crew mustered. A subsequent search of the ship did not find any of the perpetrators

still onboard. The master reported that nothing was stolen and that all crew were safe. The ship resumed her voyage following the search. (ReCAAP; IMB; Clearwater Dynamics)

11. (U) MALAYSIA: On 15 December, at 2332 local time, robbers boarded an underway barge MERIDIAN PRIDE 2401 towed by the Malaysia-flagged tug KWANSOO 11 in the westbound lane of the Singapore Strait TSS, near position 01:12N – 103:33E. The crew sighted 11 robbers onboard the barge, who came from about ten sampans that went alongside and managed to steal scrap metal. The crew were reported safe and the tug boat continued towing the barge to its destination. The incident was reported to the port operations control center. (Clearwater Dynamics, ReCAAP)

#### J. (U) INDIAN SUBCONTINENT:



Figure 5. Indian Subcontinent Piracy and Maritime Crime

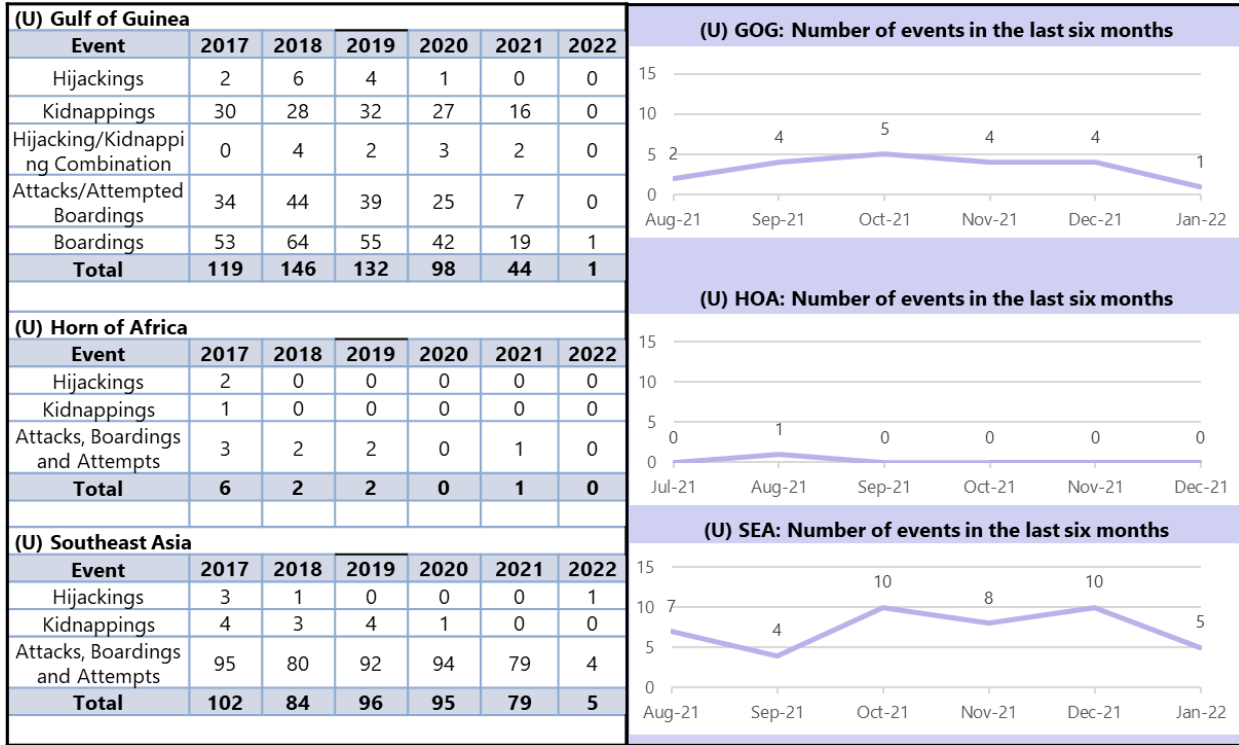
1. (U) INDIA: On 3 January, a robbery occurred on Cayman Islands-flagged tanker MID EAGLE anchored at Kandla Anchorage, near position 22:47N – 070:02E. Three robbers were spotted onboard by a duty crew member. The alarm was raised and a full search was conducted. The perpetrators escaped with 40 pieces of ship spare parts from the main deck. The incident was reported to port authorities. (IMB; ReCAAP; Clearwater Dynamics)

2. (U) BANGLADESH: On 15 December, at 0010 local time, the Bangladesh Coast Guard received a call from a local agent regarding an attempted robbery on an underway Indonesia-flagged Chemical Tanker LADINDA, approximately 37 NM from Cox's Bazar. According to press reports, the Bangladesh Coast Guard responded and foiled the attempted robbery. Two boats were seized and 43 robbers were arrested by the coast guard during the operation. (Dhaka Tribune; TBS News; Bangi News)



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.

(U) **ICOD:** 12 January 2022

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