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(U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 28 December 2022 – 25 January 2023**



25 January 2023

(U) **Table of Contents:**

1. (U) **Scope Note**
2. (U) **Warnings and Advisories**
3. (U) **Summary**
4. (U) **Details: Monthly Incidents by Region**
5. (U) **Appendix A: Piracy and Armed Robbery at Sea Statistics and Trends**
6. (U) **Appendix B: Definitions and Sourcing**
7. (U) **Appendix C: Active U.S. Maritime Advisories**

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 26 January, five perpetrators attempted to board a tanker anchored at Balongan Anchorage.

B. (U) **INDONESIA:** On 20 January, five perpetrators boarded a bulk carrier underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).

C. (U) **INDIA:** On 19 January, three robbers boarded a chemical tanker anchored at Kandla Anchorage.

D. (U) **COLOMBIA:** On 19 January, three perpetrators boarded a container ship underway approximately 20.5 NM southwest of Cartagena.

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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) MEXICO: On 28 December at 0005 local time, robbers boarded the Mexico-flagged offshore supply vessel BOURBON ALIENOR, operating in the Bay of Campeche, approximately 30 NM north of Ciudad del Carmen, near position 19:10N – 092:15W. The perpetrators boarded the vessel from a speedboat. After the alarm was raised, part of the crew mustered in the vessel's citadel, while several others remained on the bridge. The robbers stole ship's property, including breathing apparatuses and firefighting equipment. All crewmembers have been reported safe. The local authorities and SEMAR were notified of the incident. (Clearwater Dynamics; vesseltracker.com; Maritime Executive)

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



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

1. (U) COLOMBIA: On 19 January at 0040 local time, three perpetrators boarded a container ship underway approximately 20.5 NM southwest of Cartagena near position 10:12N – 075:50W. After the crew spotted the perpetrators, the ship's alarm was raised, the crew mustered, and the Colombian Coast Guard was notified. The perpetrators escaped in their boat. The coast guard escorted the vessel to its berth and subsequently boarded the vessel to conduct an investigation. All crew were reported safe. (Clearwater Dynamics; IMB)

2. (U) GRENADA: On 16/17 January between 2230 and 0130 local time, perpetrators stole an unsecured dinghy with a 15HP Yamaha outboard engine from a yacht anchored in Tyrrel Bay near the approximate position 12:27N – 061:29W. An incident report was made on the VHF net and to the local coast guard. (Caribbean Safety and Security Net)

3. (U) MARTINIQUE: On 11 January during hours of darkness, perpetrators stole a secured dinghy from an occupied yacht anchored in Anse D'Arlet near the approximate position 14:30N – 061:05W. It is not known if a police report was made. (Caribbean Safety and Security Net)

4. (U) PERU: On 8 January at 2325 local time, four robbers with knives boarded the Portugal-flagged general cargo ship INDUSTRIAL COLOR near position 12:01S – 077:12W in Callao Anchorage. The perpetrators threatened the duty watchman as he approached the forecastle and he immediately notified the bridge. The alarm was raised, the ship's horn was sounded, and the crew mustered. Hearing the alarm and observing the crew's alertness, the robbers fled empty-handed. Agents informed the local authorities who relayed details of the incident to Peruvian authorities. (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: No current incidents to report.

F. (U) WEST AFRICA – GULF OF GUINEA:

1. (U) SAO TOME AND PRINCIPE: On 11 January at 0200 local time, two skiffs made a suspicious approach to an unidentified vessel located approximately 27 NM northwest of Sao Tome Island near position 00:45N – 006:20E. The master took evasive action and increased the vessel's speed causing the skiffs to abandon their approach. The crew and vessel are reported safe. (IMB; Clearwater Dynamics)

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

H. (U) INDIAN OCEAN – EAST AFRICA – RED SEA: No current incidents to report.

I. (U) EAST ASIA – SOUTHEAST ASIA:



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

1. INDONESIA: On 26 January at 0215 local time, five perpetrators in a small boat approached and boarded a tanker anchored at Balongan Anchorage near position 06:14S – 108:25E. Duty crew discovered one of the perpetrators on the poop deck assisting a second to board. The alarm was raised and the crew mustered. After being spotted, the perpetrators escaped in the waiting boat. The incident was reported to port control. All crew were reported as safe and nothing was reported stolen. (Clearwater Dynamics; IMB)

2. INDONESIA: On 20 January at 0115 local time, five perpetrators boarded the Marshall Islands-flagged bulk carrier S CAPE underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS) near position 01:04N – 103:35E. The crew sighted the perpetrators in the engine room of the vessel. The crew raised the ship's alarm, mustered, and then conducted a search. Following the incident, the crew were reported safe, nothing was reported stolen, and the vessel continued its voyage to Singapore. (Clearwater Dynamics; ReCAAP)

3. (U) MALAYSIA: On 5 January at 1452 local time, ten perpetrators boarded the barge SINHIN 6 while under tow by Malaysia-flagged tugboat SINHIN 5 near position 01:19N – 104:17E in the westbound lane in the Singapore Strait TSS. At about 1510 local time, the robbers escaped with scrap metal. As the tug and barge continued their transit to Port Klang, the barge was boarded a second time at about 1650 local time by eight perpetrators. Again the robbers were able to escape with scrap metal. The crew was not injured during either incident. (ReCAAP; Clearwater Dynamics)

4. (U) MALAYSIA: On 4 January at 1355 local time, three robbers boarded a barge under tow by a Singapore-flagged tug in the eastbound lane of the Singapore Strait TSS, near position 01:17N – 104:10E. The master reported that a quantity of scrap metal was stolen. The crew were reported as safe and the vessel did not require any assistance. The tug and barge continued to their next port call at Jakarta, Indonesia. (Clearwater Dynamics)

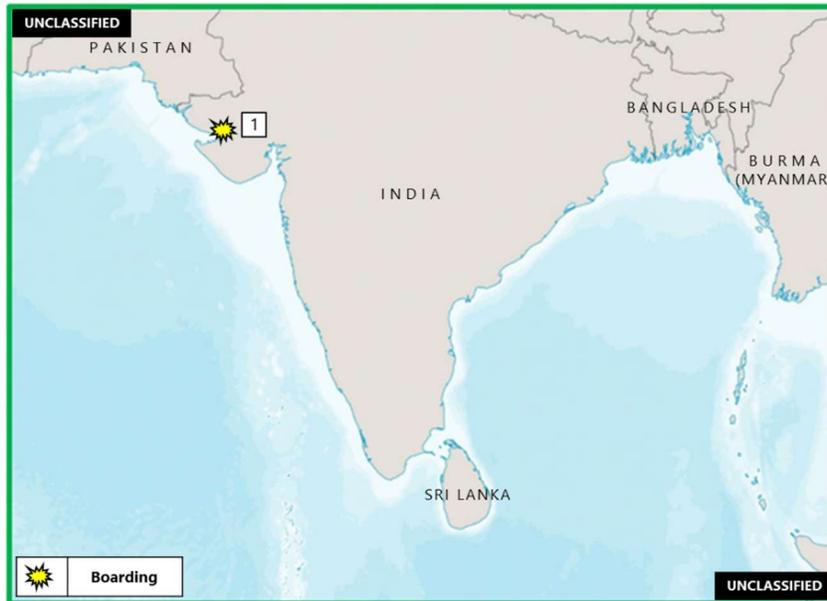
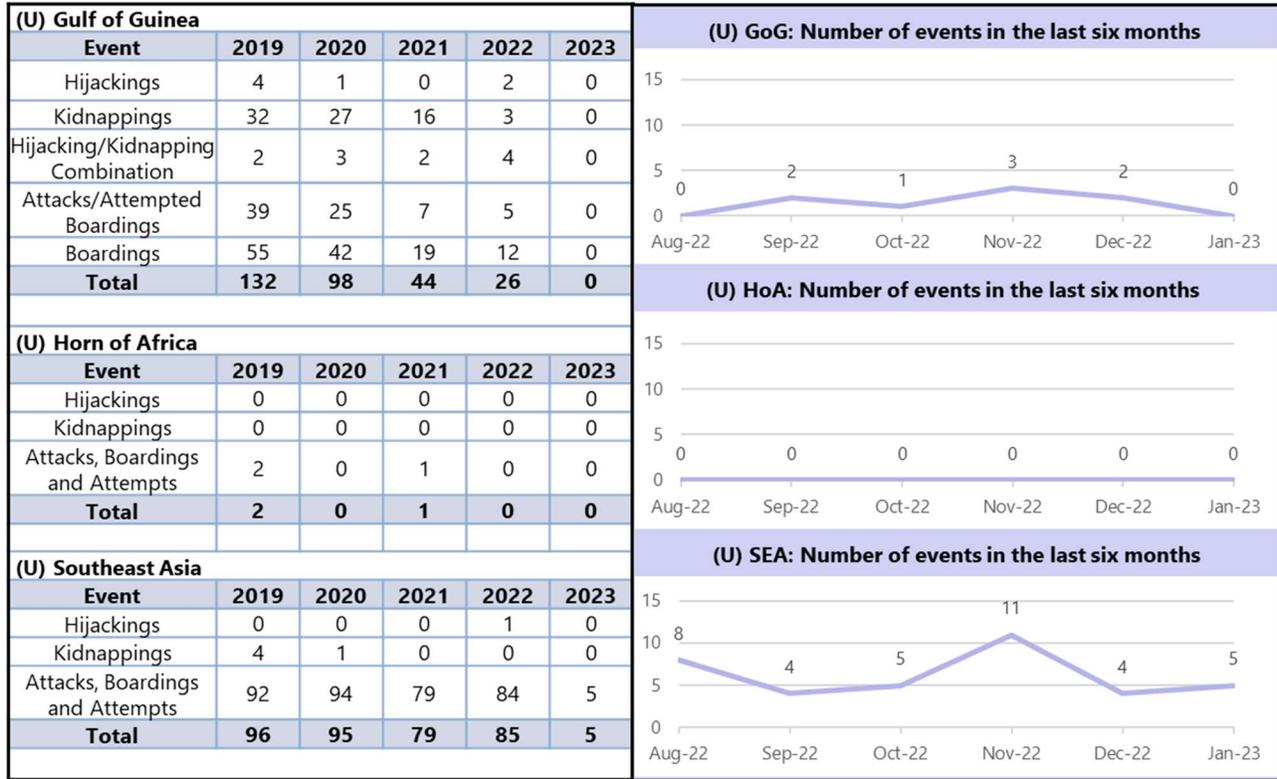
J. (U) INDIAN SUBCONTINENT:

Figure 3. (U) Indian Subcontinent Piracy and Armed Robbery at Sea

1. INDIA: On 19 January at 2030 local time, three robbers boarded the Norway-flagged chemical tanker MH LANGOEY anchored at Kandla Anchorage near position 22:48N – 07:00E. Following the discovery of the robbers onboard, the master raised the alarm. Hearing the alarm, the robbers jumped into the water and escaped in a waiting small fishing boat. Various items of ship's stores were stolen, including brass valves and stainless steel bolts and nuts. The master reported the incident to Kandla Signal Station, and an Indian Coast Guard ship was diverted to investigate. The crew were reported to be safe following the incident. (Clearwater Dynamics; ReCAAP)

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
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
2022-005-Various-GPS Interference & AIS Spoofing	9 SEP 22	8 MAR 23
2022-009-Black Sea and Sea of Azov-Military Combat Operations	4 SEP 22	3 MAR 23
2022-008-Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Gulf of Aden, Bab al Mandeb Strait, Red Sea, and Western Indian Ocean-Threat to Commercial Vessels	30 AUG 22	26 FEB 23

(U) **ICOD:** 25 January 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/>