

# MONTHLY MARITIME SECURITY UPDATE

Mar 2024



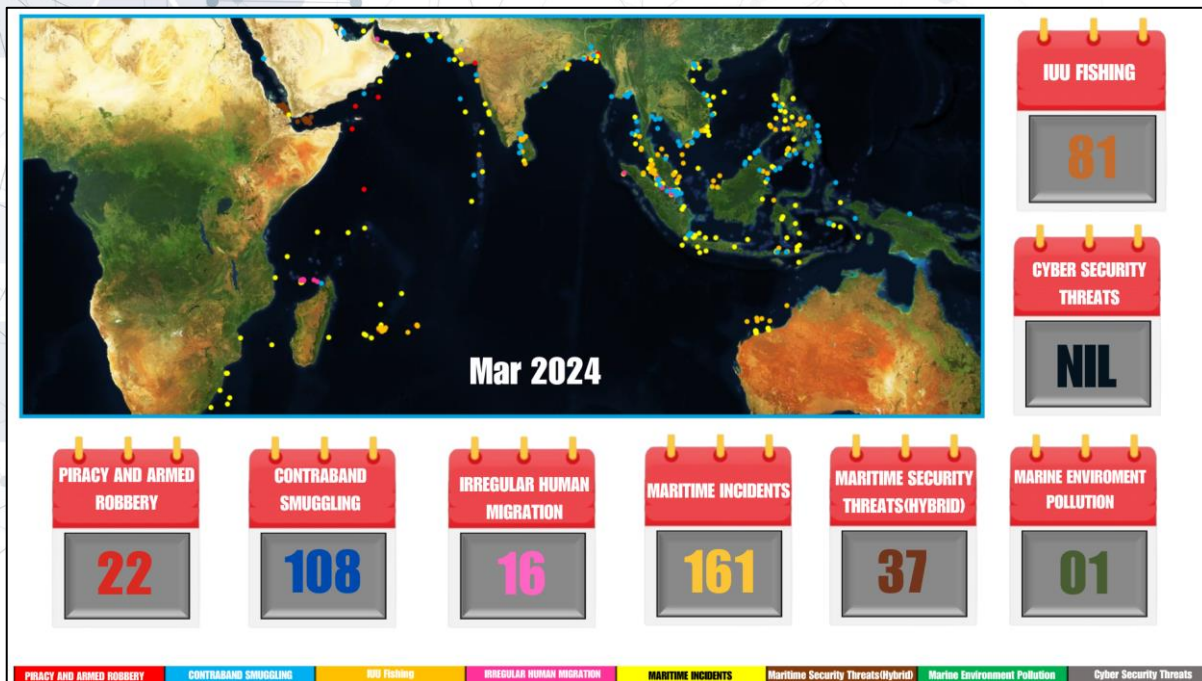
INFORMATION FUSION CENTRE  
INDIAN OCEAN REGION

## Disclaimer

Information collated in the IFC-IOR's reports have been derived from various internal and external linkages such as partner nations, other maritime stakeholders, agencies and open sources. The report aims to undertake analysis of incidents by establishing trends and anomalies to ensure safety and security of mariners and seafarers. While due care and effort has been taken to ensure veracity of data, due diligence may be exercised for subsequent usage of information contained therein. The positions of incidents depicted in some cases may be approximate or indicative. IFC-IOR requests and seeks assistance of all stakeholders to report incidents in the region to undertake accurate predictive and prescriptive analysis so as to build a comprehensive picture of existing threats in the maritime domain. The information contained in the report and the analysis thereon, is not reflective of the views of the Government of India or Indian Navy in any manner.



# EXECUTIVE SUMMARY



## Overview

*426 incidents comprising piracy and armed robbery (22), contraband smuggling (108), illegal, unreported and unregulated fishing (81), irregular human migration (16), maritime incidents (161), maritime security threats (hybrid) (37) and marine environment pollution (01) were monitored in Mar 24 in the IOR.*

### Piracy and Armed Robbery

22 incidents of piracy and armed robbery (actual and attempted) were monitored in Mar 24, compared to 18 incidents last month. Sea thefts/ robberies continue to be the most frequently reported incidents. Hijack and kidnap incidents off the Somali coast were the significant events in Mar 24.

### Contraband Smuggling

108 contraband smuggling incidents were monitored in Mar 24, compared to 84 incidents in Feb 24.. The seizure of container with drugs mixed with 25,000 kg of inactive dried yeast in 1,000 bags each weighing 25 kg from a container at Vishakhapatnam, India was one of the notable event during the month.

### IUU Fishing

81 IUU fishing incidents were recorded in Mar 24, compared to 56 in Feb 24. The seizure of two foreign fishing boats and the apprehension of 23 fishermen involved in illegal fishing activities in Malaysian waters was a notable event in Mar 24.

### IHM

16 incidents were recorded in Mar 24, compared to 18 in Feb 24. These involved 892 migrants and 48 smugglers/ traffickers. 12 migrant fatalities and 60 missing individuals were reported in this month.

### Maritime Incidents

161 maritime incidents were recorded by the Centre for Mar 24, compared to 129 incidents in Feb 24. Detention of vessels, mechanical failures and MEDEVAC were the most frequently reported incidents.

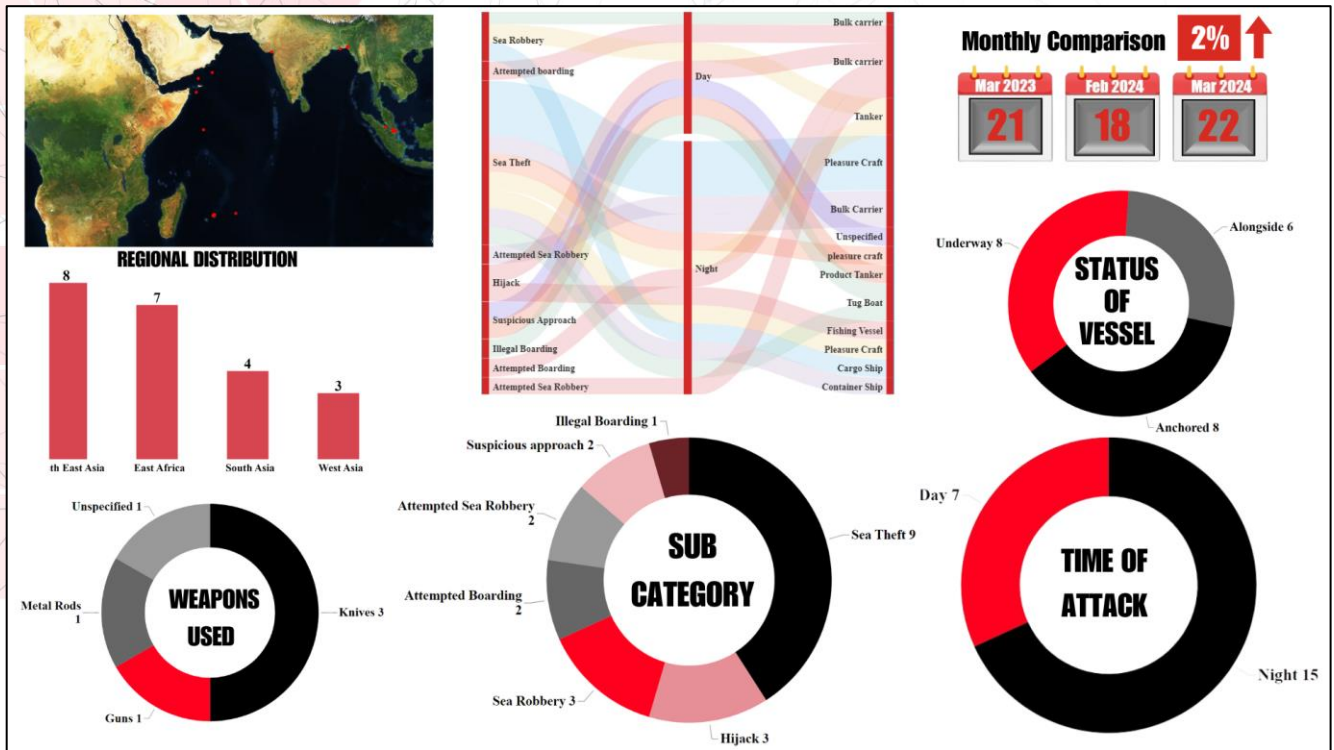
### Maritime Security Threats (Hybrid)

37 maritime security threats (hybrid) incidents were recorded by the Centre during the month, compared to 32 in Feb 24. As non-state actors continue to target commercial shipping in Red Sea, Gulf of Aden and Bab-el-Mandeb, three seafarers lost their lives, and four sustained serious injuries.

### Marine Environment Pollution

One incident of oil spill was reported in the East Africa during Mar 24.

# PIRACY AND ARMED ROBBERY



## Overview

22 incidents of piracy and armed robbery (actual and attempted) were monitored in Mar 24, compared to 18 incidents last month. Sea thefts (09), sea robbery (03), attempted sea robbery (02), suspicious approach (02), attempted boarding (02), hijack (03) and illegal boarding (01) were the reported incidents under this category. The detailed analysis of the subcategories and regional analysis is elucidated in the succeeding paragraphs.

### Sea Thefts/ Robberies

Sea thefts and robberies (14) (actual/ attempted) accounted for the majority of the overall piracy and armed robbery incidents in Mar 24. Most of the incidents were reported on anchored vessels (06) followed by vessels underway (04) and alongside (04). 12 incidents were reported during dark hours and two incidents during daytime. The number of perpetrators involved in these incidents varied from a minimum of two to a maximum of eight. Items such as spare parts, ship's items, unmanned pleasure crafts, etc., were reportedly stolen in these incidents.

### Hijack and Kidnap

Three incidents of hijack and kidnap were reported in Mar 24. This involved the Bangladesh-flagged bulk carrier MV *ABDULLAH*, the Iran-flagged fishing vessel *AL KAMBAR* and an unknown flagged fishing vessel.

*During the last four months, IFC-IOR has monitored 19 incidents involving fishing dhows and foreign-flagged fishing vessels being hijacked/ attacked by perpetrators in the Arabian Sea, East of Somalia. The modus operandi of the perpetrators off the coast of Somalia continues to remain the same, viz., the seizure and hijacking of a dhow, which is subsequently utilized as their mother ship. The mother ships blend in with usual traffic and deploy skiffs to attack vessels operating as far as 600 nm, off the Somalia coast. Merchant vessel post-seizure/ hijack, is thereafter taken to anchorage off the coast of Somalia for ransom negotiations. Details of these incidents are enumerated in the latter part of the section*

# PIRACY AND ARMED ROBBERY

## Suspicious Approaches

Similar to last month, two suspicious approaches were reported in Mar 24. Both incidents were mainly reported on vessels underway during day hours in West Asia.

## Illegal Boarding

Three incidents of illegal boarding, (both actual and attempted) were monitored in Mar 24. Bulk carriers (02) and tugboat (01) were the targeted vessels in these incidents. All incidents were reported within 12 nm from the coast.

## Regional Distribution

**South East Asia** accounted for eight incidents, compared to five in Feb 24. Six sea robberies/thefts (both actual and attempted) and two illegal boardings (both actual and attempted) were reported in this region. Five incidents were reported during night and three during day hours. Knives and metal rods were the most frequently used weapons by the perpetrators. Ship's items such as engine spares, ropes, etc. were reported stolen. No injury to the crew members was reported in these incidents.

**South Asia** accounted for four incidents compared to three in Feb 24. Two sea robberies, one each sea theft and attempted boarding incidents were reported in this region. All incidents were reported on vessels at anchor. The perpetrators were observed stealing the ship's items, such as electrical goods, electronic devices, copper wires, etc. No injury to the crew members was reported in these incidents.

**East Africa** accounted for seven incidents compared to five incidents in Feb 24. Five sea thefts, two hijacks and kidnaps and one hijacks, were reported in this region. Five incidents of sea theft were reported off Mauritius.

Notably, incidents of hijack and kidnap were reported onboard bulk carrier and fishing vessels off the coast of Somalia.

**West Asia** accounted for three suspicious approach incidents similar to Feb 24 (two incidents). Piracy and armed robbery continue to remain low in West Asia. However, the maritime security threats (hybrid) incidents in this region continue to present a major threat in this region and are covered in the latter part of this report.

## Significant Incidents

### **MV Abdullah – Hijack Incident: 12 Mar 24**

- On 12 Mar 24, an incident of hijacking was reported onboard a Bangladesh-flagged bulk carrier MV ABDULLAH, 550 nautical miles east of Mogadishu, Somalia. The vessel was enroute to Al Hamriyah, UAE, from Maputo, Mozambique. The vessel was boarded and hijacked by 20 armed perpetrators and all 23 crew members on board were taken hostage. The hijackers used a speedboat and a mothership (likely to be a hijacked Iranian dhow) in the operation. The vessel was anchored off Somalia since AM 14 Mar 24 and negotiations between the perpetrators and Bangladesh national agencies were underway.



# PIRACY AND ARMED ROBBERY

## FV AL KAMBAR Hijack Incident: 28 Mar 24

On 28 Mar 24, an incident of hijacking was reported onboard the Iran flagged fishing vessel AL KAMBAR, about 90 nm SW of Socotra Island, Somalia. The fishing vessel was boarded and hijacked by nine armed perpetrators. All 23 crew members (Nationality – Pakistan) onboard were held hostage. Based on the alerts, two Indian Navy ships, SUMEDHA and TRISHUL, were diverted to intercept the hijacked fishing vessel. INS SUMEDHA intercepted AL-KAMBAR during the early hours of 29 Mar 24.

After more than 12 hrs of intense coercive tactical measures, the pirates on board the hijacked fishing vessel were forced to surrender and all 23 crew members were rescued. Subsequently, the Indian Navy's specialist teams undertook sanitisation & seaworthiness checks of Al-Kambar. The crew members were also given a thorough medical checkup prior to clearing the boat to continue with her fishing activities. All nine perpetrators were apprehended and handed to the local police in India for further legal action, iaw the Maritime Anti-Piracy Act 2022.



**MMSU**  
**2024**  
**MAR**

# PIRACY AND ARMED ROBBERY

## Anti-Piracy Operations against Pirate Ship MV RUEN by Indian Navy – 16 Mar 24

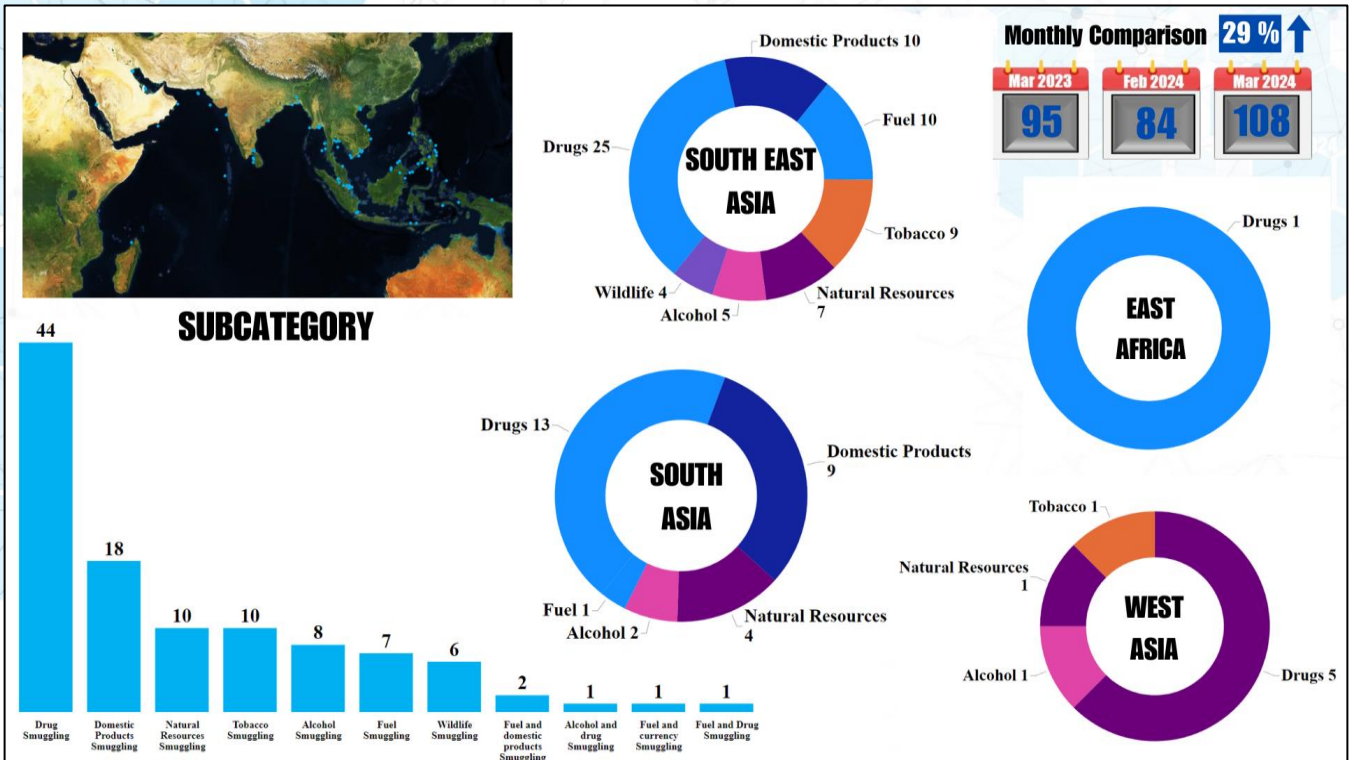
On 16 Mar 24, the Indian Navy intercepted the pirate ship MV RUEN 1,400 nm (2,600 km) from the Indian coast, effectively foiling the intentions of Somali pirates seeking to hijack ships navigating through the area. The armed perpetrators had hijacked the vessel, which was under the control of the pirates for almost three months. Based on the analysis of the surveillance information, the Indian Navy was able to track the movements of the pirate ship RUEN and directed INS KOLKATA to intercept the vessel approximately 260 nm East of Somalia. The warship intercepted MV RUEN in the early hours of 15 Mar 24 and confirmed the presence of armed pirates through a ship-launched drone. The pirates shot down the drone and also opened fire at INS KOLKATA. In a calibrated response iaw the International Laws, INS KOLKATA disabled the ship's steering system and navigational aids, forcing the pirate ship to stop. INS KOLKATA undertook a series of actions while maintaining her position close to the pirate ship and also engaged in forceful

negotiations, which resulted in the pirates surrendering and releasing the pirate ship MV RUEN and its original crew present onboard. The efforts of the INS KOLKATA during this anti-piracy operation were augmented by the deployment of INS SUBHADRA and also by air-dropping of the Marine Commandos (PRAHARS) by C-17 aircraft. Additionally, HALE RPA and P8I maritime reconnaissance aircraft kept the pirate vessel under constant surveillance. Due to sustained pressure and calibrated actions by the Indian Navy over 40 hours, all 35 Somali pirates surrendered PM 16 Mar 24. All 17 original crew members of MV RUEN were also safely evacuated from the pirate vessel without any injury. The 35 perpetrators apprehended during the operation are being taken back to India for prosecution iaw the Maritime Anti-Piracy Act 2022. The vessel was also sanitised for the presence of illegal arms, ammunition and contraband. The seaworthiness of MV RUEN was assessed in the morning of 17 Mar 24. Presently, the vessel is headed for Salalah, Oman and is being sailed by its original crew under the escort of the Indian Navy.



**MMSU**  
**MAR 2024**

# CONTRABAND SMUGGLING



## Overview

108 incidents of contraband smuggling were monitored in Mar 24 compared to 84 incidents in Feb 24. Incidents predominantly comprised of drugs (44), domestic products (18), tobacco (10), natural resources (10), alcohol (08), fuel (07) and wildlife (06).

## Analysis of Incidents

### Drugs

44 drug seizures were recorded in Mar 24, a significant increase compared to 17 incidents in Feb 24. 25 of these incidents were reported inside ports and harbours. The seizures in ports/ harbours included 1,355 kg of cannabis, 186 kg of methamphetamine, 162 kg of cocaine, 100 kg of hashish, 37,63,886 amphetamine pills, and 3,493 ecstasy pills. The remaining 19 incidents were reported at sea, involving the seizure of 2,499 kg of hashish, 444 kg of cannabis, 1,396 kg of methamphetamine, 40 kg of cocaine, and 1,860 packages of khat.

### Domestic Products

18 incidents of domestic product smuggling were recorded this month, similar to Feb 24. The products seized in these incidents involved cooking oil, cosmetics, general goods, rice, wheat flour, rubber sheets, oil filters, drone, motor bikes, insecticide, used spare parts, aluminium, coil of iron, clothes, shoes and winding machine.

### Wildlife

Six incidents of wildlife smuggling were recorded in Mar 24, a significant decrease as compared to Feb 24 (13 incidents). The species seized were 20 birds and 20 kg of shark fins in these incidents.

### Tobacco

10 incidents of tobacco smuggling were recorded in Mar 24 compared to seven incidents in Feb 24. A total of 24,650 kgs of tobacco were seized in these incidents.

### Fuel

11 incidents of fuel smuggling were recorded compared to 17 incidents in the last month. These



# CONTRABAND SMUGGLING

incidents involved the seizure of approximately 400 kilo litres of fuel, 5 kilo litres of kerosene, 259 kl of diesel and 375 litres of petrol.

## Natural Resources

10 incidents of natural resources smuggling were recorded in Mar 24 compared to six incidents in Feb 24. The seizures involved 4,040 kg of kendu leaves, 3,400 cubic meters of sand, 274 sacks of sand and 7,177 kg of timbers.

## Alcohol

Eight incidents of alcohol smuggling were recorded in Mar 24 compared to three incidents in Feb 24. A total of 54,978 litres of liquor were seized in these incidents.

## Regional Distribution

**East Africa** accounted for one incident of drug smuggling in Mar 24, 04 kgs of cocaine was seized by Madagascar authorities in this incident.

**West Asia** accounted for eight incidents of contraband smuggling. Drugs (05) and one incident each of alcohol, natural resources and tobacco smuggling incidents were monitored in this region.

**South Asia** accounted for 29 incidents of contraband smuggling. Drugs (13), Domestic products (09), natural resources (04), alcohol (02) and fuel (01) smuggling incidents were monitored in this region.

**South East Asia** accounted for 70 incidents of contraband smuggling. Drugs (25), fuel (10), domestic products (10), tobacco (09), natural resources (07), alcohol (05) and wildlife (04) smuggling incidents were monitored in this region.

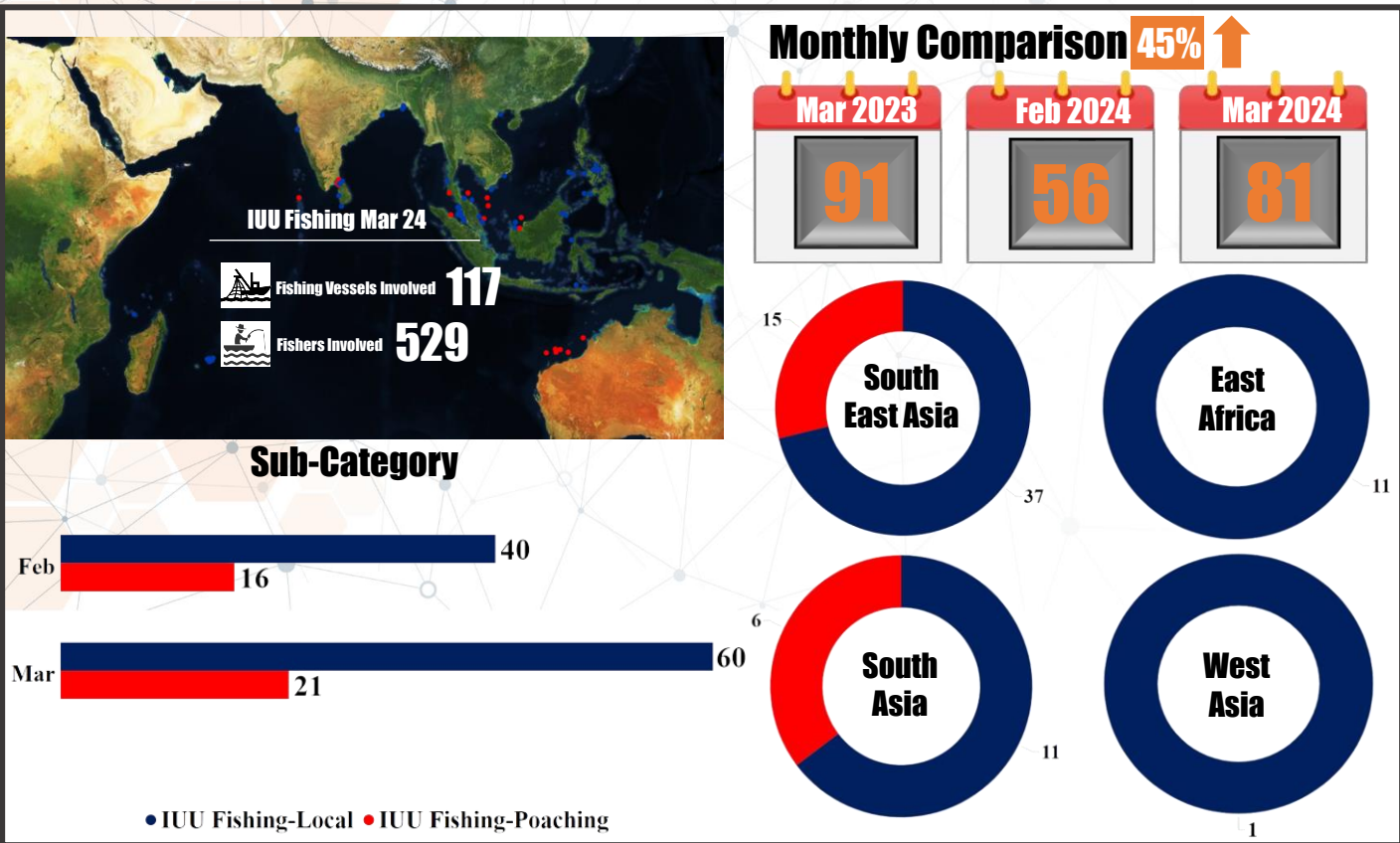
## Significant Incidents

✓ On 21 Mar 24, India authorities seized drugs mixed with 25,000 kg of inactive dried yeast in

1,000 bags, each weighing 25 kg, from a container at Visakhapatnam Port, India. During this operation, CBI acted on input received through Interpol and, with the assistance of the Customs Department in Visakhapatnam, detained a shipping Container at Visakhapatnam Port. The said container was booked from “Santos Port, Brazil” for delivery at Visakhapatnam in the name of the Consignee- Sandhya Aqua Exports Private, having its office in Lawsons Bay Colony. The shipper had declared that the aforesaid container contains 1000 bags of Inactive Dried Yeast of 25 Kg each totaling 25000 kg. However, on preliminary examination through Narcotics Substances detection mechanisms, it appeared that the material shipped contained Narcotic drugs mixed with Inactive Dried Yeast. The investigations indicates involvement of international criminal network engaged in importing narcotics drugs by mixing it with other substance commonly known as cutting agents. The plastic bags in the container contained pale yellow powder, which was subjected to examination under the NCB Narcotic Drugs Detection Kit to identify the presence of any narcotic substance. As per the defined procedure for identification, the presence of cocaine/methaqualone by Test E and the presence of opium as per Test A and Test B for the presence of “Marijuana, Hashish, Hashish Oil” were followed by using a drug detection Kit. During the examination by drug detection kit, the Test E colour, indicative of the result of cocaine /methaqualone, came positive for all the 20 bags taken out randomly from each of the 20 pallets. Upon investigation, the importer’s representative feigned innocence and informed the CBI sleuths that they had imported this item for the first time and are unaware of its composition. *The seizure of the container was a part of “Operation Garuda – fight against organized drug cartels at the international level”.*



# ILLEGAL UNREPORTED AND UNREGULATED FISHING



## Overview

81 IUU fishing incidents were recorded in Mar 24 compared to 56 incidents in Feb 24. Among these, 60 incidents were local and 20 incidents were of poaching. The total illegal fish catch recorded was 17,566 kg, with Bangladesh and Malaysia authorities seizing 7,200 kg and 7,150 kg, respectively. A seizure of approximately 52,30,000 m of banned nets was reported off Bangladesh, 485 m off Mauritius and 100 m off Mayotte.

**Poaching.** 21 incidents of poaching involving foreign fishing vessels were recorded compared to 16 incidents in Feb 24. The foreign fishing vessels were involved in illegal fishing in the country's waters. A few instances of foreign fishing vessels and fishermen being assisted by the local fishermen/ fishing vessels were also monitored during Feb 24. 198 fishermen were apprehended and 30 boats were seized by the authorities.

## Analysis of Incidents

**Local IUU Fishing.** 60 incidents of local IUU fishing were recorded in Mar 24 compared to 40 incidents in Feb 24. These incidents involved violations of fishing licenses by local fishermen, illegal fishing techniques, banned fishing methods, use of blast fishing, etc. 327 fishermen were apprehended and 86 boats were seized by the authorities.

## Regional Distribution

**South East Asia.** 52 incidents of IUU fishing were reported in this region during Mar 24 compared to 40 incidents in Feb 24. 37 incidents were of local IUU fishing and 14 of poaching. These incidents were recorded in the waters of Malaysia (26), Philippines (09), Australia (06), Indonesia (05), Vietnam and Thailand (03 each). A total of 73 boats were seized and 321 fishermen were apprehended.

# ILLEGAL UNREPORTED AND UNREGULATED FISHING

**South Asia.** 17 incidents of IUU fishing were reported in this region during Mar 24 compared to six incidents in Feb 24. 11 incidents were of local IUU fishing and 06 of poaching. These incidents were recorded in the waters of Sri Lanka (10), Bangladesh (03), India (02), Myanmar and Maldives (01 each). A total of 33 boats were seized and 196 fishermen were apprehended in this region.

**East Africa.** 11 incidents of IUU fishing were reported in this region during Mar 24 compared to nine incidents in Feb 24. All incidents were of local IUU fishing. These incidents were reported in the waters of Mauritius (10) and Mayotte(01) .

**West Asia.** One incident of local IUU fishing off Bahrain was monitored. A total of 210 kg of shrimp were seized by the law enforcement agencies.

## Significant Incident

*On 16 Mar 24, Malaysian authorities seized two foreign fishing vessels and apprehended 23 fishermen involved in poaching in Malaysian waters. The apprehensions were carried out by a ship patrolling the Malaysia-Vietnam water border as part of Operations Damai, Naga Barat, and Tiris. Furthermore, authorities confiscated approximately 1,000 kilograms of marine products, fishing gear, navigation and communication equipment, along with a 2,500-liter diesel supply valued at almost USD 6,41,368.*



## Fishing Bans Monitored

Region	Duration	Remarks
India	01 Nov 23 – 31 May 24	Olive Ridley turtle
Mozambique	15 Nov 23 – 14 Mar 24	Shrimp
Mauritius	01 Dec 23 – 31 Mar 24	Lobster
Oman	01 Dec 23 – 31 Aug 24	Shrimp
Bangladesh	01 Mar 24 – 30 Apr 24	All kinds of fish



**MMSU**  
**MAR 2024**

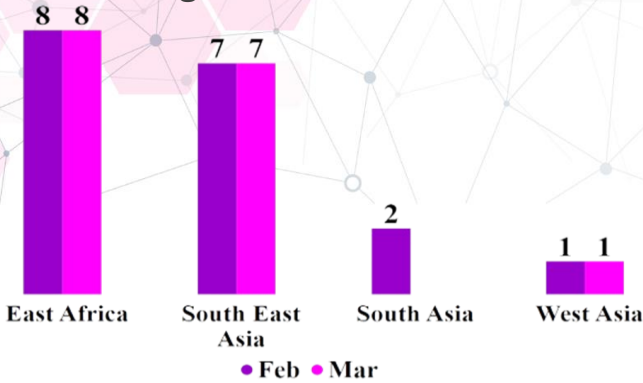
# IRREGULAR HUMAN MIGRATION



## Monthly Comparison 11% ↓



## Regional Distribution



## Overview

16 incidents were recorded in Mar 24 compared to 18 incidents in Feb 24. These involved 864 migrants and 47 smugglers/ traffickers. 15 migrant fatalities and 60 individuals were reported missing in this month.

Law enforcement agencies seized a total of 56 boats, apprehended 44 smugglers and rescued 694 migrants in Mar 24.

**West Asia.** One incident of irregular human migration was reported. On 21 Mar 24, Oman authorities seized a boat off Al Batinah North Governorate, Oman and rescued 22 irregular migrants.

## Regional Distribution

**East Africa.** The region witnessed eight incidents of irregular human migration, similar to Feb 24. Kwassa-kwassa (small boat) remains the most frequently used means of transport by the migrants in this region. All of the incidents involved migrants from Comoros attempting to enter Mayotte illegally, except for one incident, which involved a group of 25 migrants from Madagascar onboard a speedboat. This speedboat was successfully intercepted by the Madagascar authorities in the territorial waters of Madagascar.

**South East Asia.** The region witnessed seven incidents of irregular human migration compared to seven in Feb 24. Indonesia (04) and Malaysia (03) were the destination countries for the migrants in this region. Law enforcement agencies seized a total of seven boats, apprehended four smugglers and rescued 176 migrants in Mar 24.

## Significant Incident

*On 20 Mar 24, a boat carrying 150 migrants capsized about 16 nm off Kuala Bubon Beach, Aceh Province, Indonesia. The migrants were found floating 21 nm from the coast. On 21 Mar 24, 75 migrants were rescued by the regional law enforcement agencies, 15 mortal remains were recovered and 60 migrants went missing.*

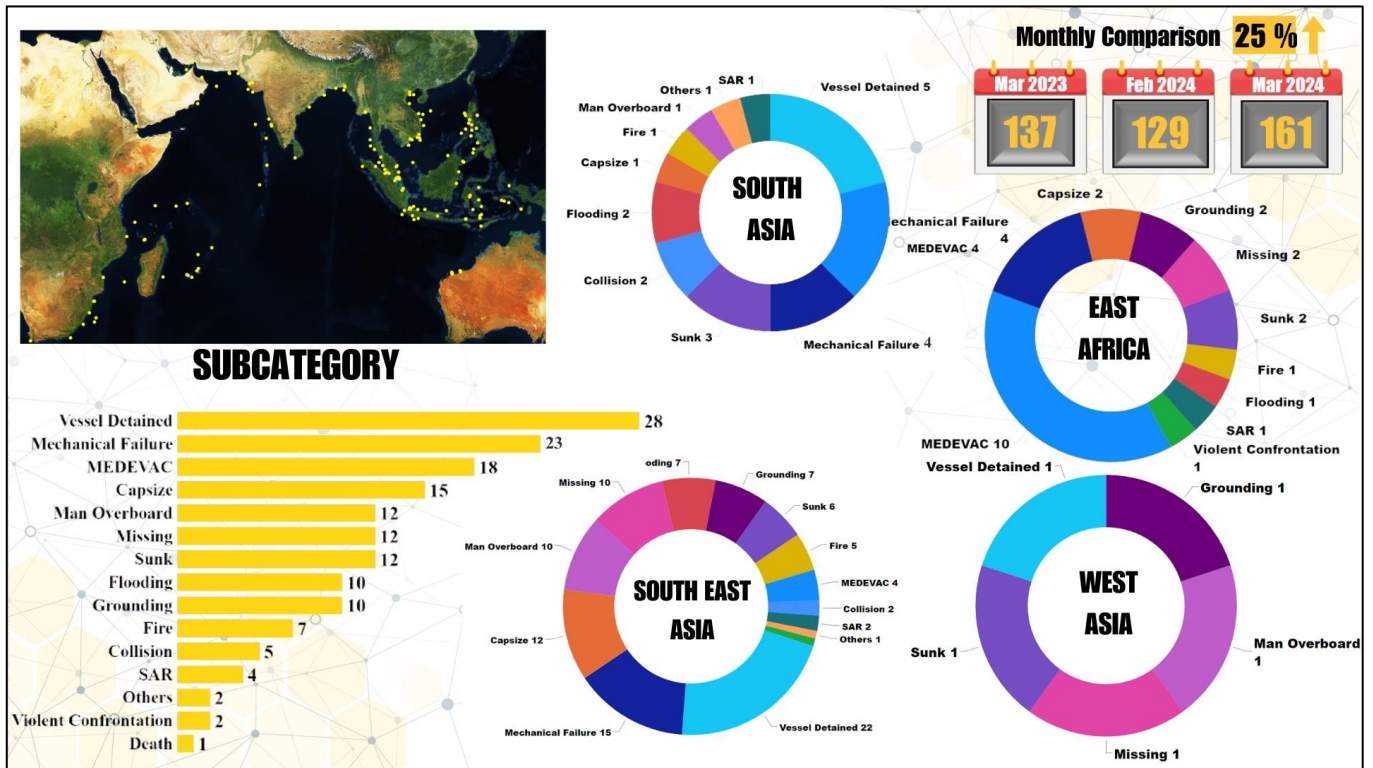
# IRREGULAR HUMAN MIGRATION

## Migration Trends



Region	No. Of Incidents	Rescued/ Apprehended	Smugglers Apprehended	Boats Involved
East Africa	08	694	44	56
West Asia	01	22	Nil	01
South East Asia	07	176	04	07

# MARITIME INCIDENTS



## Overview

161 maritime incidents were recorded by the Centre in Mar 24 compared to 129 incidents in Feb 24. Vessel detained (28) constituted the highest number of reported incidents, followed by, Mechanical failure (23), MEDEVAC (18), capsizing (15), sinking of vessels, man overboard and missing (12 each), flooding and grounding (10 each) and fire (07).

**Vessel detained.** 28 incidents of vessels detention were monitored in Mar 24, compared to 14 incidents in Feb 24. The causes include failing to comply with the requirements of international maritime conventions, such as the non-availability of SOLAS equipment, non-compliance with MARPOL regulations, not having relevant documentation etc.

## Analysis of Incidents

**Mechanical Failures.** 23 mechanical failure incidents were recorded and majority of incidents during this month were reported due to engine failure. In most incidents, the ship's crew addressed the defects, but in a few cases, vessels sought assistance from local authorities. *Regular inspections, timely repairs and following the recommended operating procedures can significantly reduce the risk of mechanical issues.*

**MEDEVAC and SAR.** 18 MEDEVAC and four SAR incidents were recorded in Mar 24, compared to 17 MEDEVAC and 02 SAR in Feb 24 .

**Capsize and Sinking of Vessels.** 15 incidents of capsizing and 12 incidents of sinking vessels similar to Feb 24 (27 incidents). Most of the incidents involved fishing vessels. Four individuals were reported to have lost their lives in these incidents during Mar 24.

# MARITIME INCIDENTS

**Fire and Flooding.** 17 incidents of fire and flooding were recorded in Mar 24. Cause of fire included explosions, fire in machinery/ engine room compartment, electrical fires caused by short circuits and non-compliance with standard operating procedures (SOPs) during fuel transfer.

**Man overboard, Death and Missing.** 24 incidents were recorded in Mar 24, in which a total of four lives were lost, 36 individuals went missing and five individuals were rescued.

**Violent Confrontation.** Two incidents of violent confrontation were reported in Mar 24. The analysis of these incidents highlights that these confrontations were predominantly between fishing groups and fishing vessels.

**West Asia** accounted for five maritime incidents compared to seven incidents in Feb 24. One incident each of sinking of vessel, grounding, vessel detained, man overboard and missing were the reported incidents in this region.

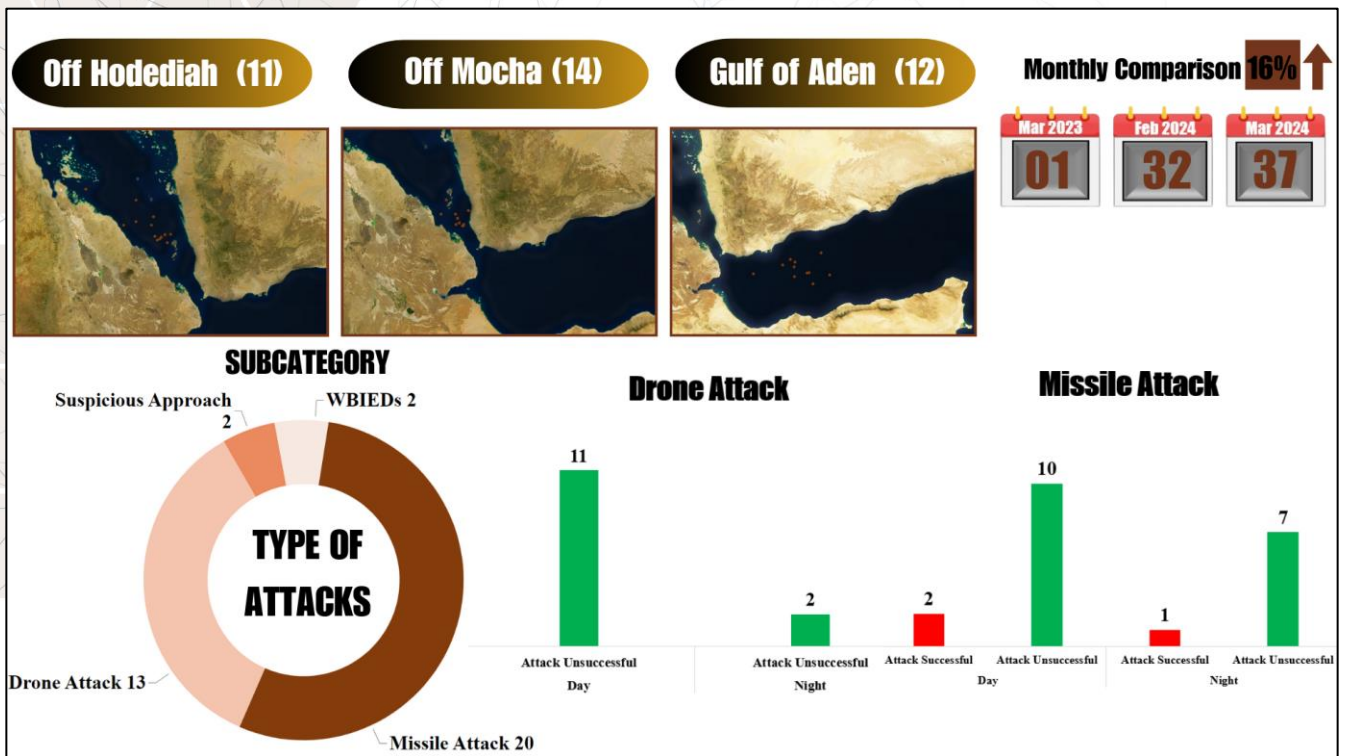
**South Asia** with 25 incidents, witnessed almost a similar trend compared to Feb 24 (24 incidents). Five incidents of vessel detained, four incidents each of MEDEVAC and mechanical failure, three of sinking of vessels, two each of collision, flooding and others, one each of capsized, fire, man overboard and SAR were the reported incidents in this region.

**South East Asia** accounted for 104 incidents compared to 79 incidents in Feb 24. These included vessel detained (22), mechanical failure (15), capsized (12), man overboard (10), missing (09), seven each of grounding and flooding, sunk (06), fire (05), MEDEVAC (04), collision (03), SAR (02), one incident each of violent confrontation and death.

## Regional Distribution

**East Africa** accounted for 26 incidents. MEDEVAC (10) followed by mechanical failure (04), two incidents each of missing, sunk, grounding and capsized, one incident each of SAR, flooding, fire and violent confrontation were the reported incidents in this region.

# MARITIME SECURITY THREATS (HYBRID)



## Overview

37 maritime security threats (hybrid) incidents were recorded by the Centre in Mar 24, compared to 32 incidents in Feb 24. The non-state actors continue to target Israel-owned, operated and managed vessels. In addition, the non-state actors have also targeted vessels whose companies are engaged in Israeli trade or associated with Israel-affiliated companies. Also, a few incidents of drone/ missile attacks were monitored on US and UK-flagged vessels. In a few instances, vessels resorted to AIS messaging, indicating their non-affiliation with Israel.

### Location of Incidents

The incidents related to drone and missile attacks by non-state actors were monitored mainly off Hodehiah, Mocha, Bab-el-Mandeb and the western parts of the Gulf of Aden. The positional analysis of the attacks indicates that the area between 12° N 047° E and 16° N 041° E witnessed drone and missile attacks in Mar 24.

### Drone Attacks

13 drone attacks were monitored in Mar 24, compared to 16 attacks in Feb 24. All incidents were reported during day hours except two, which were reported during dark hours. The international forces operating in the area were successful in shooting down all the drones.

### Missile Attacks

20 missile attacks were monitored in Feb 24, similar to Feb 24 (16). 12 incidents were monitored during day hours and eight in dark hours. Three of the 20 incidents of missile attacks were successful in inflicting damages to the targeted vessels. In one of these incidents, three crew members lost their lives and four crew members sustained serious injuries. The international forces operating in the area successfully shot down missiles in the majority (17) of the occasions.

### WBIEDs and Suspicious Approaches

Two incidents each involving the usage of Unmanned Surface Vehicles (USVs) and suspicious approaches, were monitored during Mar 24. All USVs were destroyed by the international forces operating in the area.



# MARITIME SECURITY THREATS (HYBRID)

## Significant Incidents

✓ On 04 Mar 24, MSC SKY II, a Liberian-flagged Container Vessel, was reportedly attacked by three anti-ship ballistic missiles (one missile ditched, and two missiles hit) approx. 90 nm South East of Aden at about 1330 h (UTC) on 04 Mar 24. The missile attack resulted in damages to the starboard bridge wing, accommodation area and one container was on fire. Indian Navy Ship (INS) Kolkata arrived at the scene of the incident and rendered assistance to the vessel. In the early hours of 05 Mar 24, a specialist firefighting team (12 personnel) of INS Kolkata embarked the MV and provided assistance in extinguishing the residual fire/ smoke. Based on the request of the Master, the MV was escorted from the scene of incident to the territorial waters of Djibouti by the Indian Navy ship. Both the vessel and all 23 crew members were reported to be safe.

✓ On 06 Mar 24, reportedly, one anti-ship ballistic missile hit the Barbados flagged bulk carrier TRUE CONFIDENCE about 54 nm SW of Aden, Yemen. TRUE CONFIDENCE was hailed by an entity claiming to be Yemeni Navy. The shipping company reported that the vessel was hailed over VHF Channel 16 for a duration of approximately 30 minutes, and that the vessel was directed to “for your safety and security, alter course to another passage to another destination, otherwise you will be responsible for any actions that will be taken against you”. At approximately 08:40 (UTC), the vessel was struck by an anti-ship ballistic missile. Following the strike, communications with the vessel was lost. The missile hit led to a series of loud explosions and caused major fire on the superstructure. The crew members abandoned the vessel and got into a life-raft. Three crew members lost their lives and four injured. All crew members abandoned the vessel, survivors were rescued by INS KOLKATA and disembarked at port of Djibouti.

Statement

## Joint Industry Statement on the attack on MV TRUE CONFIDENCE

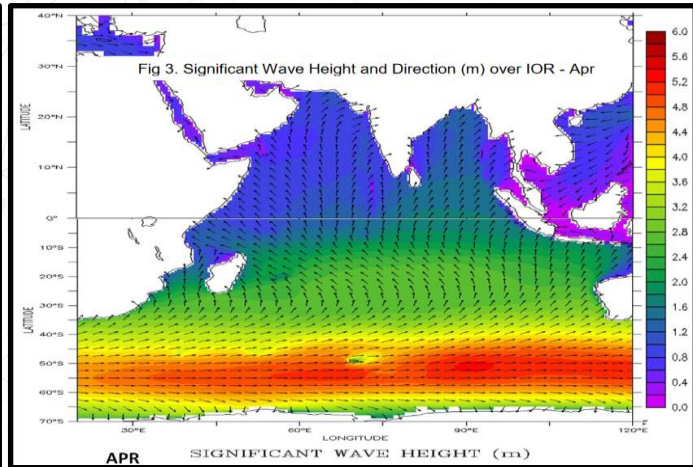
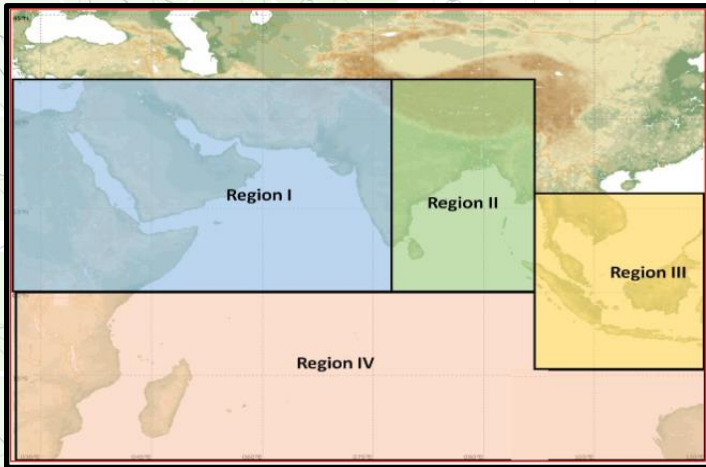
7 March 2024



### JOINT INDUSTRY STATEMENT ON THE ATTACK ON MV TRUE CONFIDENCE

Industry Associations express their deep concern over the tragic loss of life and injuries suffered by the crew of MV True Confidence in an attack in the Red Sea on 6 March 2024. The loss of life and injuries to civilian seafarers is completely unacceptable. Merchant vessels crewed by civilian seafarers transporting global trade have a right to innocent passage through the region without the threat of attack. The frequency of attacks on merchant shipping highlights the urgent need for all stakeholders to take decisive action to safeguard the lives of innocent civilian seafarers and put an end to such threats. Our heartfelt sympathies go out to all those affected by this terrible event

# WEATHER FORECAST – APR 24



**Region I: Arabian Sea (AS).** April is considered as a representative month of the pre-monsoon season. Season is known for weather associated with convective activity. Depressions or storms are generally absent in the Arabian Sea during April. No low-pressure systems have formed over the Arabian Sea in the last 30 years (1989-2018). During April, the sea surface temperature is 26°-28°C over the north Arabian Sea and gradually increases southwards upto 30°C. The average pressure distribution at mean sea level varies to the order of 02 - 04 hpa from north to south.

**Region II: Bay of Bengal.** Most of the disturbances in this month originate between 8° and 13°N and East of 85°E. Their direction of movement is initially towards North West or North. Later, they recurve towards the North East and strike the Arakan coast. The cyclonic disturbances are generally expected to form in the second half of April due to adequate heating of the sea area, a pre-requisite for the formation of cyclonic storms.

**Region III: Southeast Asia.** In April, the average pressure distribution at mean sea level varies to the order of 02 - 04 hpa from north to south. In general, isolated localised thunderstorms/showers over Sumatra Island and the Straits of Malacca occur due to convective activity over the region. The swell waves are from NE direction over most parts of the open sea. Surface current in the SWly direction is generally seen along the west of the south China sea for most duration of the month.

**Region IV: South Indian Ocean.** During April, the sea level pressure over central parts of the Southern IOR is in of the order of 1020 hPa and gradually decreases northwards. The pressure gradient over south IOR is of the order of 8-10 h Pa. High pressure cell shift towards west and is generally seen in-between 30°- 40°S and 60°-110°E. Mean sea level pressure values further decreases to less than 988 hPa below 60°S latitudes. Tropical disturbances are relatively rare occurring in this month. But they originate around 91°E, move in westerly direction and strike east coast of Madagascar Islands or recurve in south westerly direction and strike Mauritius Islands and adjoining areas. They have a tendency to weaken and dissipate over the sea area in the course of their movement.

**Note.** The above weather report is also published on the IFC-IOR website and available at the link below for download and reference.

[https://www.indiannavy.nic.in/ifc-ior/static/data/reports/weather/IFC\\_IOR\\_Weather\\_Forecast\\_Apr\\_2024.pdf](https://www.indiannavy.nic.in/ifc-ior/static/data/reports/weather/IFC_IOR_Weather_Forecast_Apr_2024.pdf)

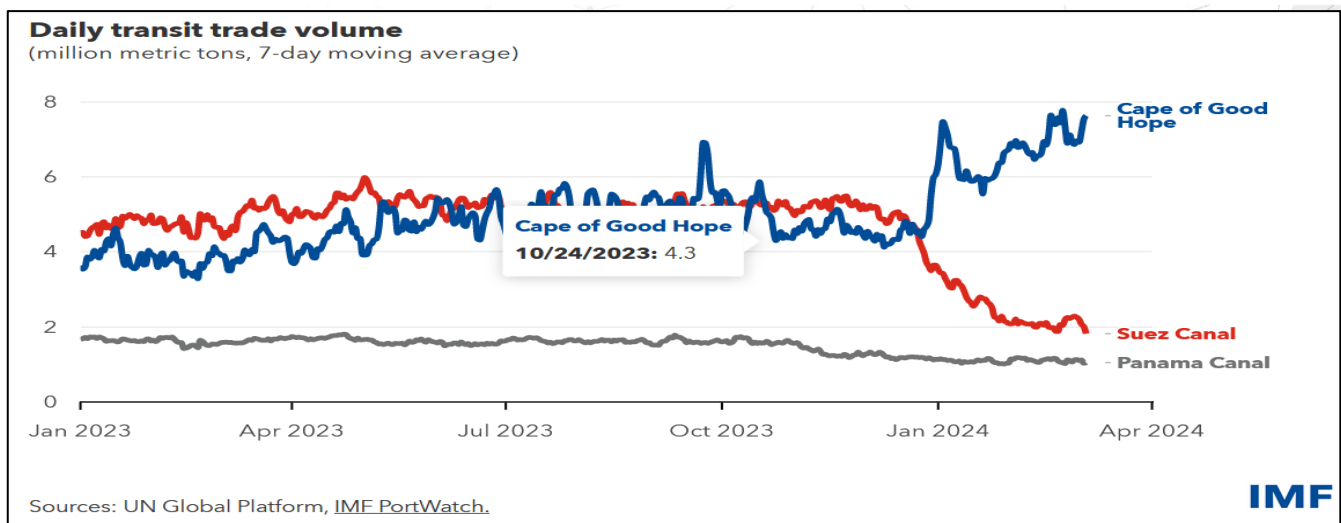
# ARTICLES OF INTEREST

## **RED SEA ATTACKS DISRUPT GLOBAL TRADE**

In the past few months, global trade has been held back by disruptions at two critical shipping routes. Attacks on vessels in the Red Sea area reduced traffic through the Suez Canal, the shortest maritime route between Asia and Europe, through which about 15% of global maritime trade volume normally passes. Instead, several shipping companies diverted their ships around the Cape of Good Hope. This increased delivery times by 10 days or more on average, hurting companies with limited inventories. On the other side of the world, a severe drought at the Panama Canal has forced authorities to impose restrictions that have substantially reduced daily ship crossings since last October, slowing down maritime trade through another key chokepoint that usually accounts for about 5% of global maritime trade. A report by the International Monetary Fund (IMF) highlights the following facts

### **Trade disruptions**

- ❑ *In recent months, trade has been diverted from the Suez Canal to the Cape of Good Hope, while less trade has passed through the Panama Canal. The volume of trade that passed through the Suez Canal dropped by 50% year-over-year in the first two months of the year and the volume of trade transiting around the Cape of Good Hope surged by an estimated 74% above last year's level. Meanwhile, the transit trade volume through the Panama Canal fell by almost 32% compared with the prior year.*
- ❑ *In January and February 2024, there was a 6.7% decline year-over-year in port calls to the 70 ports we track in sub-Saharan Africa. The corresponding declines for the European Union and the Middle East and Central Asia were 5.3%. These decreases likely reflect the transitory effects of longer shipping times. If continued, the ripple effects of these disruptions could temporarily hamper some supply chains in affected countries and cause upward pressure on inflation (in part due to higher shipping costs).*
- ❑ *An important implication of these shipping disruptions is that official statistics on recorded imports (and exports) based on customs records may be affected by the temporary impact of ships being re-routed. This will make it more difficult to gauge the underlying momentum of global trade and economic activity in the coming months.*

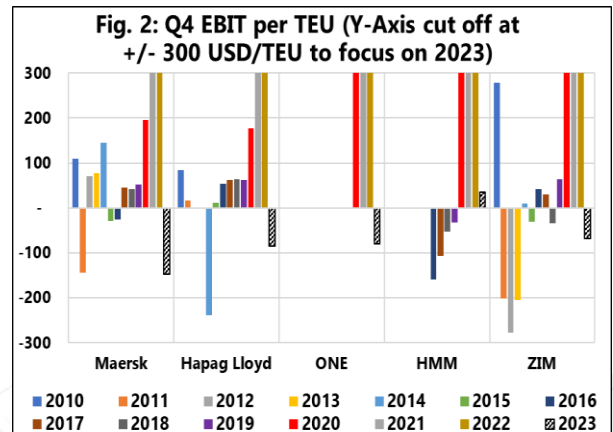
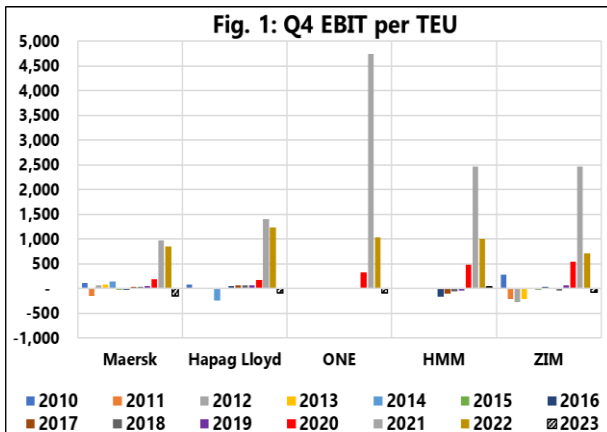


Source: IMF

## CONTAINER LINES RECORD COMBINED EBIT LOSS OF US\$1.44 BILLION IN 2023 Q4

Sea Intelligence in its press release highlighted the operating profit for Q4 of 2023. The salient of this report are enumerated in the succeeding paragraphs.

- During the fourth quarter of 2023, the shipping lines collectively reported a combined EBIT loss of US\$1.44 billion. Among the major players, Maersk recorded a loss of US\$920 million, followed by Hapag-Lloyd (US\$252 million), ONE (US\$248 million), Yang Ming (US\$ 109 million), ZIM (US\$54 million), and Wan Hai (US\$41 million).
- Comparing these figures across the same set of shipping lines (excluding ONE due to limited historical data) and incorporating Evergreen and HMM, both of which achieved operating profits in 2023-Q4, this quarter marked the highest combined EBIT loss from 2012 to 2023. The previous record was in 2015-Q4, with a loss of US\$455 million.
- To analyze profitability per TEU shipped, Figure 1 illustrates the EBIT/TEU trends from 2010 to 2023, highlighting the unprecedented levels observed during the 2021-2022 pandemic period. Figure 2 focuses on the developments in 2023, cutting off the y-axis at +/- 300 USD/TEU for clarity.



- EBIT/TEU data for 5 shipping lines, with COSCO missing from those that regularly report on both their EBIT and global volumes. Maersk's EBIT/TEU of -148 USD/TEU is their largest negative EBIT/TEU in the analysed period.
- For Hapag-Lloyd, their EBIT/TEU loss of -84 USD/TEU is smaller than their only other negative EBIT/TEU of -239 USD/TEU in 2014-Q4. For ONE, their negative 2023-Q4 EBIT/TEU of -80 USD/TEU is their first. HMM, on the other hand, recorded a positive EBIT/TEU of 34 USD/TEU in 2023-Q4," explained Murphy

Source: Sea Intelligence

# ARTICLES OF INTEREST

## **SECURITY COUNCIL PRESS STATEMENT ON SITUATION IN RED SEA AND BAB-EL-MANDAB: 18 MAR 24**

The following Security Council press statement was issued by Council President Yamazaki Kazuyuki (Japan) on 18 Mar 24:

- ❑ *The members of the Security Council condemned in the strongest terms Houthi attacks against commercial vessels in the Red Sea, including the 06 March 2024 attack on the MV True Confidence, which tragically resulted in the deaths of two Filipino sailors and one Vietnamese sailor and injuries to at least four other seafarers.*
- ❑ *The Council members also condemned the 18 February 2024 attack on the MV Rubymar, which subsequently sank on 02 March 2024 as a result of damage from the attack.*
- ❑ *The Council members took note of the negative impacts of these attacks and emphasized that the sunken vessel poses a navigational hazard to ships transiting the area.*
- ❑ *The Council members stressed the importance of the full implementation of resolution 2216 (2015) and subsequent resolutions. They called for practical cooperation, including with the Government of Yemen, to prevent the Houthis from acquiring the arms and related materiel necessary to carry out further attacks and reiterated that all Member States must adhere to their obligations in regard to the targeted arms embargo.*
- ❑ *The Council members demanded the immediate release of the MV Galaxy Leader and its crew, who have now been unlawfully detained for more than 100 days.*
- ❑ *The Council members underscored the importance of the Red Sea maritime route for humanitarian efforts in Yemen and beyond, as well as for the local fishing industry supporting Yemeni livelihoods.*
- ❑ *The Council members demanded that all Houthi attacks against commercial and merchant vessels traversing the Red Sea and Gulf of Aden cease immediately, in accordance with international law and consistent with resolution 2722 (2024).*
- ❑ *The Council members reaffirmed that the exercise of navigational rights and freedoms by merchant and commercial vessels of all States transiting the Red Sea and Baab al-Mandab, in accordance with international law, must be respected. Towards that end, the Council members warned against the impact of the 4 March Houthi decision purporting to require ships obtain a permit from their “Maritime Affairs Authority” before entering Yemeni waters on the freedom of commercial navigation and humanitarian operations, including into Yemen.*
- ❑ *The Council members recalled the importance of enhancing international and regional cooperation to counter threats to peace and security in the region and called for a de-escalation in the Red Sea to preserve the peace process in Yemen.*

*Continued on next page.....*

# ARTICLES OF INTEREST

## **SECURITY COUNCIL PRESS STATEMENT ON SITUATION IN RED SEA AND BAB-EL-MANDAB: 18 MAR 24**

- ❑ *The Council members reiterated their support to the UN Verification and Inspection Mechanism for Yemen (UNVIM).*
- ❑ *The Council members commended the efforts of the Government of Yemen to preserve the maritime environment and called on all Member States, organizations, and agencies to support its efforts.*
- ❑ *The members further called for continued international involvement in close cooperation with the United Nations and coastal States, as well as with regional and subregional organizations to prevent further escalation with possible multidimensional consequences.*
- ❑ *The Council members emphasized the need to prevent further regional spillover of the conflict and its impact on the security and the stability of the region and beyond, and in this regard, reiterated the necessity to address the root causes contributing to regional tensions and to the disruption of maritime security in order to ensure a prompt, efficient and effective response.*
- ❑ *Finally, the Council members urged caution and restraint to avoid further escalation of the situation in the Red Sea and the broader region and encouraged enhanced diplomatic efforts by all parties to that end, including continued support for dialogue and Yemen's peace process under UN auspices.*

**Source:** UNSC

# ARTICLES OF INTEREST

## **MARINE ENVIRONMENT PROTECTION COMMITTEE** **81<sup>st</sup> SESSION (MEPC 81)**

The 81<sup>st</sup> session of MEPC was held in person at IMO headquarters, London, from 18 - 22 Mar 24. The highlights of the meeting are enumerated below.

### **MEPC 81<sup>st</sup> Highlights**

- ***Tackling climate change*** - MEPC 81 agreed on an illustration of a possible draft outline of an “IMO net-zero framework” for cutting greenhouse gas emissions (GHG) from international shipping.
- ***Energy efficiency of ships*** - MEPC approved the report on the fuel oil consumption data submitted to the IMO Ship Fuel Oil Consumption Database (reporting year: 2022). Data was reported by almost 29,000 ships, an increase of over 800 ships compared to 2021. These ships reported the use of 213 million tonnes of fuel, which is just slightly higher than in 2021 (212 million tonnes in 2021).
- ***Tackling marine litter*** - MEPC adopted amendments to MARPOL Protocol I, referencing a procedure for reporting lost freight containers.
- ***Ballast water management*** - MEPC 81 adopted amendments to regulations A-1 and B-2 of the BWM Convention concerning the use of electronic record books. The amendments are expected to enter into force on 01 October 2025.
- ***Proposals for Emission Control Areas in Canadian Arctic Waters and Norwegian Sea*** - MEPC approved two proposals for the designation of Emission Control Areas (ECAs):
  - ❑ *Proposed ECA in Canadian Arctic Waters, for Nitrogen Oxides, Sulphur Oxides and Particulate Matter;*
  - ❑ *Proposed ECA in the Norwegian Sea for Nitrogen Oxide and Sulphur Oxides which includes a "three dates criterion" consisting of building contract, keel laid and delivery date as part of the keel-laying date requirement in the proposed amendment to MARPOL Annex VI.*
- ***Implementation of the Hong Kong Convention on ship recycling*** - MEPC approved reporting formats and the future development of a GISIS module, to provide electronic reporting facilities, to assist with implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention), which is set to enter into force on 26 June 2025.
- ***Marine diesel engine replacing a steam system MARPOL Annex VI amendments*** - MEPC adopted amendments to regulation 13.2.2 of MARPOL Annex VI on a marine diesel engine replacing a steam system. The amendments are expected to enter into force on 01 August 2025.
- ***Underwater noise reduction*** - MEPC endorsed a draft Action plan for the reduction of underwater noise from commercial shipping, developed by the Sub-Committee on Ship Design and Construction (SDC 10) and included a new item on “Reduction of underwater radiated noise from commercial shipping” on its agenda for MEPC 82.

**Source:** IMO

# VISIT AT IFC-IOR



*Visit of Smt Paramita Tripathi, JS (IP & Oceania), MEA – 05 Mar 24*



*Visit of Research Fellows & Scholars from Vivekanand International Foundation (VIF) – 07 Mar 24*



*Visit of Brig Gen Alessandro Grassano, Deputy Chief of Italian Defence General Staff – 12 Mar 24*



# VISIT AT IFC-IOR



*Visit of Brigadier General Manuel Pedro Mazuze, Advisor to the President of Mozambique – 14 Mar 24*


\*\*\* End of Report \*\*\*





Scan to Access  
Working Definitions used for Maritime Safety and  
Security Incidents




# CONTACT INFO

 +91 124-2208385, +91 7428963733

 ifc-ior.gurugram@navy.gov.in

 <https://indiannavy.nic.in/ifc-ior>

 @IFC\_IOR

 IFC-IOR, Sohna Road, Sector-33,  
Gurugram 122001, India



**Scan to  
Access  
Reports**

**INFORMATION FUSION CENTRE  
INDIAN OCEAN REGION**