



MONTHLY MARITIME SECURITY UPDATE

JAN 2023

**Information Fusion Centre
Indian Ocean Region**

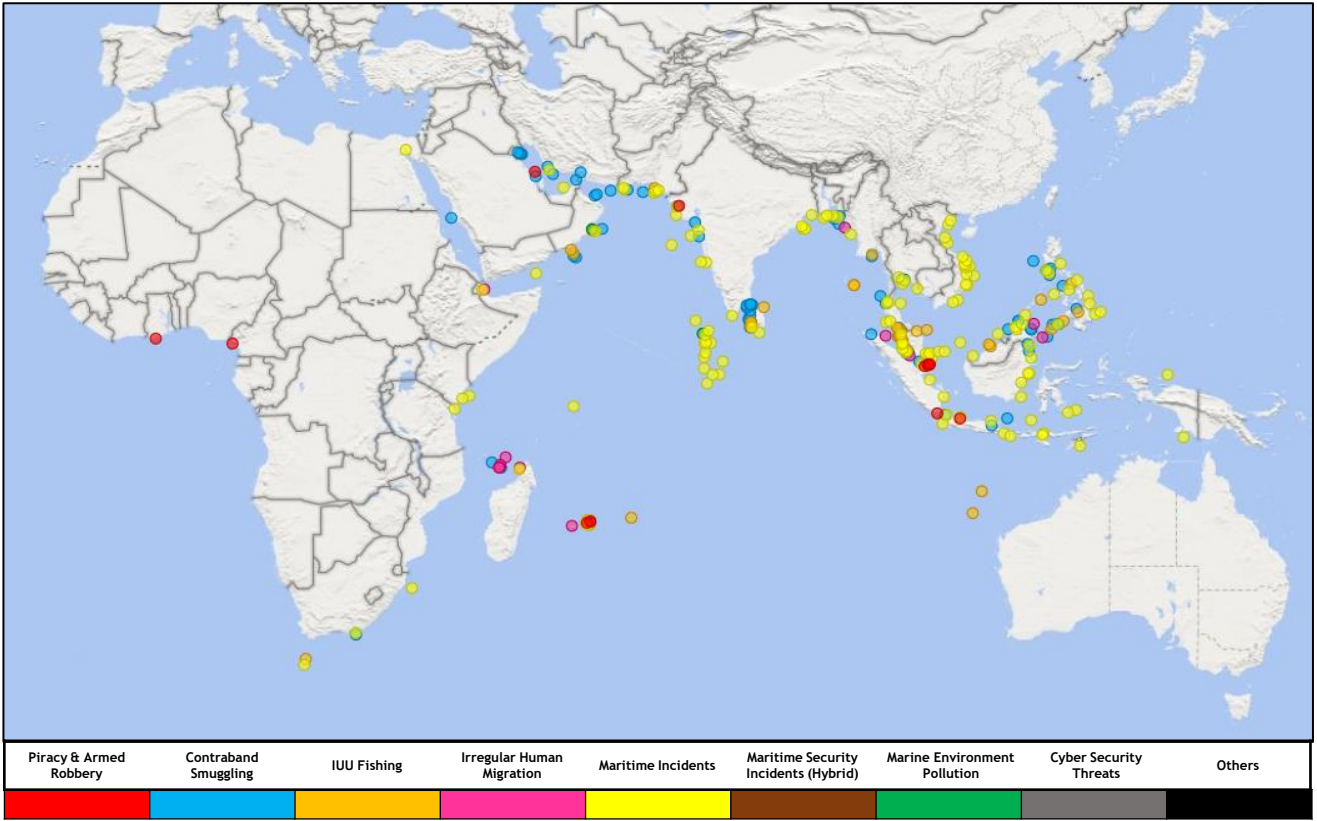


Collaboration for Safety and Security

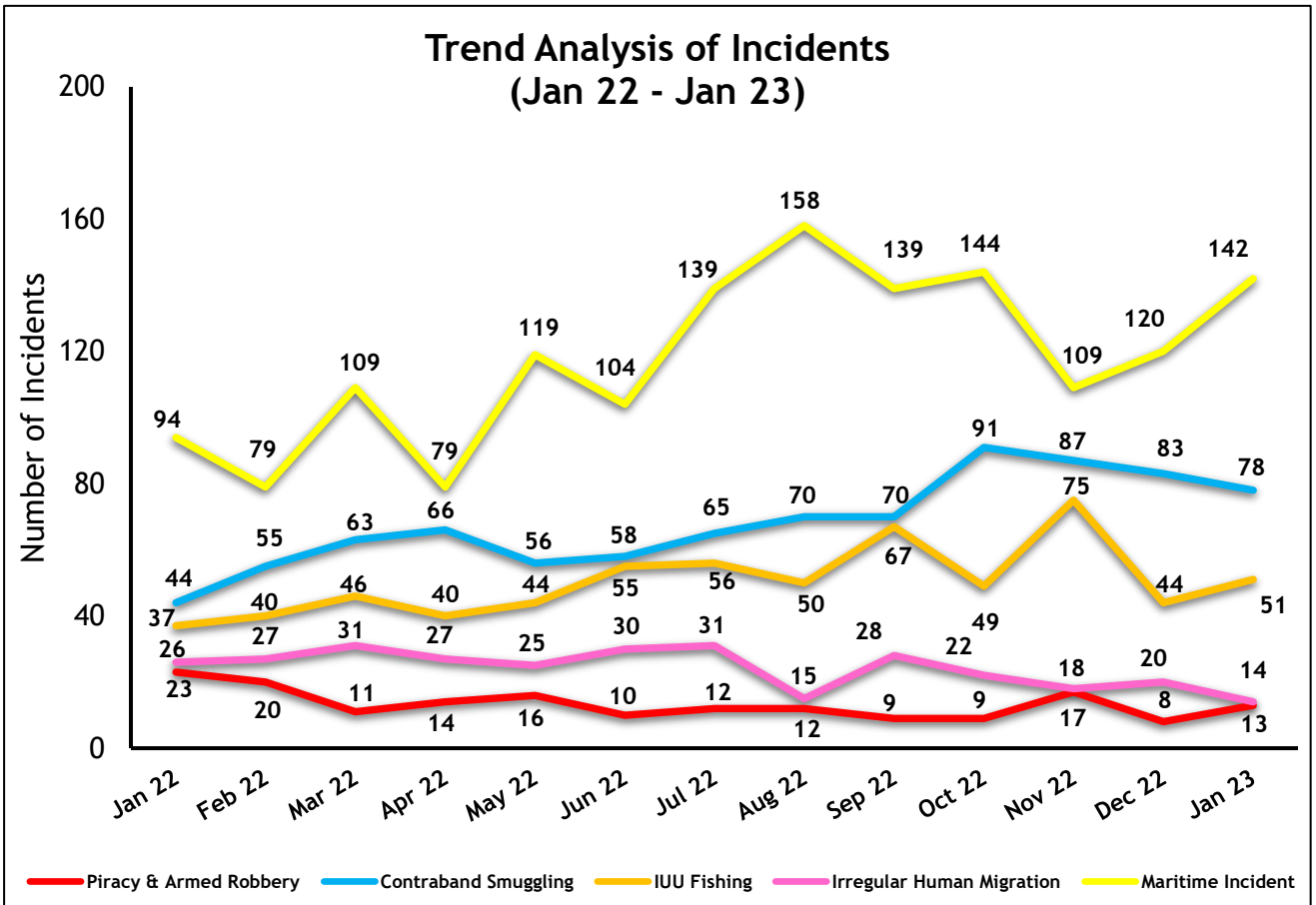
Disclaimer

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.

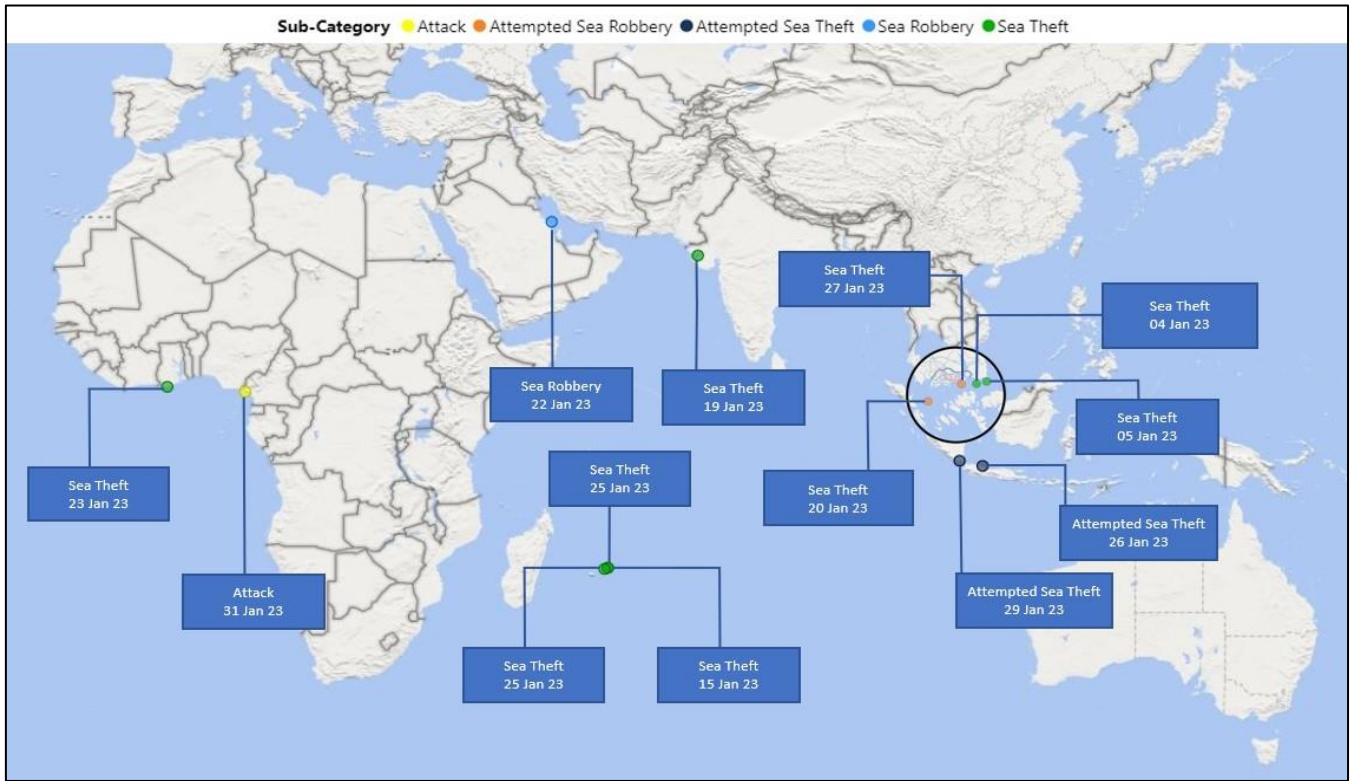
Overview



* GoG - Focus on only Piracy & Armed Robbery incidents



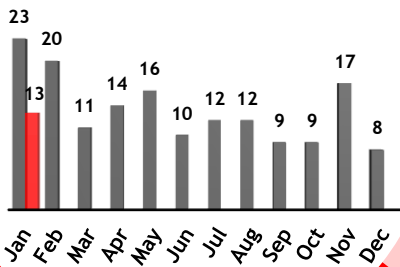
PIRACY AND ARMED ROBBERY



East Africa, 3

Comparison of Incidents

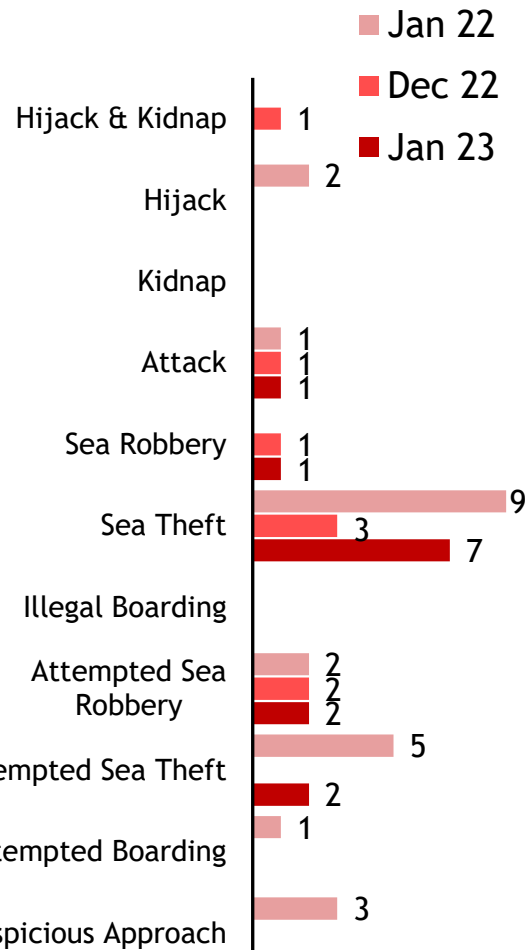
■ 2022 ■ 2023



South Asia, 1

South Asia, 1

SE Asia, 6



13 piracy and armed robbery incidents (actual as well as attempted) were recorded by the Centre in Jan 23. This was a 63% increase in the number of incidents as compared to Dec 22 (08 incidents). A total of seven incidents of sea theft, two incidents each of attempted sea robbery, attempted sea theft and one incident each of attack and sea robbery were recorded by the Centre. 10 incidents occurred during the night, three incidents in the daytime.

SOMS - During the month of Jan 23, two incidents each of attempted sea robbery and sea theft which involved bulk carriers and barges were recorded in the Traffic Separation Scheme (TSS) of the Singapore Straits (03 in the Eastbound lane and 01 in the Westbound lane of the TSS). Perpetrators armed with knives boarded the vessels whilst underway and escaped with scrap metals. The number of perpetrators varied from a minimum of two to a maximum of 10. All crew members were reported to be safe.

Indian Ocean - Three incidents of sea theft were recorded off Mauritius in Jan 23. The incidents involved pleasure crafts and a fishing boat which was boarded by an unknown number of perpetrators whilst alongside during the night time. The perpetrators stole fuel tanks, artificial baits, fishing lines and OBMs.

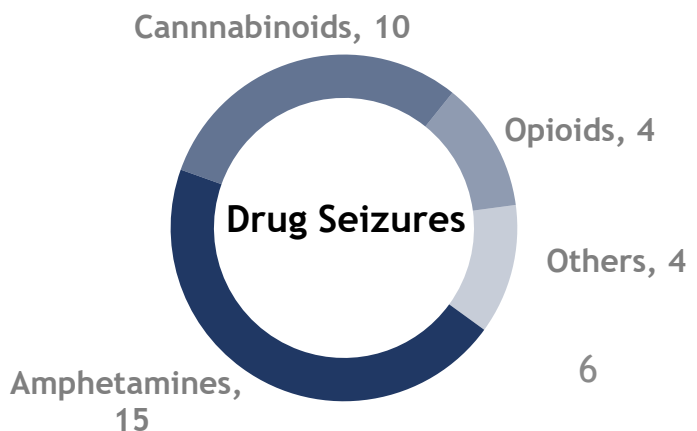
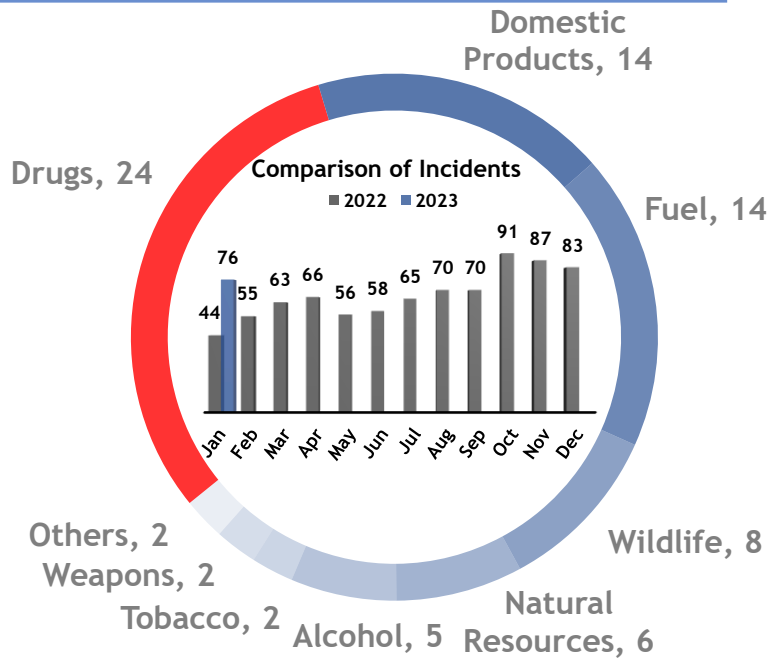
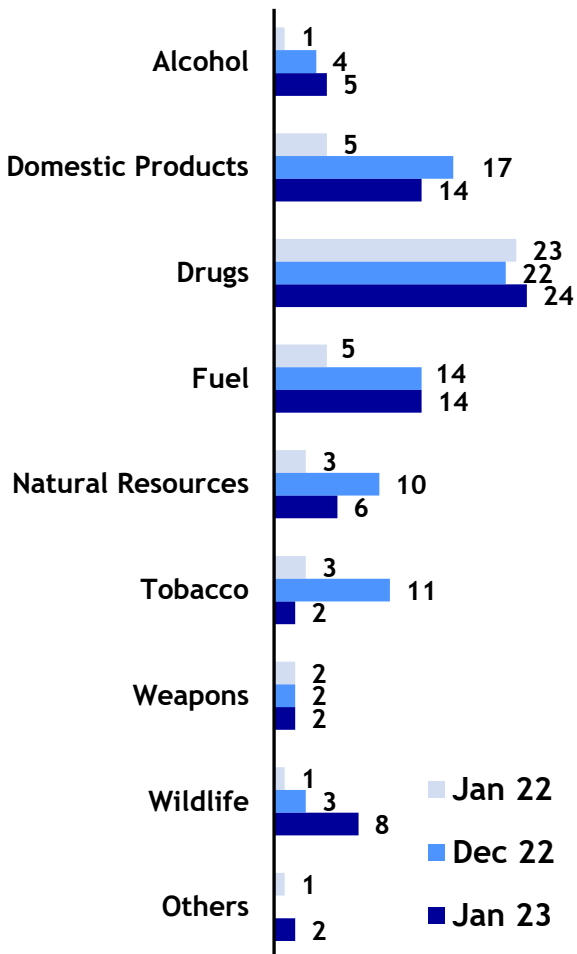
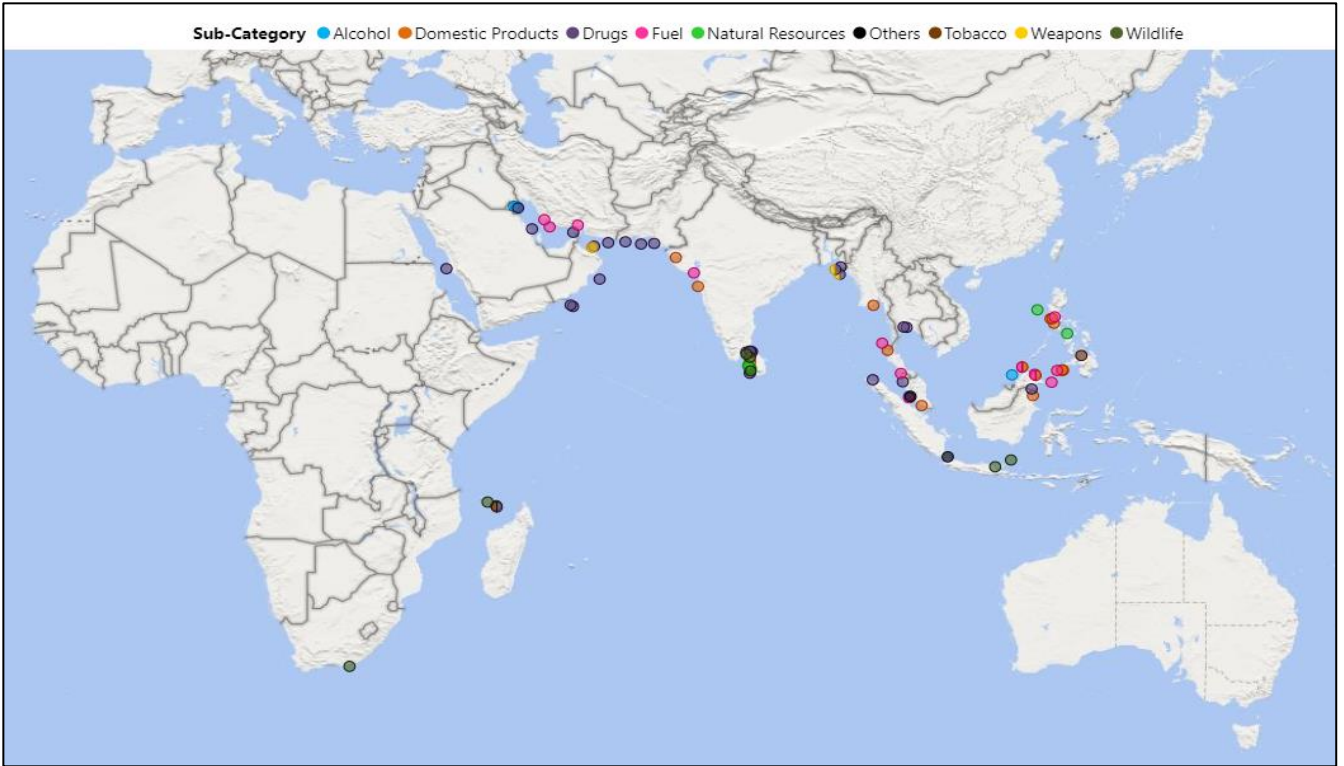
Gulf of Guinea - One incident each of attack and sea theft was recorded in GoG in Jan 23. The incident of attack involved a fishing trawler, whereas the sea theft incident was reported onboard a product tanker while at anchor. The fishing trawler was approached by an unknown number of perpetrators in two skiffs. Shots were exchanged between the armed guards onboard the fishing trawler and the skiffs, which resulted in the skiffs aborting their approach. There was no damage to the fishing trawler and all crew members were safe. In the second incident, an unknown number of perpetrators boarded a product tanker at anchor and escaped unnoticed with the ship's stores.

Java Sea - Two incidents of attempted sea theft were recorded off Indonesia in Jan 23. These incidents were reported onboard a bulk carrier and an oil tanker, which were boarded by around four-five perpetrators whilst at anchor. The perpetrators escaped and nothing was reported to be stolen.

Arabian Sea - One incident of sea theft was recorded at Kandla anchorage, Gujarat, India in Jan 23. The incident involved an oil tanker at anchor, which was boarded by three perpetrators. The perpetrators escaped in a fishing boat with brass valves, stainless steel bolts and nuts. The crew was reported to be safe.

Persian Gulf - One incident of sea robbery was recorded off Saudi Arabia in Jan 23. This incident involved a fishing vessel, which was boarded by an unknown number of armed perpetrators. The perpetrators approached the fishing vessel in two skiffs and fired shots on the vessel. The perpetrators escaped with mobile phones, GPS and some money. Whilst no damage was reported to the fishing vessel, one fishermen was reported to be severely injured.

CONTRABAND SMUGGLING



78 contraband smuggling incidents were recorded by the Centre in the month of Jan 23, a slight decrease from Dec 22 (83 incidents). Drug smuggling constituted 30% of the recorded incidents, followed by fuel and domestic product smuggling.

Drugs - 24 drug seizure incidents were recorded in Jan 23. A total of six incidents of drug seizures were reported inside ports which included 154 kg of methamphetamine, 5600 kg of khat, 61 kg of cannabis, 4 million amphetamine tablets and 3 million captagon pills set to be smuggled via sea route.

Domestic Products - 15 incidents of domestic product smuggling were recorded in Jan 23, which comprised five incidents off Philippines, three incidents off Sri Lanka, two incidents each off India and Malaysia and one incident each off Myanmar, Thailand and Indonesia. The domestic products seized in these incidents involved red and white onions, turmeric, cooking oil, brown sugar, cardamom, e-cigarettes, LPG, frozen meat, electronic and electrical goods, sugar, rubber sheets, cosmetics and copra.

Fuel - 14 incidents of fuel smuggling involving the seizure of about 1,192,023 litres of fuel, 30,030 litres of diesel, 3,296 litres of petrol and 590 drums of petroleum products were recorded in Jan 23. These comprised five incidents off Philippines, four incidents off Malaysia, three incidents off Iran and one incident each off India and Myanmar.

Wildlife - Eight incidents of wildlife smuggling were recorded by the Centre in Jan 23, which comprised two incidents each off Sri Lanka and Indonesia and one incident each off India, Comoros, Mayotte and South Africa. The species seized in these incidents were turtles, abalone, sea cucumbers, frozen fish and birds.

Natural Resources - Six incidents of natural resource smuggling were recorded by the Centre in Jan 23, which comprised four incidents off Sri Lanka and two incidents off Philippines. The seizure involved in these incidents includes kendu leaves, lumber and mineral ores.

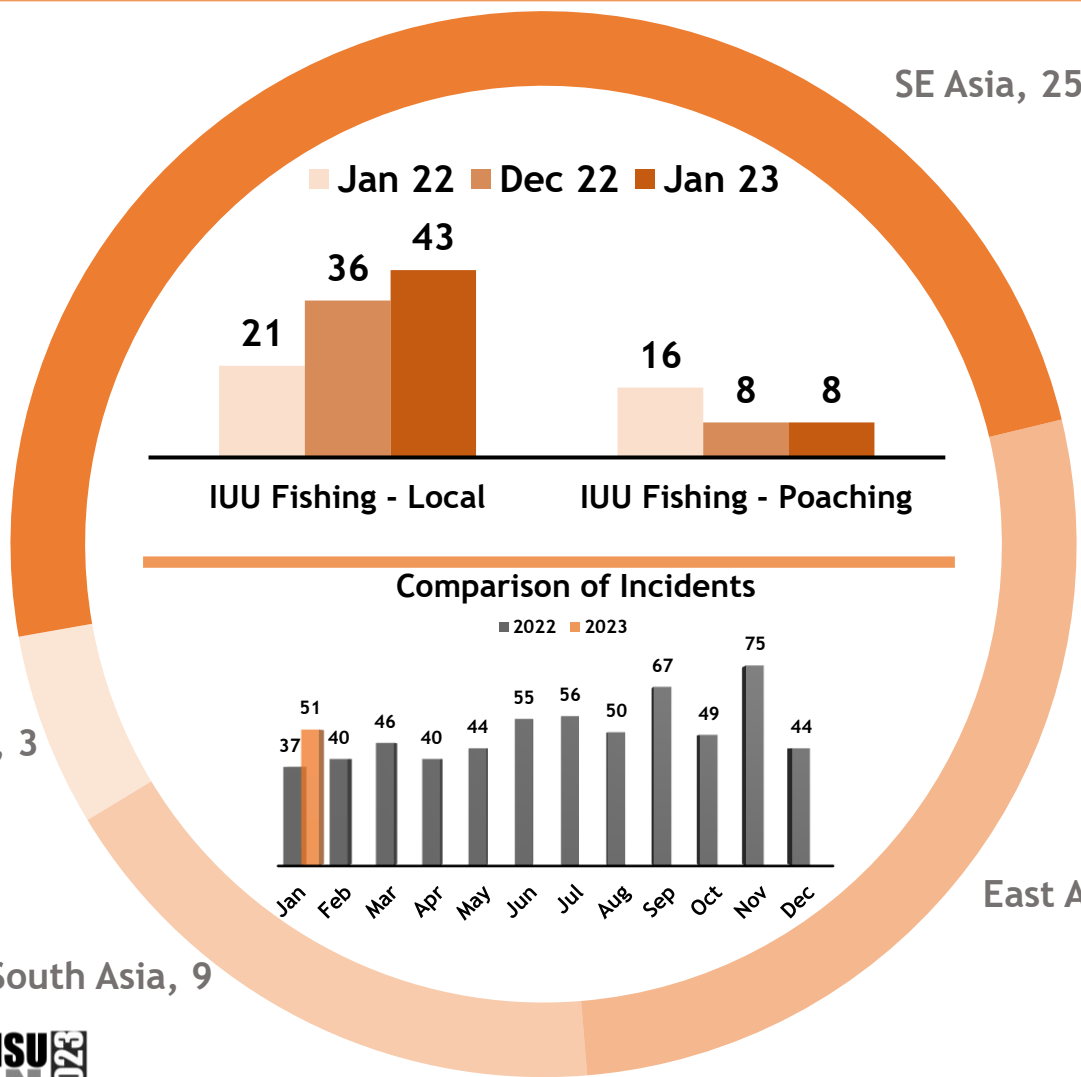
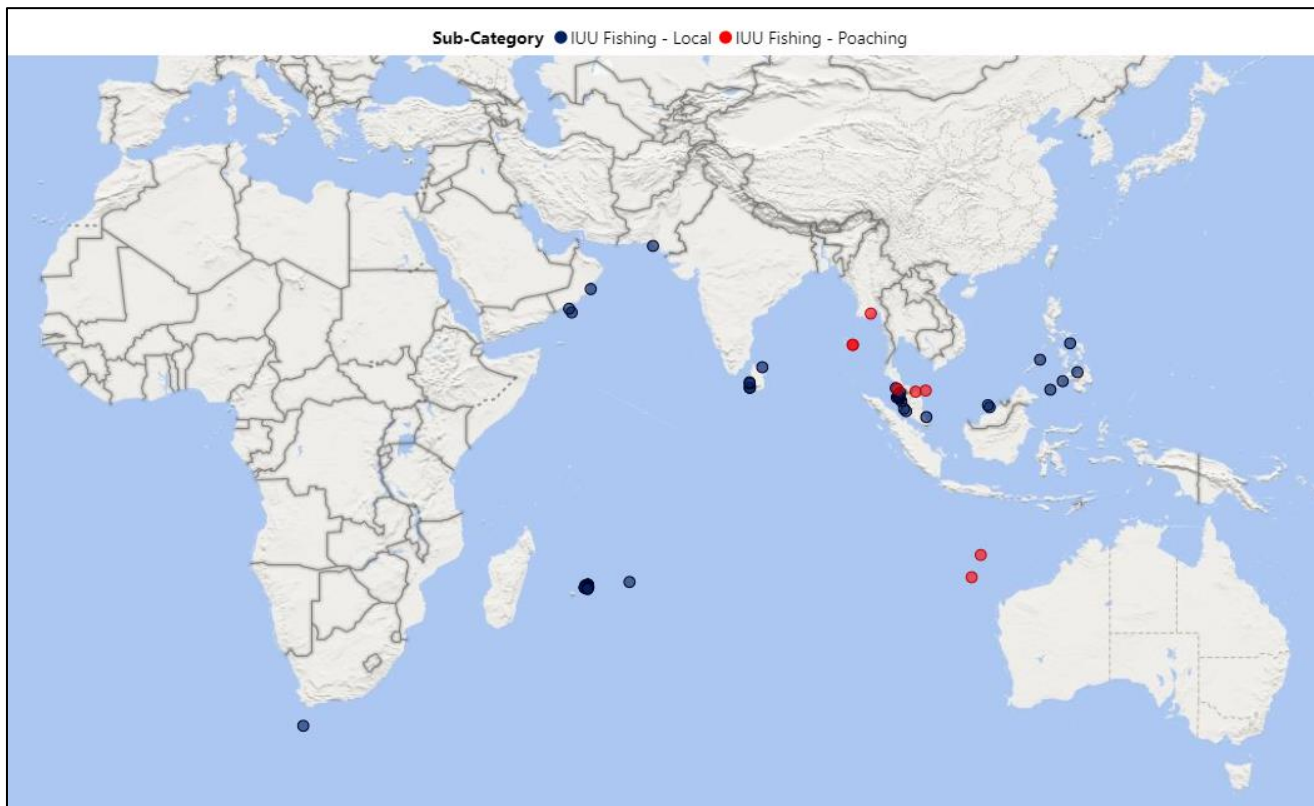
Alcohol - Five incidents of alcohol smuggling were recorded by the Centre in Jan 23, which comprised three incidents off Kuwait and two incidents off Malaysia. A total of 3,453 bottles, 7,560 cans and 560 cartons of alcohol were seized in these incidents.

Tobacco - Two incidents of tobacco smuggling were recorded by the Centre in Jan 23, which comprised one incident each off Mayotte and Philippines. A total of 6,301 master cases of cigarettes were seized in these incidents.

Weapons - Two incidents of weapon smuggling were recorded by the Centre in Jan 23, which comprised one incident each off Bangladesh (14 guns and 486 rounds of bullets) and Gulf of Oman (3,000 guns, 578,000 rounds of ammunition and 23 anti-tank guided missiles).

Others - Two incidents involving the seizure of electrical and electronic waste at Port Klang, Malaysia and counterfeit bills at Merak Port, Indonesia were also monitored by the Centre in Jan 23.

ILLEGAL UNREPORTED AND UNREGULATED (IUU) FISHING



51 *IUU fishing incidents were recorded by the Centre during Jan 23, an increase of about 16% from Dec 22 (44 incidents).* The number of poaching incidents reported in Jan 23 remained the same as compared to Dec 22 (08 incidents). A total of 54 fishing vessels and 233 fishers involved in IUU fishing were apprehended in Jan 23. The total quantity of fish catch recorded was 5,883 kg, out of which 2,475 kg of fish catch was seized by South African authorities. Seizures of banned nets accounting for approximately 1211 m of fishing nets and 300 fishing traps were also recorded in these incidents.

Local IUU Fishing - Out of 43 incidents of local IUU fishing, 14 incidents were reported off Malaysia, 13 incidents off Mauritius, five incidents each off Sri Lanka and Philippines, three incidents off Oman and one incident each off Indonesia, Pakistan and South Africa. Reportedly, the fishers were fishing without valid documents and using banned fishing methods. A total of 153 fishers were apprehended and 40 fishing boats were seized by the local authorities. Some fishers were also apprehended for fishing in prohibited zones.

Poaching - Eight incidents of poaching by foreign fishing vessels were recorded in Jan 23 which comprised three incidents off Malaysia, two incidents each off Australia and India and one incident off Myanmar. A total of 80 fishers were apprehended in poaching incidents and 14 boats were seized by the respective authorities.

54



Fishing Vessels Involved

Fishers Involved

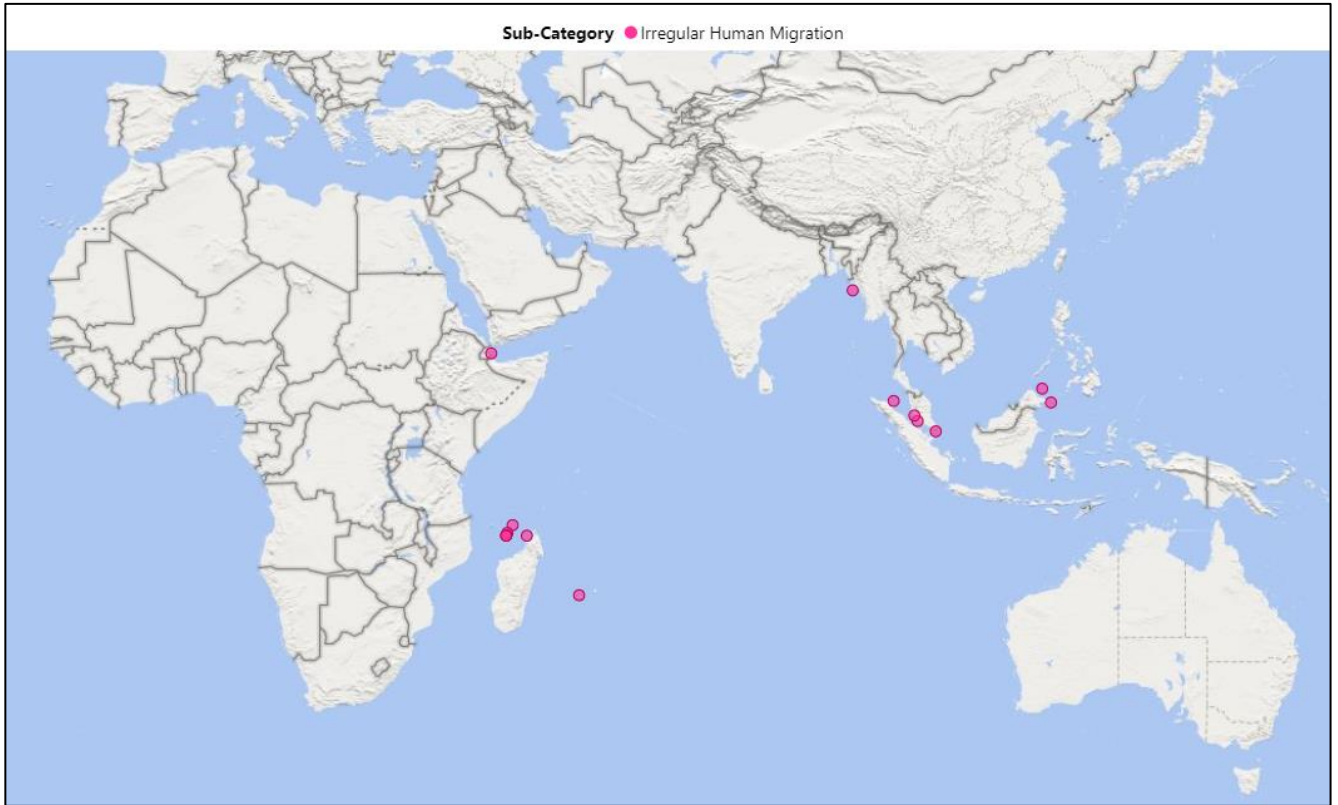


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Fishing Bans Monitored

| Region | Duration | Remarks |
|--------------------|-----------------------|-----------------|
| South Africa | 01 Sep 22 - 14 Jan 23 | African Penguin |
| Seychelles | 15 Oct 22 - 14 Jun 23 | White Teat Fish |
| Philippines | 15 Nov 22 - 15 Feb 23 | Pelagic Species |
| India (East Coast) | 01 Nov 22 - 31 May 23 | Turtles |
| Oman | 01 Dec 22 - 31 Aug 23 | Shrimp |

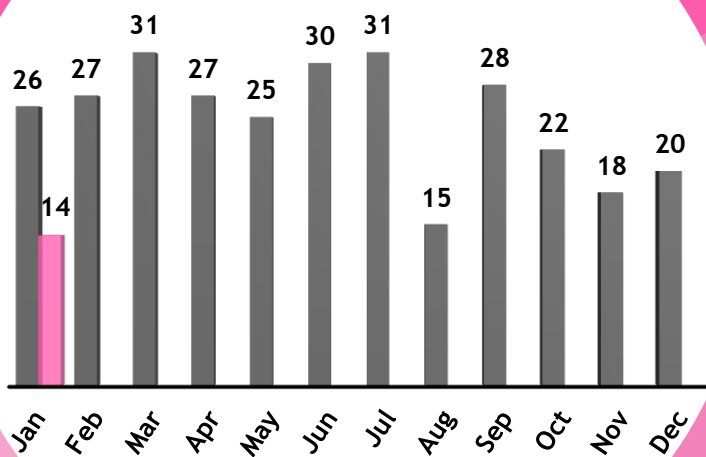
IRREGULAR HUMAN MIGRATION



SE Asia, 6

Comparison of Incidents

■ 2022 ■ 2023



West Asia, 1

South Asia, 1

East Africa, 6

14 IHM incidents were recorded by the Centre in Jan 23, the same as compared to Dec 22. Four incidents off Mayotte, two incidents each off Indonesia, Malaysia and Philippines and one incident each off Madagascar, Reunion Island, Myanmar and Djibouti were also recorded by the Centre.

Mayotte - The four incidents reported off Mayotte involved detaining of traditional local boats “kwassa-kwassa” along with suspected smugglers and irregular migrants. A total of 495 irregular migrants, 37 suspected smugglers and 50 boats were apprehended/ seized in these incidents.

Significant Incident

On 08 Jan 23, Indonesian authorities rescued 184 irregular migrants (69 males, 75 females and 40 children) from a boat off Aceh, Indonesia. The Centre had also monitored few incidents of similar nature in Dec 22 in which 57 irregular migrants were rescued by Indonesia authorities.



Rescued/
Apprehended

1,011



Nil

Missing



Nil

Dead



49

Smugglers
Apprehended



Boats

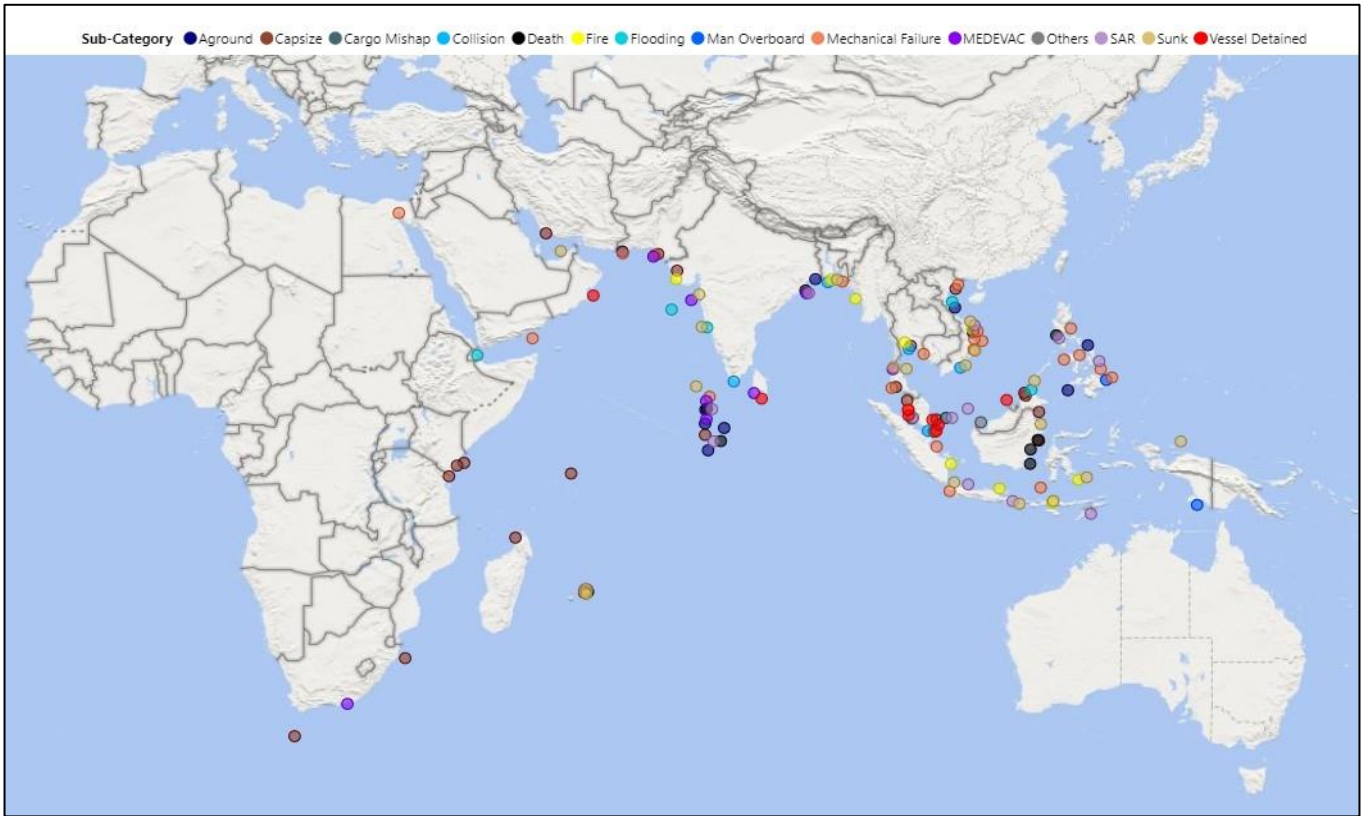
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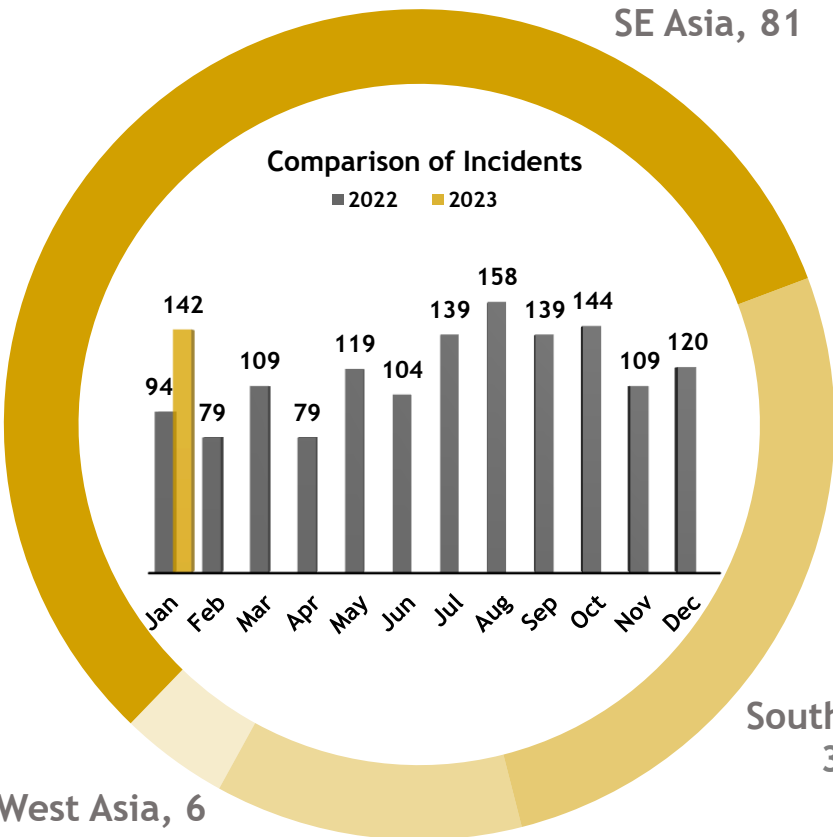
Migration Trends

| Region | Rescued/ Apprehended | Missing | Dead | Smugglers Apprehended | Boats Involved |
|-----------------|-------------------------|---------|------|--------------------------|-------------------|
| East Africa | 572 | - | - | 39 | 51 |
| West Asia | 141 | - | - | 02 | 01 |
| South Asia | 36 | - | - | - | 01 |
| South East Asia | 262 | - | - | 08 | 04 |

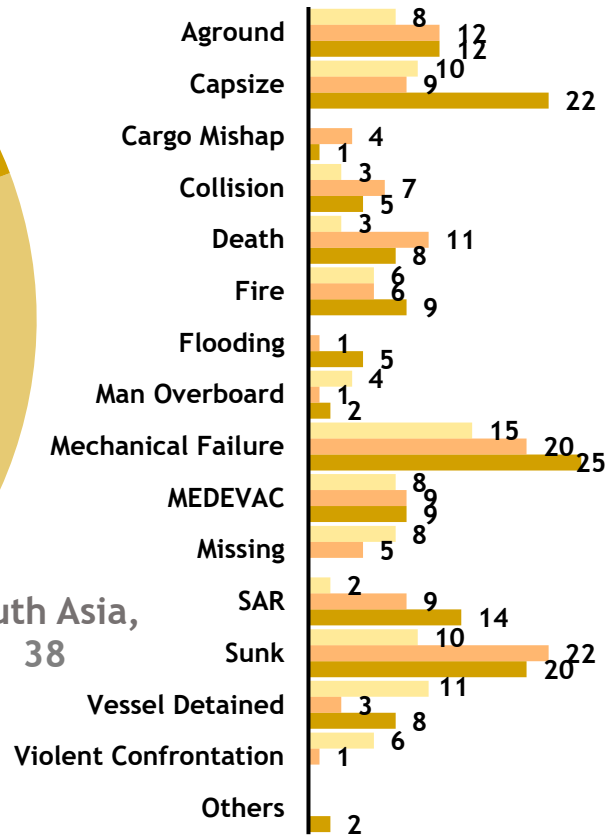
MARITIME INCIDENTS



SE Asia, 81



Jan 22 Dec 22 Jan 23



South Asia, 38

West Asia, 6

East Africa, 17

MARITIME INCIDENTS

141 maritime incidents were recorded by the Centre for Jan 23, which was an increase of about 18% from Dec 22 (120 incidents). Seven incidents of vessels detained were recorded in Jan 23 - six incidents off Malaysia and one incident off Oman. Reportedly, the vessels were operating without valid documentation in six incidents and one incident involved a fishing vessel disposing improper waste at the fishing harbour.

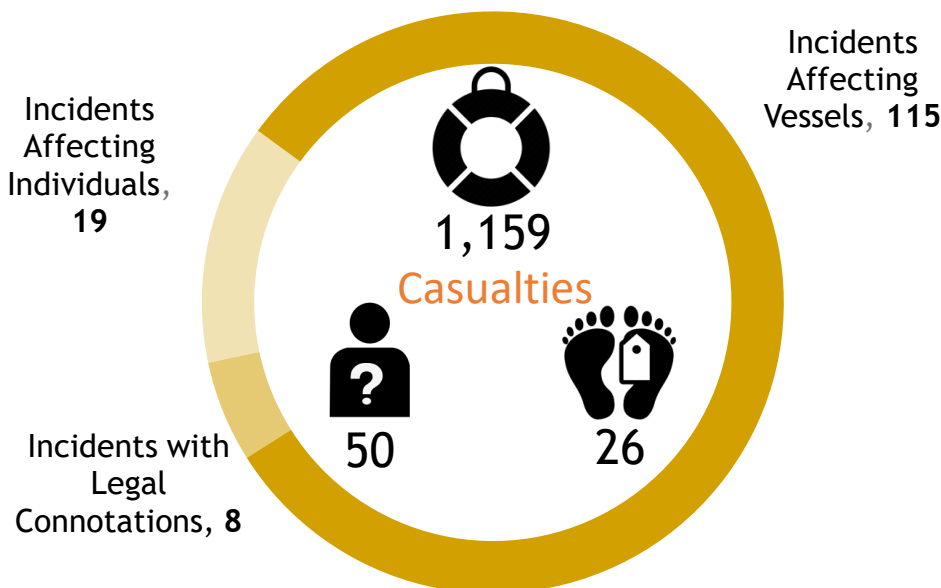
Aground - 12 incidents of vessels running aground were recorded in Jan 23 which remained similar as compared to Dec 22: four incidents in the Indian Ocean, three incidents in the South China Sea and one each incident in the Bay of Bengal, Arabian Sea, Philippine Sea, Sulu Sea and Straits of Malacca and Singapore.

Capsize and Sinking of Vessels - 22 incidents of capsizing and 20 incidents of vessels sinking at sea were recorded by the Centre during this month, which was an increase of 35% from Dec 22. Small boats were involved in the majority of capsize and vessel sinking incidents.

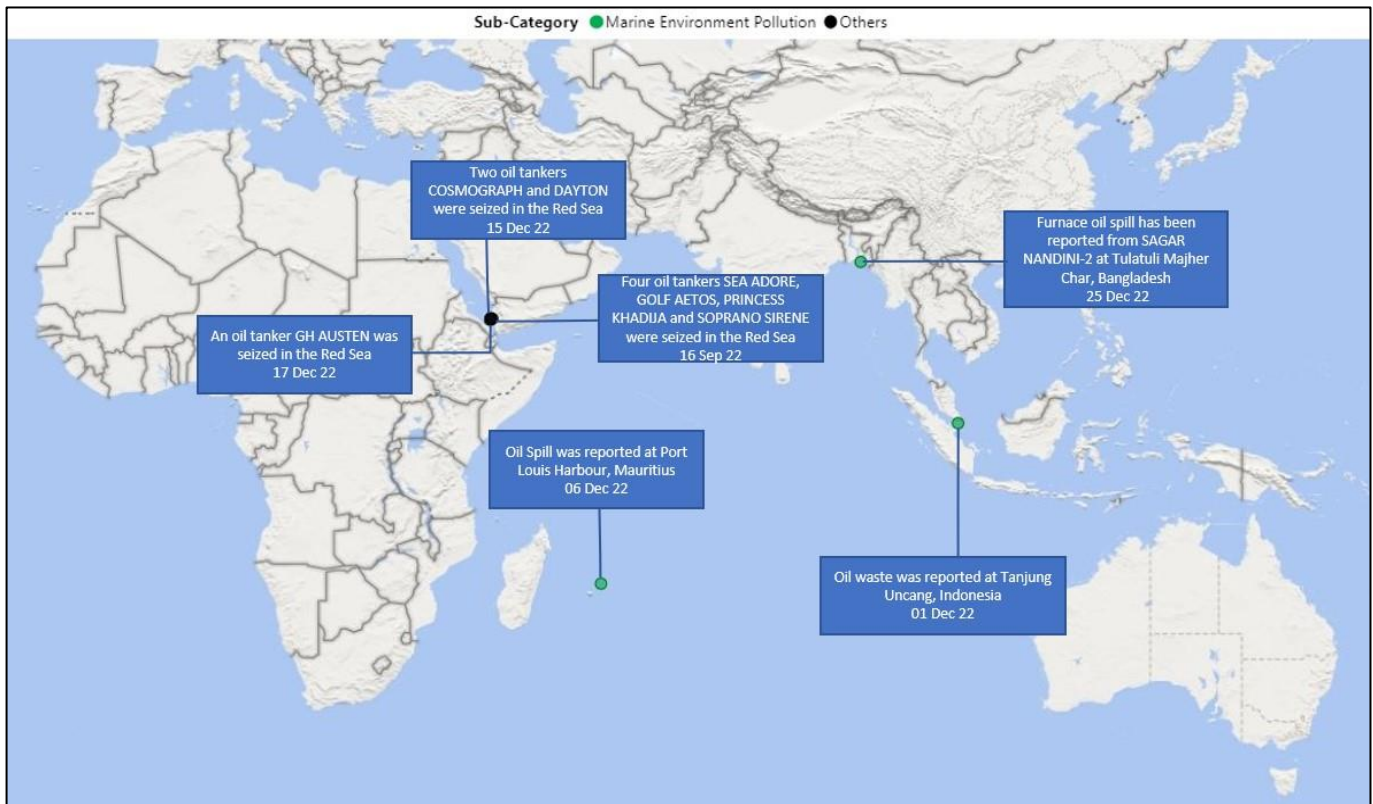
SAR Operations - Nine incidents of MEDEVAC and 14 incidents of SAR operations, undertaken by various maritime agencies, were monitored by the Centre during this month. The combined SAR and MEDEVAC saw a 28% increase from Dec 22 (18 incidents).

Mechanical Failure - 25 incidents of mechanical failure were recorded by the Centre during this month, which was about a 25% increase from Dec 22 (20 incidents). Majority of incidents during this month were reported due to engine failure. A few incidents of mechanical failure were reported due to failure of the water pump, steering system and damaged rudder. The incidents of mechanical failure may be attributable to sub-optimal maintenance of machinery.

Effect of Incidents



OTHER INCIDENTS



Maritime Security Threats (Hybrid)

No incidents recorded

Others

No incidents recorded

Marine Environment Pollution

03 oil spills recorded

- One each oil spill was reported off North Harbour of Malé, Maldives and at Trou Fanfaron, Port Louis Harbour.
- Omani authorities seized a fishing vessel for discharging hazardous waste into the marine environment off Duqm, Al Wusta Governorate, Oman.

Cyber Security Incidents

01 incident recorded

- A ransomware cyber attack was reported on Det Norske Veritas (DNV) Norway based classification society, Ship Manager servers on 07 Jan 23.

NATURAL EVENTS

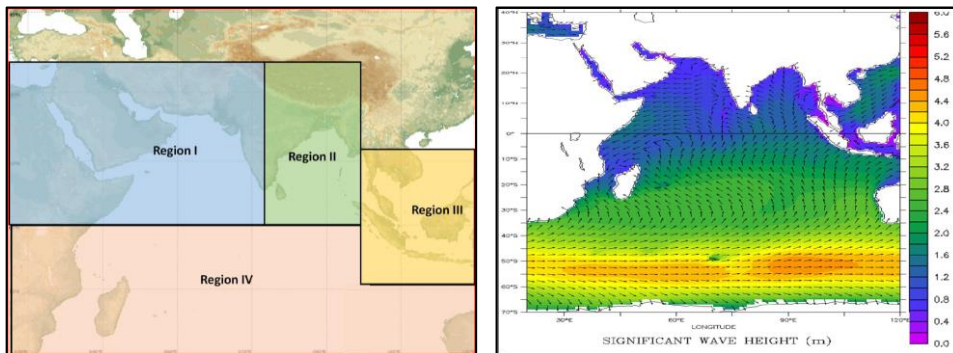
Tropical Cyclone (TC) 'CHENESO' Southwestern Indian Ocean 18 Jan 23

On 18 Jan 23, Tropical Cyclone 'Cheneso' originated in the southwestern Indian Ocean. TC 'Cheneso' developed into a severe tropical cyclone storm, and brought extremely heavy rainfall to the northern parts of Madagascar. It continued moving westwards over Madagascar with a windspeed of 110 kmph. On 21 Jan 23, TC 'Cheneso' made landfall in Madagascar and was downgraded to a Tropical Depression.



WEATHER FORECAST

Weather Forecast. A monthly weather forecast for the month of Feb 23 in the IOR region has been uploaded on IFC-IOR website for reference.



Region I: Arabian Sea - North Arabian sea is characterized by the passage of Western disturbances and induced Lows across northern latitudes from West to East, which result in moderate winds and fall in temperature to North of 20°N. In this month, the average pressure in the SE Arabian sea is about 1011 hPa.

Region II: Bay of Bengal - Fair weather generally prevails over North Bay, Central Bay and adjoining coastal areas. The weather over South Bay sometimes deteriorate due to passage of lower tropospheric easterly waves which move from east to west over the lower latitudes, giving rise to rainfall activity between 0 - 10°N.

Region III: Southeast Asia - Isolated localized thunderstorms/showers due to convective activity are seen over Sumatra island and Straits of Malacca. Occurrence of low visibility conditions with fog is rare over the open sea area.

Region IV: South Indian Ocean - Tropical disturbances are common occurrence during these months. They originate around 15°S and 95°E and move in a westerly direction. Some of them recurve southerly/ south-westerly and further south easterly direction beyond 15° - 20°S and have a tendency to weaken and dissipate over the sea. Pleasant weather is generally witnessed in this region, but isolated showers may occur, especially during the passage of any system.

- **IMO is Supporting Yemen to Develop a Legal Framework to Enhance Maritime Security**

IMO is assisting the Maritime Affairs Authority, Yemen, to put in place a legal framework that gives full and complete effect to IMO instruments dealing with maritime security. A five day workshop was hosted by the Maritime Affairs Authority, Yemen which brought together 36 participants from the Ministry of Transport, Maritime Affairs Authority, Yemen Gulf of Aden Ports Corporation and Yemen Arabian Sea Ports Corporation. This workshop was aimed at sensitizing national stakeholders on the content of IMO circular MSC.1/Circ.1525 on Guidance for the development of national maritime security legislation, in order to develop national legislation giving full and complete effect to the relevant maritime security measures (SOLAS chapter XI-2 and the ISPS Code) as well as on the objectives of the Red Sea Project.



Source: IMO

- **IMO Draft Revised Guidelines to Address Underwater Noise From Ships**

Draft revised guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life have been agreed upon by the IMO Sub-Committee on Ship Design and Construction (SDC 9). The draft guidelines recognize that commercial shipping is one of the main contributors to underwater radiated noise (URN) which has adverse effects on a wide range of marine life (including marine mammals, fish and invertebrate species) which many coastal indigenous communities depend on for their food, livelihoods and cultures. These guidelines provide an overview of approaches applicable to designers, shipbuilders and ship operators to reduce the underwater radiated noise of any given ship. They are intended to assist relevant stakeholders in establishing mechanisms and programmes through which noise reduction efforts can be realized. The draft guidelines will be submitted to the Marine Environment Protection Committee (MEPC 80) for approval.



Source: IMO

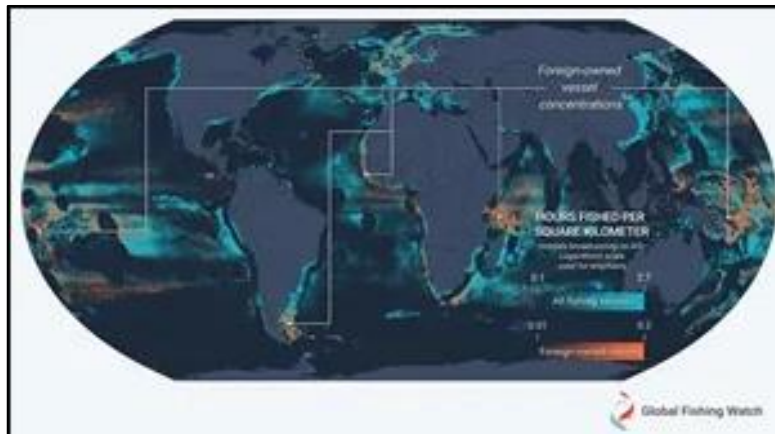
- Sustainable Fisheries Agreement between Seychelles and Taiwan Deep Sea Tuna Longline Boat Owners and Exporters Association

The Sustainable Fisheries Agreement between Seychelles and the Taiwan Deep Sea Tuna Longline Boat Owners and Exporters Association came into force on 01 Jan 2023. This is in accordance with the relevant Indian Ocean Tuna Commission (IOTC) resolutions concerning the Scientific Observer Programme and relevant Seychelles' laws and regulations. According to the agreement, human observers and electronic observation schemes are likely to be deployed onboard longliner fishing vessels.



Source: [TrendsNAfrica News Portal](#)

- Identities of Global Fishing Fleet to help Bolster Fisheries Management



A new study published by Science Advances combines a decade's worth of satellite vessel tracking data with identification information from more than 40 public registries to determine where and when vessels responsible for most of the world's industrial fishing change their country of registration, a practice known as "reflagging" and identify hotspots of potential unauthorised fishing and activity of foreign-owned vessels. The study found that fleets with prevalent reflagging are over five times more likely to be composed of vessels under foreign ownership which are often registered to "flags of convenience", defined by the International Transport Workers Federation as countries that offer foreign shipowners the ability to register or fly the flag of their own State. While reflagging and foreign ownership are lawful, when not properly regulated and monitored, they can indicate a risk of illegal, unreported and unregulated (IUU) fishing.

Source: *Global Fishing Watch*

- **Aquaculture Production Rises 500% in 8 years in Oman**

Aquaculture projects in Oman are categorised into integrated aquaculture and commercial aquaculture projects. The integrated aquaculture projects are based on the integration between agricultural activity and aquaculture. It aims to optimise the use of land and water resources in food production activity that contributes to food security. Production of fish from aquaculture projects in Oman has reached 1,703 tonnes, compared to 284 tonnes in 2014. 1,350 tonnes out of 1,703 tonnes of fish production came from integrated fish farming and commercial fish farming projects in 2022, with European seabream being the most significant project. The future growth in the industry is envisioned to come from the bustling aquaculture sector as Oman has several large-scale fish farming projects under development.



Source: Ministry of Agriculture, Fisheries and Water Resources (MAFWR) of Oman

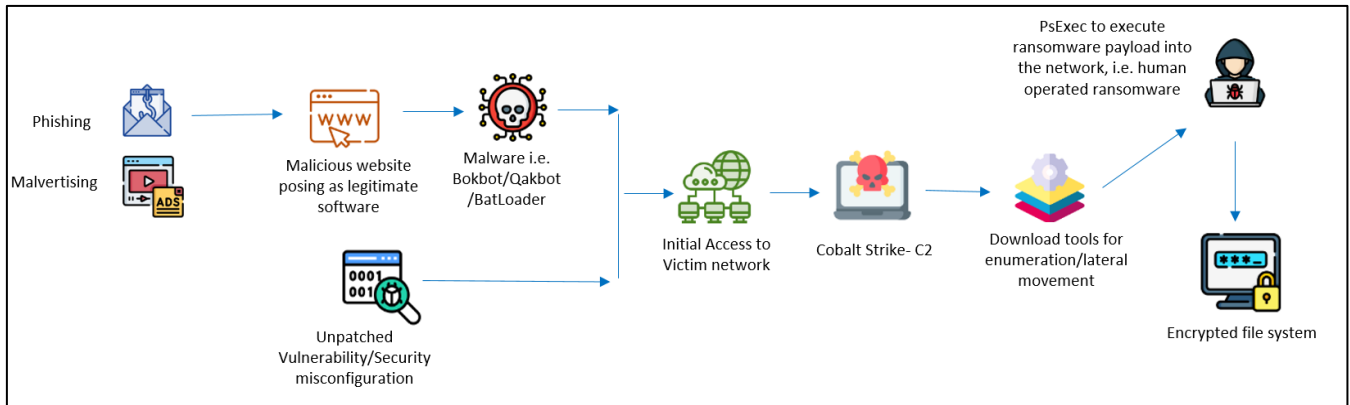
- **Explosive Lithium-ion Batteries**

Researchers have revealed that the growing threat of fires due to lithium ion batteries is due to improper stowage, handling and transportation. Electric vehicles are loaded onto carriers in the same way as cars with combustion engines. Loading electric vehicles with lithium-ion batteries, each carrying a substantial amount of energy, in the same way as standard cars is a recipe for a potential catastrophe. If one battery ignites, it can cause a chain reaction, sparking a huge blaze that mariners will struggle to contain. The biggest concern is that firefighting crews do not have a standard approach for quelling a blaze originating from a lithium-ion battery. Some firefighters recommend throwing a blanket over the fire, while others suggest plunging a burning electric vehicle into a huge tank of water. A definitive solution for dealing with lithium-ion batteries that overheat, catch fire or explode will likely come from chemistry experts or firefighters. It is advised that shipowners and operators invest in the latest fire-protection systems such as infrared cameras and heat sensors that can detect issues before a thermal runaway occurs. By installing modern detection systems, maritime companies can safeguard the lives of seafarers who lack the knowledge or training to handle fires caused by highly volatile lithium-ion batteries.



Source: Splash 247

- Australian Cyber Security Centre (ACSC) Ransomware Profile - Royal



Royal is a ransomware variant first observed in September 2022 and used by cybercriminals to conduct ransomware attacks against multiple sectors and organisations worldwide. Once gaining access to a victim’s environment, cybercriminals use this ransomware for similar purposes to other variants such as encrypting their data, and extorting a ransom to return access to the sensitive files. After gaining access to the system, royal ransomware threat actors have been observed using well-known malware variants such as Bokbot, Qakbot, and BATLOADER. Threat actors have also been observed using Cobalt Strike for network access and lateral movement. The Royal ransomware encrypts the network shares found in the local network as well as the local drives. A command line parameter called “-id” identifies the victim, which is also written in the ransom note. The files are encrypted using the OpenSSL AES algorithm, with the key and Initialisation Vector (IV) being encrypted using the RSA public key that is hard-coded in the ransomware executable. The extension of the encrypted files is changed to “.royal”. The Australian Cyber Security Centre (ACSC) is providing this information to enable organisations to undertake risk assessments and appropriate actions to secure their systems and networks.

Source: Australian Cyber Security Centre (ACSC)

VISITS



EMASOH/ OP AGENOR delegation led by Rear Admiral Stefano Costantino, Force Commander CTF 474 visited the Centre on 12 Jan 23.

*** End of Report ***



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

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