



MONTHLY MARITIME SECURITY UPDATE

Nov 2023

**Information Fusion Centre
Indian Ocean Region**

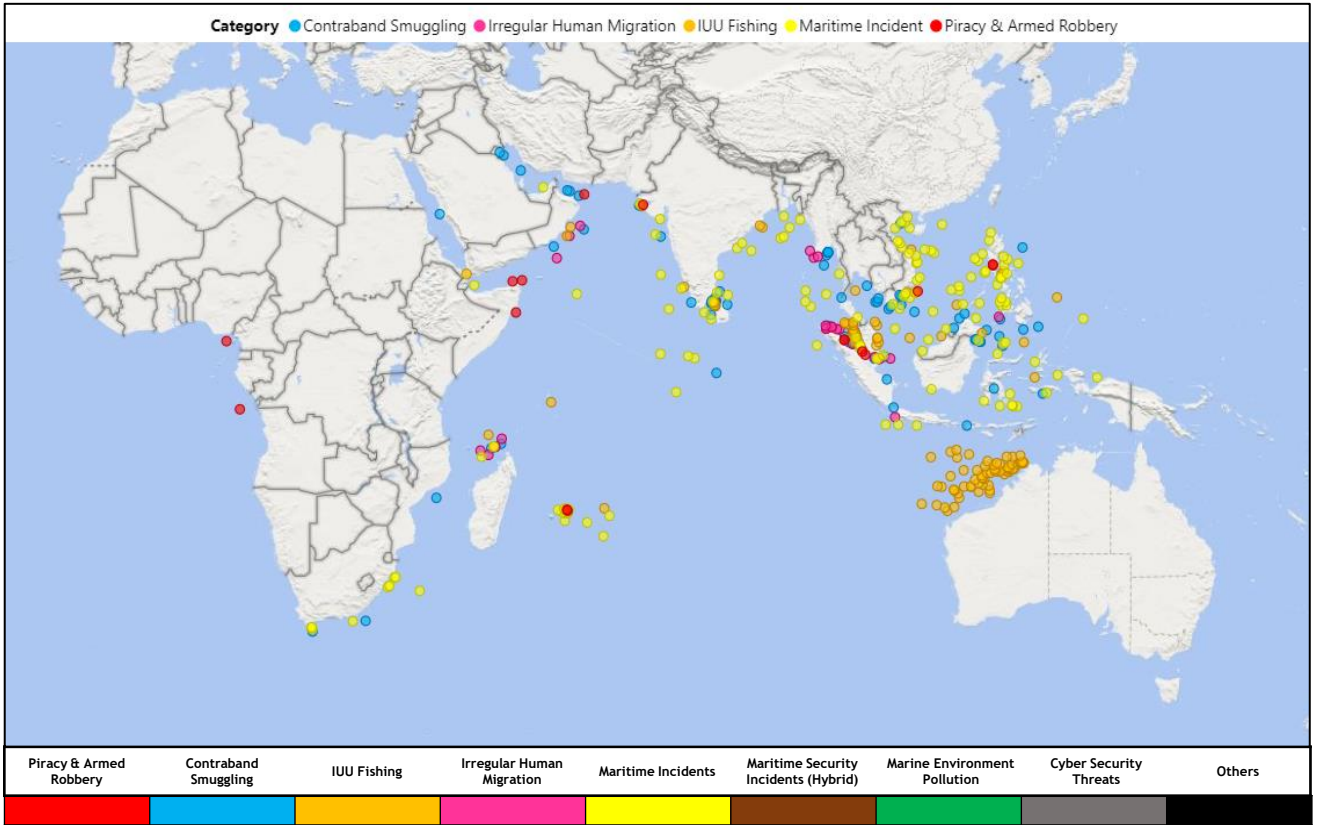


Collaboration for Safety and Security

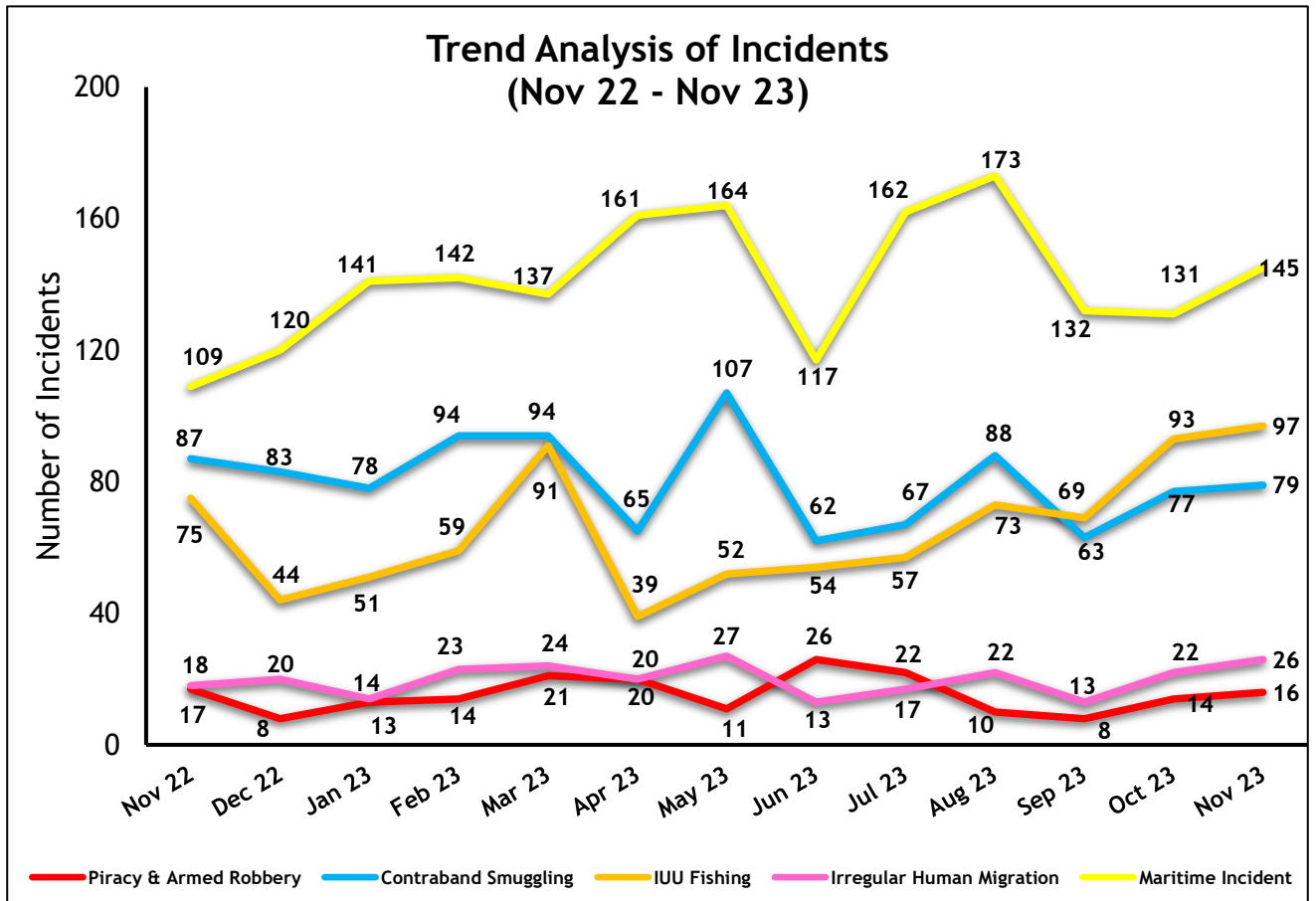
Disclaimer

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.

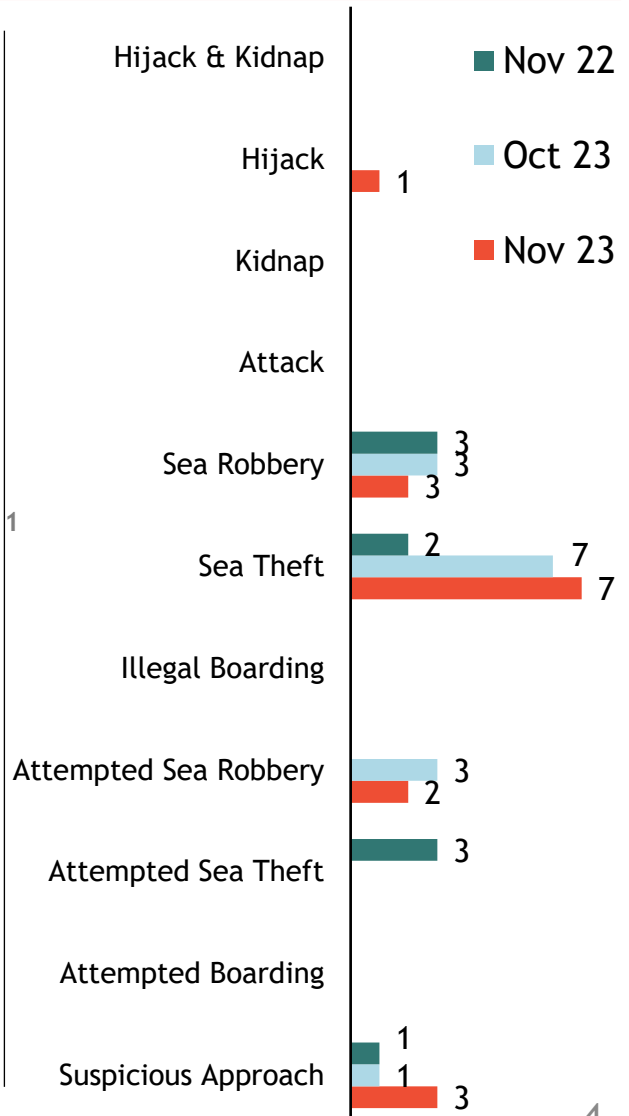
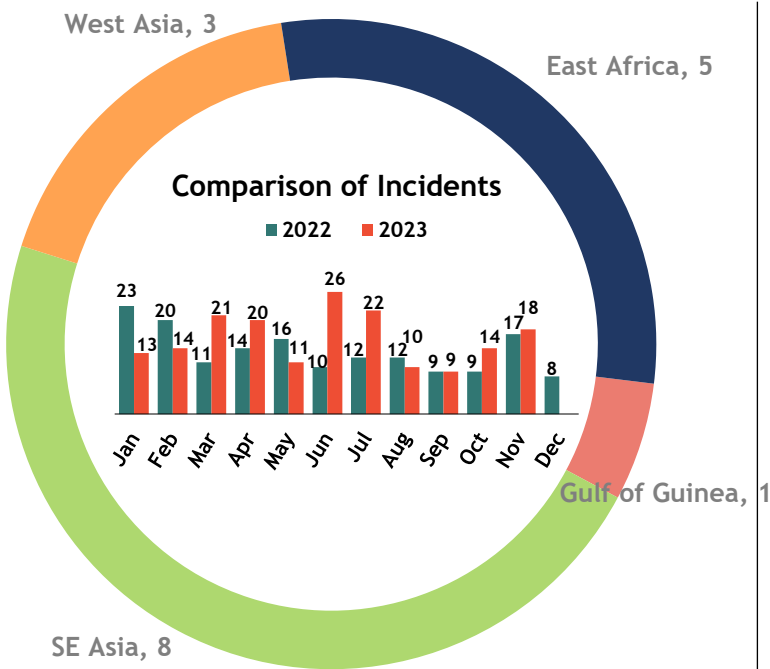
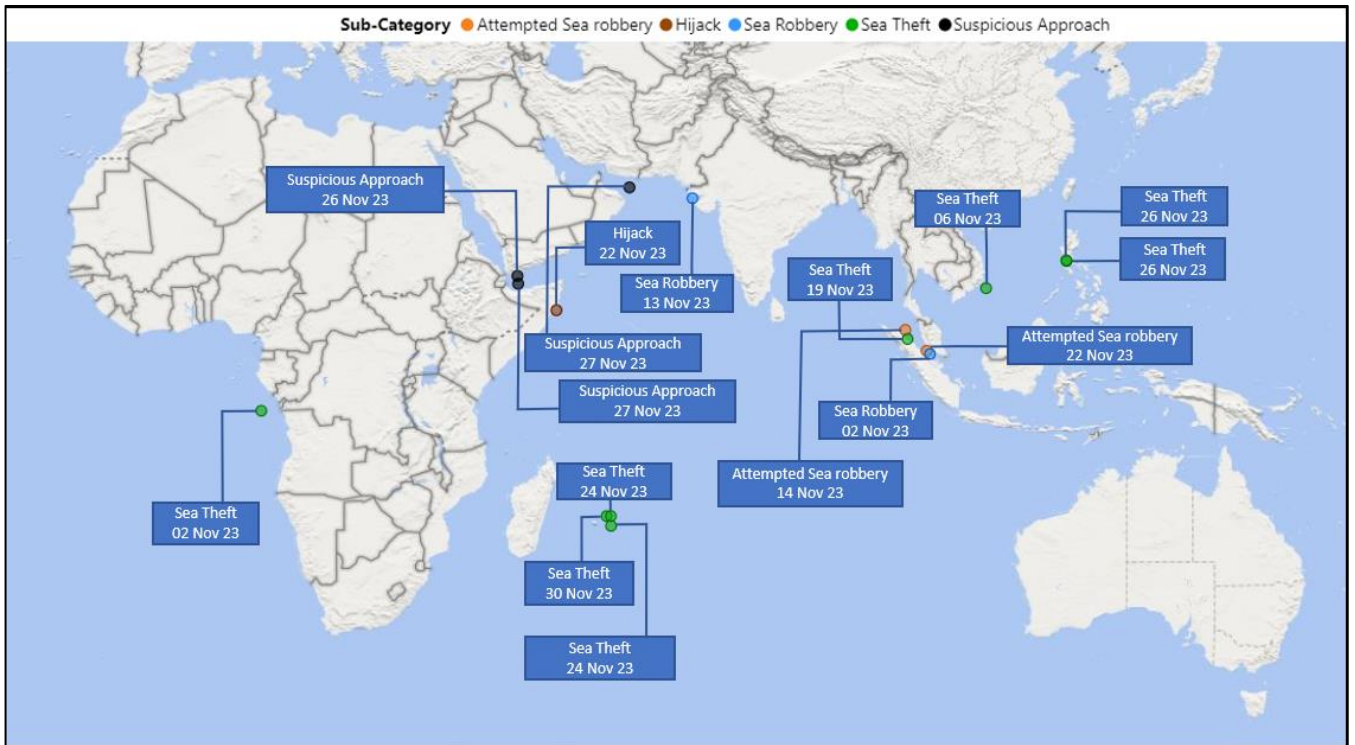
Overview



* GoG - Focus on only Piracy & Armed Robbery incidents



PIRACY AND ARMED ROBBERY



16 piracy and armed robbery incidents (actual and attempted) were recorded by the Centre in Nov 23, a slight increase from Oct 23 (14 incidents). Tankers (Product and Chemical Tanker), followed by pleasure crafts, fishing vessels, container ships, cargo vessels and service vessel were reported to be the targeted vessels. The number of perpetrators involved in these incidents varied from two to a maximum of ten. The regional analysis of Piracy and Armed Robbery is enumerated in the succeeding paragraphs.

West Asia - Two incidents of suspicious approach, one incident each of attack and hijack was reported in the Gulf of Aden. The incidents of suspicious approaches involved small crafts approaching the vessel to a minimum distance of 0.5nm. The small crafts were observed to be following the vessel and positioning themselves on the quarters of the vessel. Also, in one of the incident of suspicious approach, perpetrators were reported to be wearing military style clothing. In an incident of attack, five armed perpetrators approached the Liberia-flagged *MV CENTRAL PARK* in a skiff and boarded the vessel while transiting through the International Recommended Transit Corridor (IRTC). The ship's crew secured themselves in the citadel and distress call was raised. The perpetrators attempted to breach the citadel door. However, they were unsuccessful in their attempt. Subsequently, the perpetrators disembarked the vessel and attempted to escape in their skiff. A US Navy ship operating in vicinity responded to the distress call and rendered assistance to the vessel. Subsequently, the US Navy ship pursued and apprehended the perpetrators. Both vessel and the crew were reported to be safe. The incident of hijack on an Iranian flagged wooden fishing dhow *Al MERAJ 1* was reported near Eyl off the coast of Somalia. Reportedly, six-eight armed perpetrators (armed with AK 47s and RPGs) boarded and hijacked the fishing vessel. The perpetrators demanded a ransom for the release of fishing vessel.

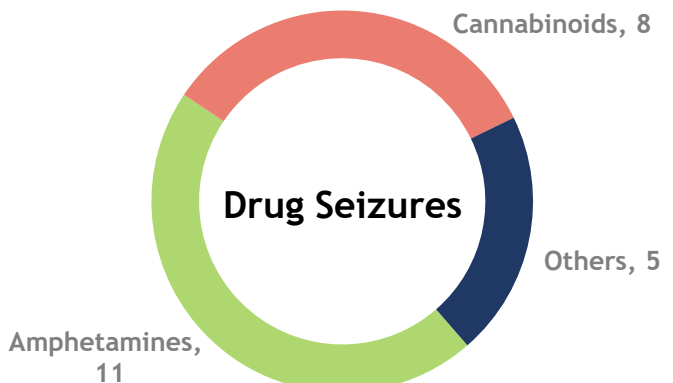
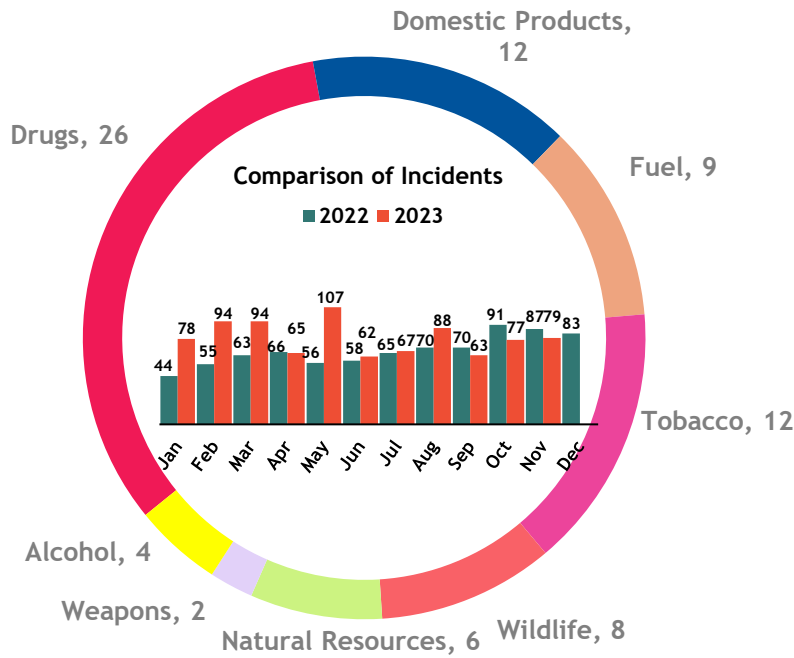
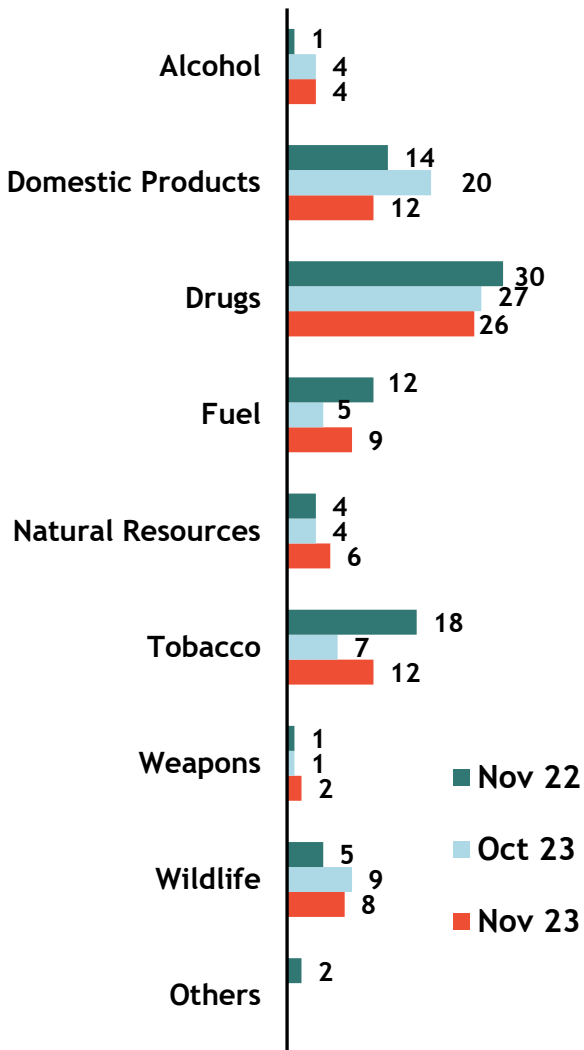
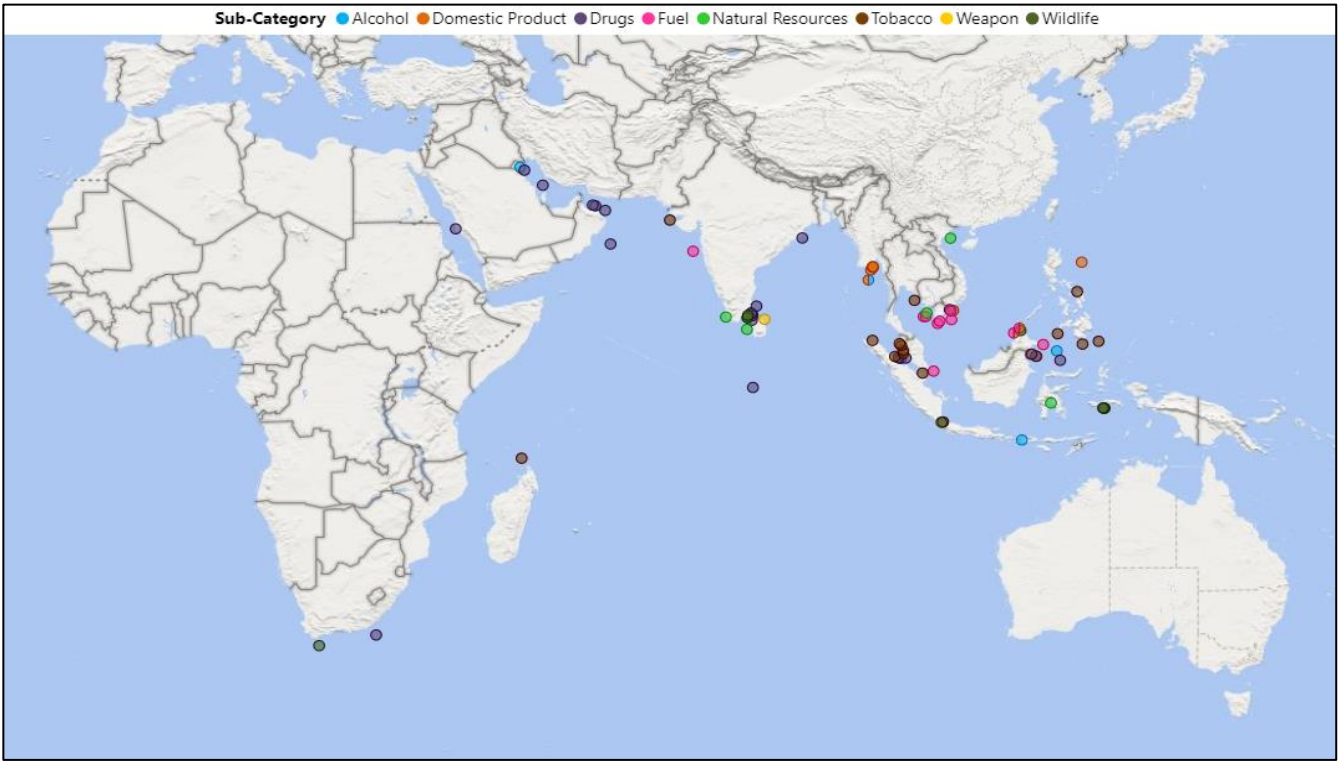
Gulf of Guinea - One incident of sea theft was reported onboard support vessel *BOURBON AUTAN* off Luanda anchorage, Angola. Reportedly, two perpetrators approached in a local canoe, boarded the vessel and escaped with the ship's items on hearing the ship's crew alarm. All crew members were safe.

East Africa - Three incidents of attempted sea theft were reported in East Africa. Reportedly, an unknown number of perpetrators boarded unmanned pleasure craft and stole ship's items and in one incident, the pleasure craft itself.

South East Asia - Four incidents of sea theft, two incidents of attempted sea robbery and one incident of sea robbery were reported in South East Asia (Indonesia (04), Philippines (02), Vietnam (01)). The perpetrators were observed to be operating in groups boarding the opportune targets for stealing ship's items. There was no injury to the crew and damage to the vessel in any of these incidents. The Centre has monitored that no incident was reported in the Singapore Straits this month. The arrest of three perpetrators earlier this month in Karimun Island by Indonesia authorities who were suspected to be involved in sea theft and sea robbery incidents is likely to contribute towards reduce number of theft incidents in this region.

South Asia - An incident of sea robbery was reported onboard the Singapore flagged chemical tanker *MT GINGA KITE* at Kandla anchorage, Gujarat, India. The perpetrators escaped with ship's items on hearing alarm raised by ship's crew.

CONTRABAND SMUGGLING



79 contraband smuggling incidents were recorded by the Centre in Nov 23, a miniscule increase compared to Oct 23 (77 incidents). Drugs smuggling constituted the highest reported incidents, followed by tobacco, domestic products, wildlife, fuel, natural resources, alcohol smuggling and weapon smuggling. A detailed analysis of the sub-categories of contraband smuggling is enumerated in succeeding paragraphs.

Drugs - 26 drug seizures were recorded, with 12 incidents being reported inside ports and harbours. This included 750 kg of ketamine, 500 kg of hashish, 401.75 kg of cannabis, 57 kg of cocaine, 5 kg of methamphetamine and 41,625 captagon pills. The remaining 14 incidents were reported at sea, involving 2,045 kg of hashish, 1,220 kg of methamphetamine, 209 kg of cannabis, 57,000 capsules and 57 kg of crystal meth.

Domestic Products - 12 incidents of domestic product smuggling were recorded this month which involved general cargo ships, fishing boats and speed boats. Four incidents were reported off Myanmar, three incidents each off Malaysia and Indonesia and one incident each off the Philippines and Vietnam. The domestic products seized in these incidents involved frozen lobster balls, frozen surimi crabs, assorted goods, cooking oil, fertilizers, paper rolls, petroleum gas, plastic scrap, rice, sugar, used shoes and wheat flour.

Wildlife - Eight incidents of wildlife smuggling were recorded involving four incidents off Indonesia, two incidents off India and one incident each off Malaysia and South Africa. The species seized were baby lobster, birds, dried turtle meat, lobsters and sea cucumbers.

Tobacco - 12 incidents of tobacco smuggling were recorded comprising four incidents off the Philippines, three incidents off Malaysia, two incidents off Indonesia and one each off India, Singapore and Thailand. A total of 19644.2 kg of tobacco was seized.

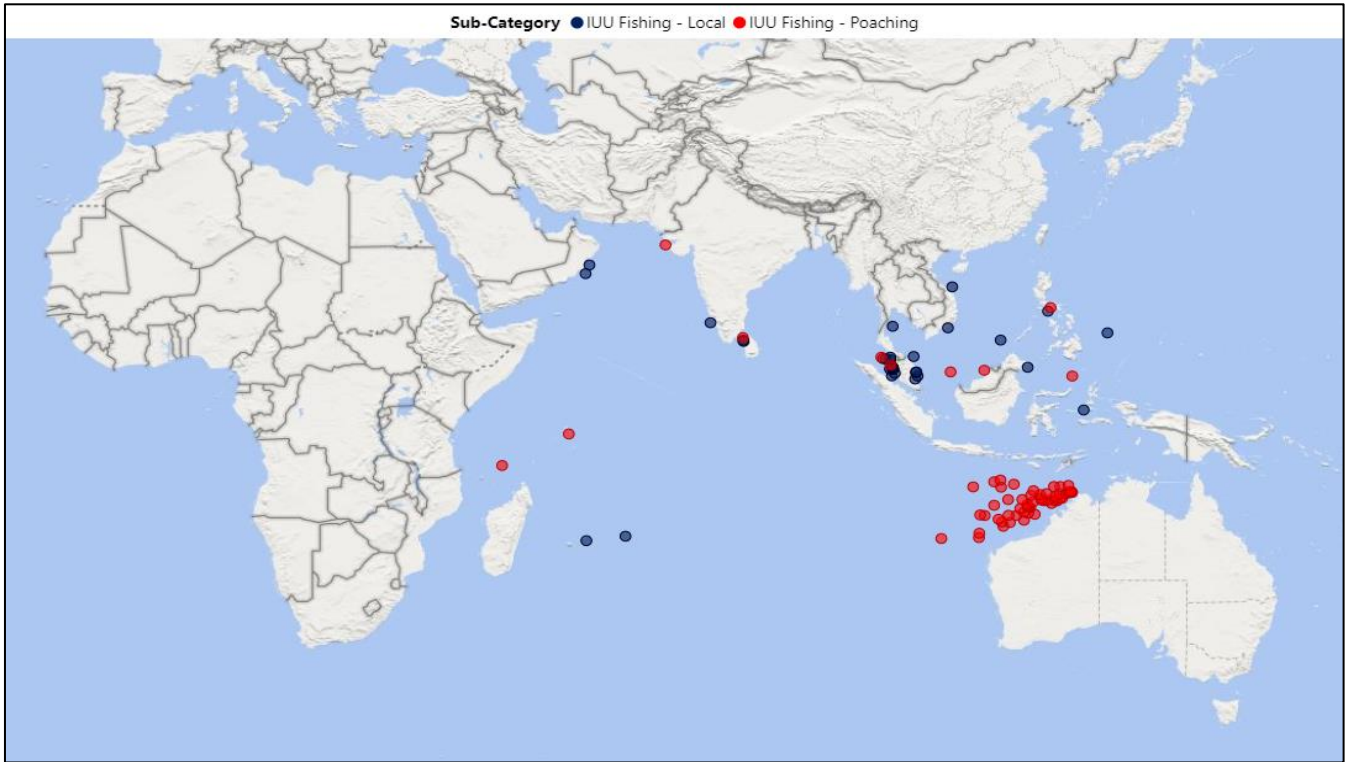
Fuel - Nine incidents of fuel smuggling involving the seizure of approximately 342 Kl of diesel were recorded. These comprised six incidents off Vietnam and one incident each off Indonesia, India and the Philippines.

Natural Resources - Six incidents of natural resources smuggling were recorded. Two incidents each off Vietnam and Sri Lanka and one each off Indonesia and Sri Lanka. The seizures involved 477 kg of kendu leaves, 10 kg of gold, 36 kg of timber, 615 tons of coal and 105,07,560 kg of nickel ore.

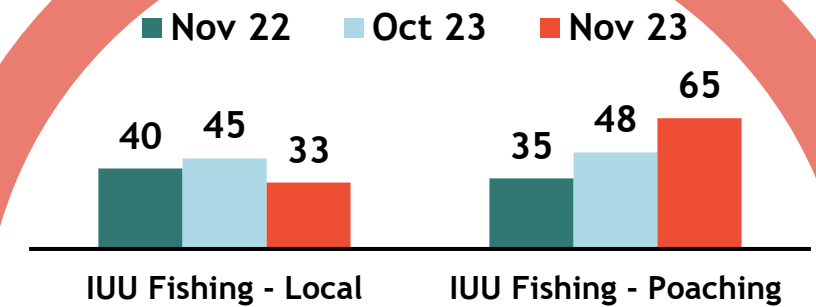
Alcohol - Four incidents of alcohol smuggling (2816 L of liquor and 32 L of whiskey) were recorded. One incident each off Malaysia, Kuwait, Myanmar and Indonesia.

Weapons - Two incidents of weapon smuggling were recorded off Indonesia and Sri Lanka. Seizures included 03 guns, 58 rounds of 5.56mm calibre and 15 water gel sticks. These explosives were likely to be utilised for blast fishing.

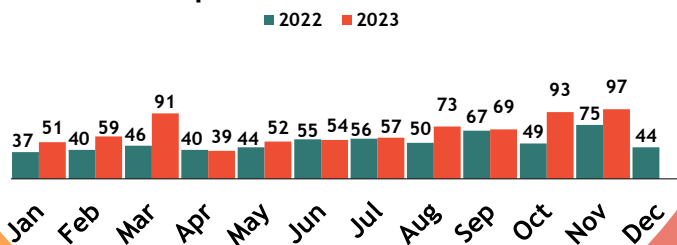
ILLEGAL UNREPORTED AND UNREGULATED (IUU) FISHING



SE Asia, 83



Comparison of Incidents



West Asia, 2

East Africa, 5

South Asia, 8

98 IUU fishing incidents were recorded by the Centre in Nov 23, a slight increase from Oct 23 (93 incidents). Among these, 33 incidents were of local and 65 incidents of poaching. Authorities seized 83 fishing vessels and apprehended 795 fishermen. The total fish catch recorded was 10,930 kg, with Malaysian authorities seizing 10,530 kg.

Local IUU Fishing - 33 incidents of local IUU fishing were recorded, which comprised 19 incidents off Malaysia, three incidents off Philippines, two each off Oman, Sri Lanka and Mauritius and one each off India, Indonesia, Mayotte, Thailand and Vietnam. These incidents involved violations of fishing licenses by local fishermen, illegal fishing techniques, banned fishing methods, use of illegal fishing nets, etc.

Poaching - 65 incidents involving foreign fishing vessels were recorded, which comprised 56 incidents off Australia, two each off Malaysia, Indonesia and Seychelles and one each off India, Sri Lanka and Thailand. Most of the poaching incidents were reported off North West Australia. Similar to last month, this month has again experienced a notable increase in the number of poaching incidents, surpassing the monthly figures reported in Nov 2022. (35 incidents), Nov 2021 (05 incidents) and Nov 2020 (16 incidents). Most of these poaching incidents were reported off NW Australia. 528 fishermen were apprehended and 66 boats were seized by the authorities.

123  Fishing Vessels Involved

Fishers Involved  **798**

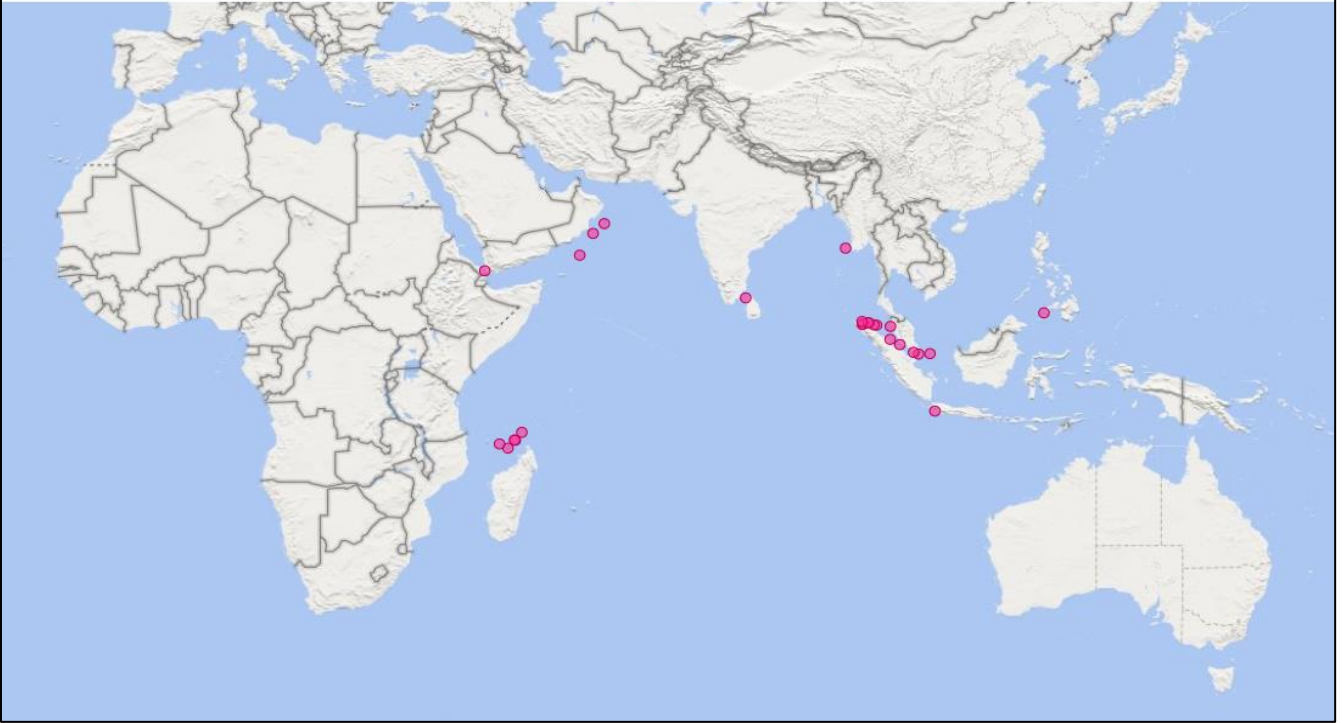


Fishing Bans Monitored

Region	Duration	Remarks
Bangladesh	14 Oct 23 - 04 Nov 23	Hilsa
Palawan	01 Nov 23 - 31 Jan 24	Galunggong
Philippines	15 Nov 23 - 15 Feb 24	Sardine

IRREGULAR HUMAN MIGRATION

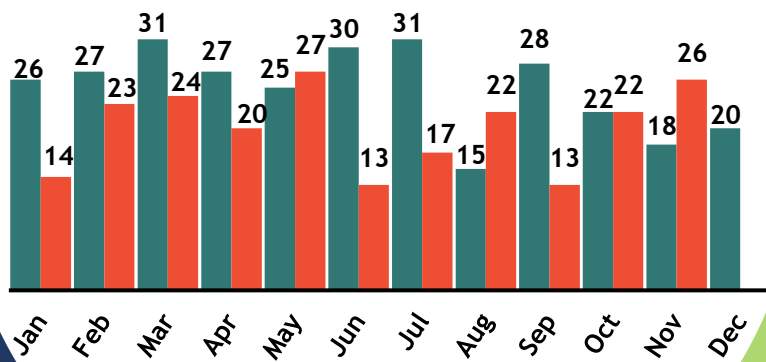
Sub-Category ● Irregular Human Migration



SE Asia, 15

Comparison of Incident

■ 2022 ■ 2023



East Africa, 5

West Asia, 4

South Asia, 2

26 IHM incidents were recorded by the Centre in Nov 23, a 18% increase from Oct 23 (22 incidents). These comprised 11 incidents off Indonesia, four incidents off Mayotte, three incidents off Oman and one each off Comoros, India, Myanmar, Philippines, Singapore and Yemen. Migrants were observed using speedboats, wooden boats and kwassa-kwassa boats, underestimating the risks of an irregular journey.

Mayotte - The incidents reported off Mayotte involved detaining traditional local boats known as “kwassa-kwassa”, along with suspected smugglers and irregular migrants. 920 irregular migrants and 45 suspected smugglers were rescued and apprehended respectively. No migrants were reported missing or dead and 53 boats were seized in these incidents.

Significant Incident

On 19 Nov 23, Indonesia authorities seized a boat and provided assistance to 256 (86 males, 110 females and 60 children) irregular human in Bireuen District, Aceh Province, Indonesia. Reportedly, the migrants were attempting to enter the country by sea.



2623

Rescued/
Apprehended



Nil

Missing



Nil

Dead

48



Smugglers
Apprehended



66

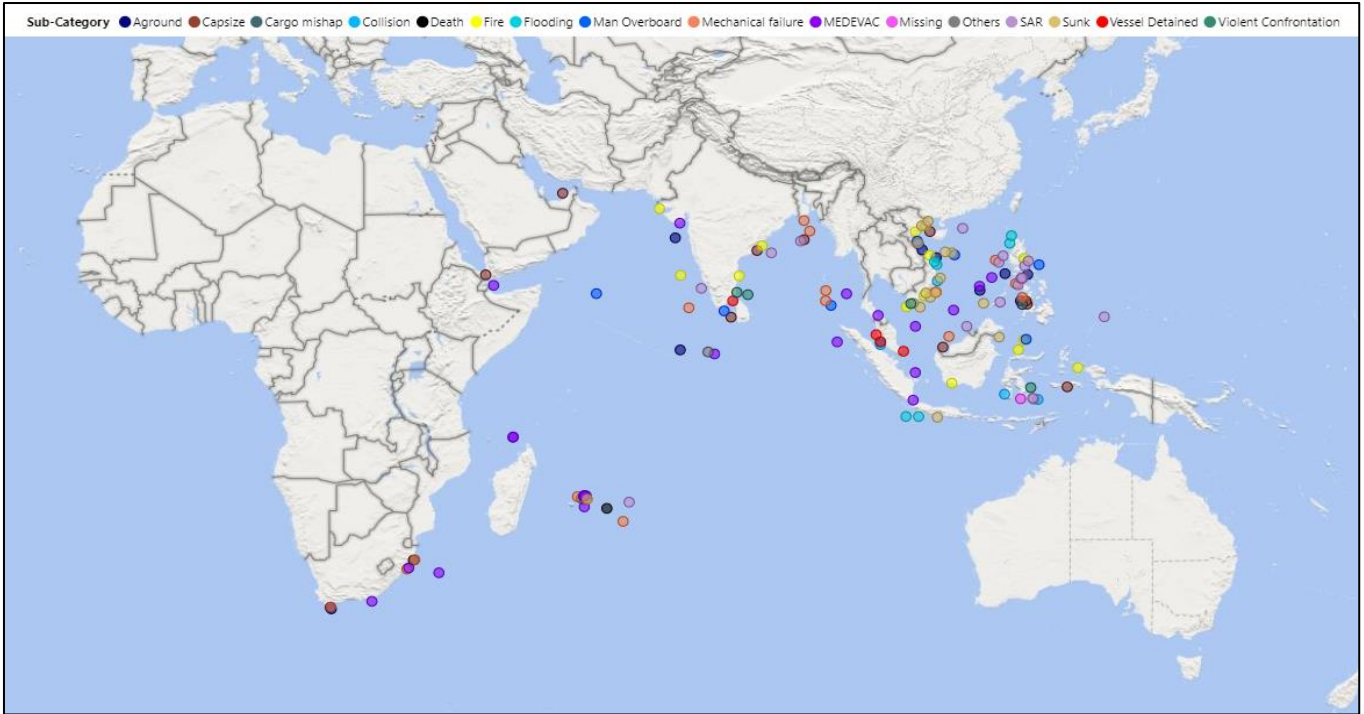
Boats



Migration Trends

Region	No. Of Incidents	Rescued/ Apprehended	Missing	Dead	Smugglers Apprehended	Boats Involved
East Africa	05	876	-	-	45	53
West Asia	04	107	-	-	-	05
South Asia	02	174	-	-	-	-
South East Asia	15	1466	-	-	03	08

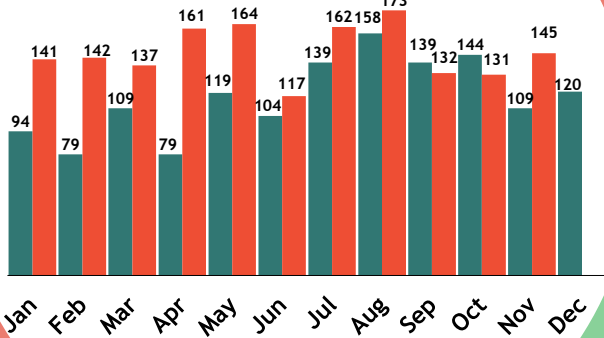
MARITIME INCIDENTS



SE Asia, 88

Comparison of Incidents

■ 2022 ■ 2023

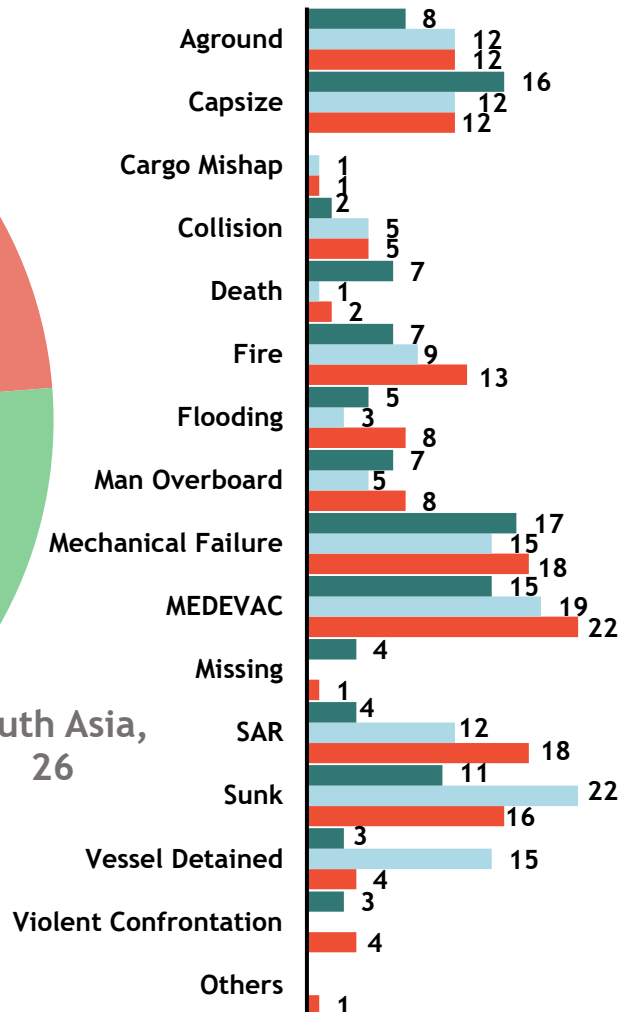


West Asia, 3

East Africa, 28

South Asia, 26

■ Nov 22 ■ Oct 23 ■ Nov 23



MARITIME INCIDENTS

145 maritime incidents were recorded by the Centre in Nov 23, a 10% increase from Oct 23 (131 incidents). MEDEVAC constituted the highest number of reported incidents, followed by mechanical failure, SAR, sinking of vessels, fire, capsized and aground.

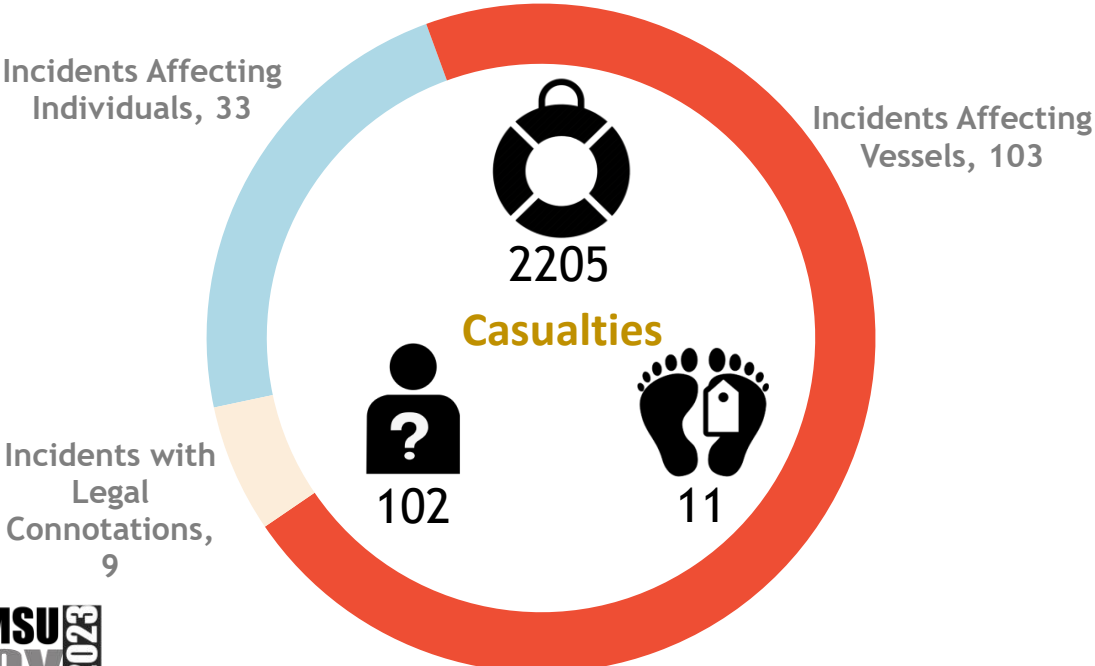
Aground - 12 incidents of vessels running aground (four incidents each in the South China Sea and Indian Ocean and one incident each in the Andaman Sea, Java Sea, Sibuyan Sea and Sulu Sea) were recorded, akin to Oct 23 (12 incidents). No oil leak was reported in any of these incidents and all crew members were reported to be safe.

Capsized and Sinking of Vessels - 12 incidents of capsized and 16 incidents of sinking were recorded, with fishing vessels being the primary vessels involved, a 17% decrease compared to Oct 23 (34 incidents of Capsized and Sinking of vessels). A total of six lives were lost in these incidents.

MEDEVAC and SAR Operations - The Centre monitored 22 MEDEVAC and 18 SAR operations. The combined SAR and MEDEVAC saw a 29% increase from Oct 23 (31 incidents).

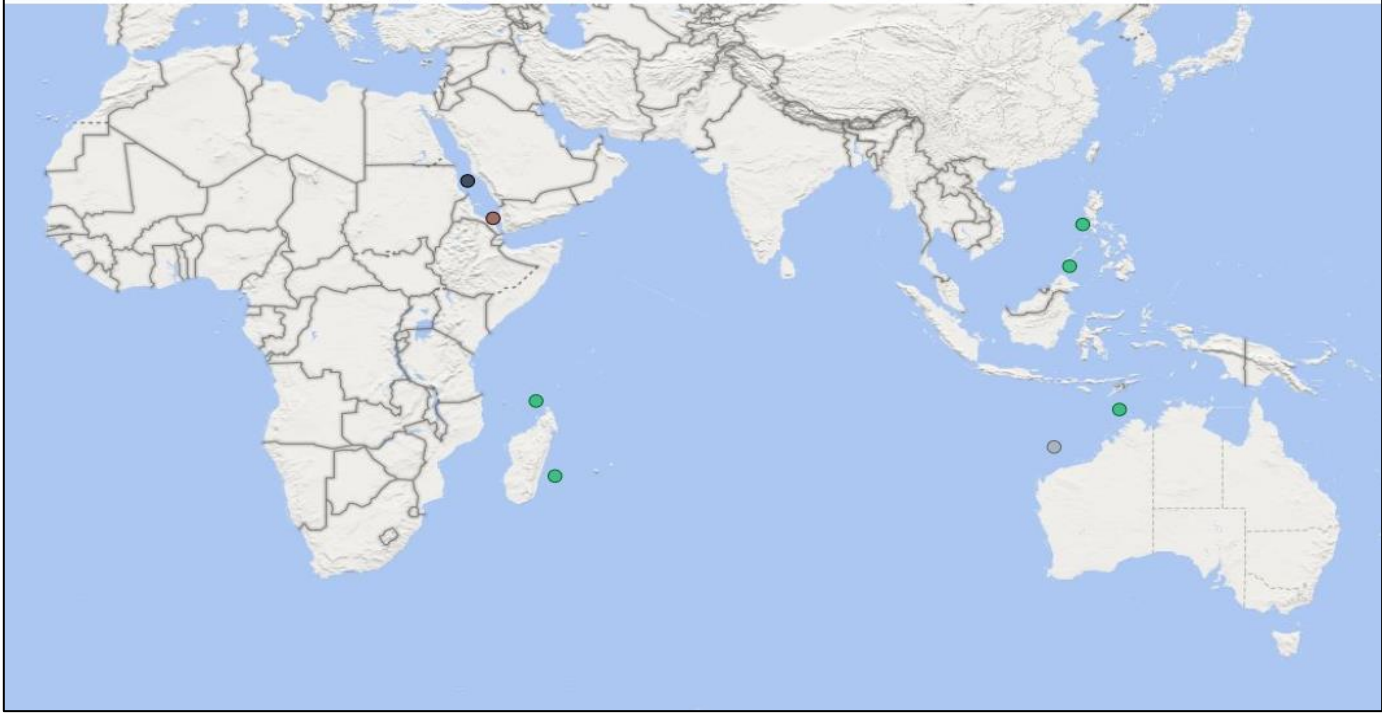
Mechanical Failure - 18 mechanical failure incidents were recorded on fishing vessel, passenger ships, cargo vessel, Inflatable boat, fishing trawler and sailing yacht, a 20% increase from Oct 23 (15 incidents). The majority of incidents during this month were reported due to engine failure. In most 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 recommended operating procedures can significantly reduce the risk of mechanical issues.

Effect of Incidents



OTHER INCIDENTS

Sub-Category ● Cyber attack ● Marine Environment Pollution ● Maritime Security threats ● Others



Maritime Security Threats (Hybrid)

05 incidents recorded

- A US Navy ship shot down a drone in Red Sea off Yemen in a likely conflict-related incident - 15 Nov 23.
- The Bahamas flagged cargo vessel *GALAXY LEADER* was reportedly seized in the Red Sea (likely conflict related incident) - 18 Nov 23.
- An incident of drone attack was reported on Malta flagged container ship *CMA CGM SYMI* in the North Arabian Sea - 26 Nov 23.
- An incident of missile attack was reported on Liberia flagged chemical tanker *CENTRAL PARK* in the Red Sea (likely conflict related incident) - 26 Nov 23.
- A US Navy ship shot down a drone in Red Sea off Yemen in a likely conflict-related incident - 29 Nov 23.

Marine Environment Pollution

05 incidents recorded

- Chemical spill observed off Barangay San Miguel, Batangas, Philippines, 04 Nov 23
- Two oil slicks incidents of undetermined characteristics were detected off Nosy Be, Madagascar, on 05 Nov 23 and 08 Nov 23.
- Abandoned fishing net (ghost net) recovered by Australian authorities off Tiwi Islands, Australia, 12 Nov 23.
- An oil spill was observed off Balabac, Palawan, Philippines, 23 Nov 23

Others

No incidents recorded

Cyber Security Incidents

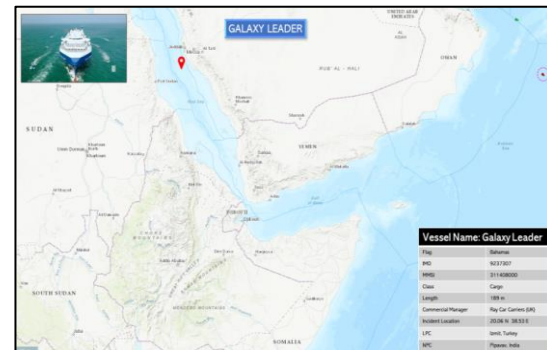
01 incident recorded

- On 10 Nov 23, an incident of cyber attack was reported at DP World, Australia Container terminals in Melbourne, Sydney, Brisbane and Fremantle. The operations at these terminals were disrupted from 10 Nov 23. Reportedly, all operations resumed on 13 Nov 23.

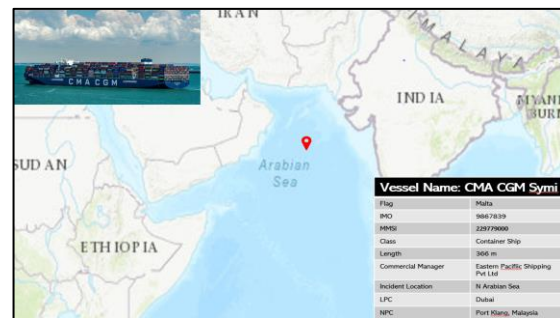
05 maritime security threats (hybrid) incidents were recorded by the Centre in Nov 23.

On 15 November 2023, a US Naval ship, USS Thomas Hudner operating in the Red Sea off Yemen shot down a drone that was believed to have closed the ship inappropriately.

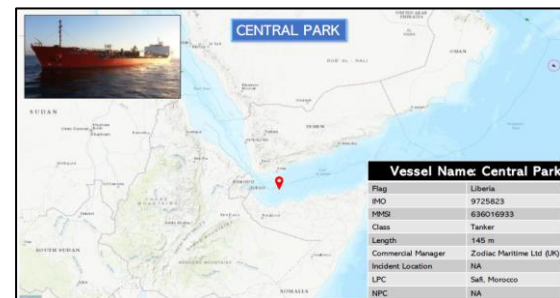
On 18 Nov23, a Bahamas-flagged cargo vessel *GALAXY LEADER*, ownership Ray Shipping, a company owned by an Israeli businessman and chartered by a Japanese shipping firm, Nippon Yusen K.K, with 25 crew members onboard was reportedly detained by local militia and taken to Hodeida, Yemen. The vessel was enroute from Turkey to Pipavav, India. The crew included 17 Filipinos, and others from Bulgaria (including the captain and first mate), Ukraine, Mexico, and Romania. The hijackers, believed to be well-trained, executed the hijacking with a high level of professionalism embarking the vessel by a helicopter.



On 26 Nov 23, a container vessel, *CMA CGM SYMI* was attacked and hit by a drone in the North Arabian Sea. The RoRo car carrier is owned by an Israeli billionaire and was chartered by Eastern Pacific Shipping Ltd, a Singapore based company. The ship sustained minor damages and all crew were safe. The vessel was rendered assistance by the Indian Navy in inspecting the debris and assessment of residual risk.



On 26 Nov 23, an incident of hijack was reported by the chemical tanker *CENTRAL PARK* about 54 nm off the coast of Somalia. Reportedly, five preparators on a skiff boarded the tanker with 27 crew members, laden with phosphoric acid. Perpetrators tried to gain access to the safe room by breaking down the door but were unsuccessful. Perpetrators exited the tanker and were arrested. All crew members and the tanker were safe.



On 29 Nov 23, a US Naval ship, USS Carney operating in the Red Sea off Yemen, shot down a drone that was believed to be approaching towards the ship.

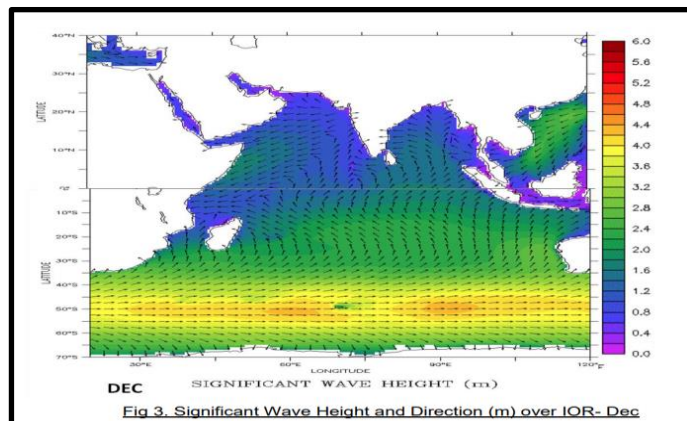
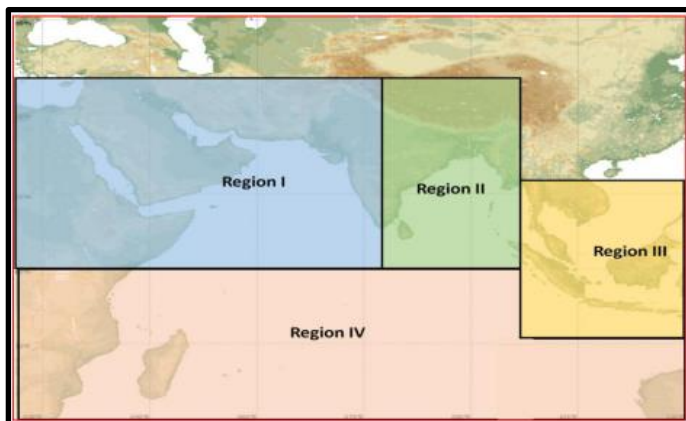


Fig 3. Significant Wave Height and Direction (m) over IOR- Dec

Region I: Arabian Sea (AS) - The Mean Sea Level Pressure (MSLP) is of the order of 1011 -12 hPa over the South Arabian Sea (AS) and gradually increases to about 1017-18 hPa over the North AS. There is a considerable reduction in the frequency of storms during this month. The average Sea Surface Temperature (SST) is about 24° - 26°C over most parts of AS. The sea conditions are relatively smooth over the North AS and slight to moderate over the South AS. The significant wave height is of the order of 1.0 - 1.5 m over south AS and decreases northwards to about 0.5 m over North AS.

Region II: Bay of Bengal - The seasonal low pressure area shifts southwards during this month and is seen to the south of latitude 5°N. During this month, most of the cyclonic storms originate between latitudes 5°N - 10°N. However, there is a significant reduction in the frequency of cyclonic storms during this month as compared to Oct and Nov. The sea state during this month over the Bay of Bengal (BOB) is mostly 2, which may deteriorate under the influence of weather systems. The swell is NE - Ely and with a height of 0.8 to 1.5 m over most parts of the Bay except South BoB where it is 1.5 to 2.0 m.

Region III: Southeast Asia - During the month of December, the mean sea level pressure is of the order of 1019 - 1020 hPa to the north of 15°N. NEly surface winds of the order of 15 -20 Knots gusting upto 30 knots are experienced over the open sea. Significant wave from NEly direction with a height of about 1.5 - 2.5 m prevails over the South China Sea and decreases to around 0.5 m over the Malacca strait.

Region IV: South Indian Ocean - During this month, peak summer is experienced over the southern hemisphere with sea level pressure of about 1020 hPa, decreasing Northwards to 1010 hPa near the equatorial Indian Ocean. The occurrence of tropical disturbance is more common during this month and they usually originate between 10°S to 15°S latitudes & between 90°E and 120°E longitudes. These systems track towards W-SW and may re-curve towards S-SE after crossing 15°S Latitude. Average minimum air temperatures vary between 18°-24°C in the south Indian Ocean.

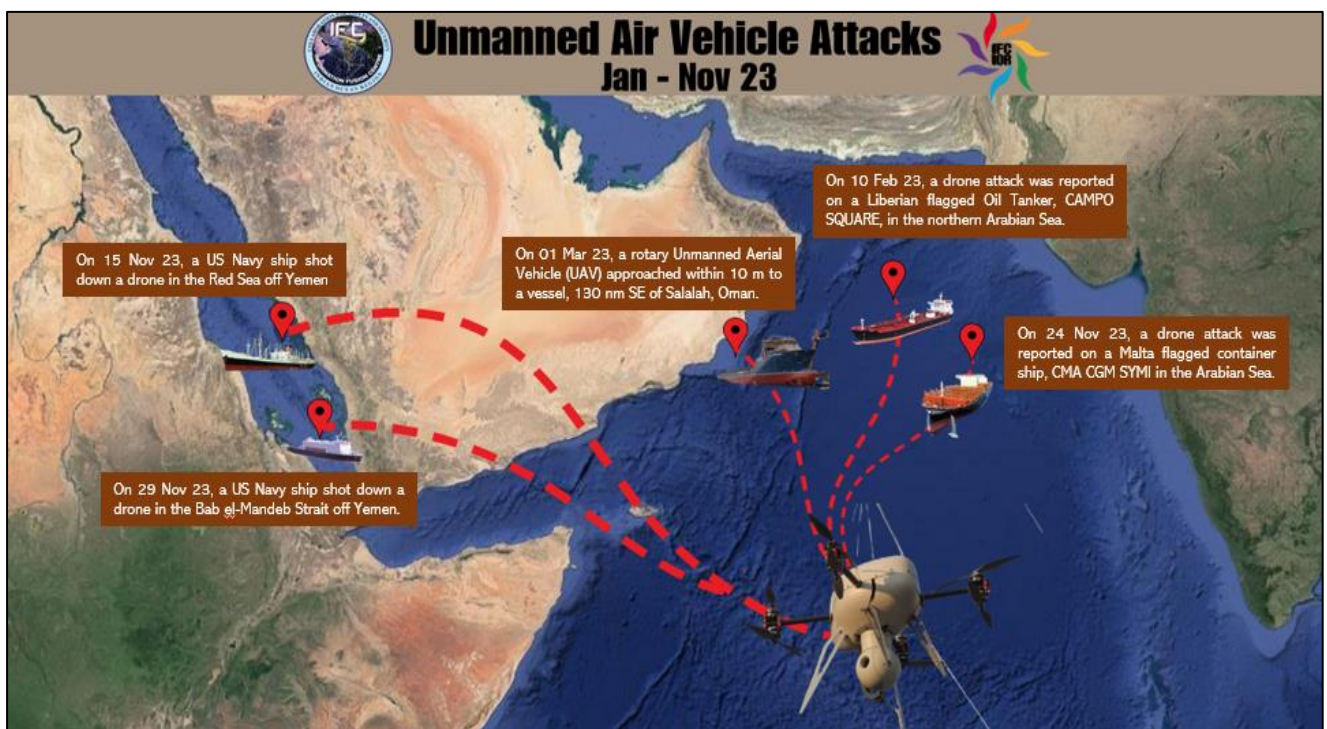
Note. The above weather report is also published on the IFC-IOR website and available at the link below for download and reference.

https://www.indiannavy.nic.in/ifcior/static/data/reports/weather/IFC_IOR_Weather_Forecast_Dec_2023.pdf

INFORMATION/EVENTS OF INTEREST

• Unmanned Aerial Vehicle Attacks targeting commercial shipping in IOR: Analysis by IFC-IOR

Recent attacks by using Unmanned Aerial Vehicle in the Red Sea and Northern Arabian Sea are a growing cause of concern for the commercial shipping and global trade transiting through the Indian Ocean region (IOR). IFC-IOR has monitored five drone attacks in 2023 (Jan - Nov 23) four drone attacks in 2022 and three drone attacks in 2021. The ongoing regional conflicts in other parts of the world is one of the key reasons for vessels being targeted in the IOR. These attacks on commercial shipping poses serious risks to the lives, cargo and may result in sinking of vessel, marine environment pollution, blockade of trade (if attacked near choke points) and most importantly will lead to increase of insurance rates thereby affecting the global economy. A recent case in which IFC-IOR coordinated assistance to a Malta flagged container vessel *CMA CGM SYMI* revealed the fact that the vessel was attacked mid sea in the Arabian Sea by a drone. The drone hit the vessel in the forecastle area, however no major damages were reported to the vessel. The vessel requested assistance from the IFC-IOR through its international linkages for inspecting the debris. The Centre coordinated the assistance and response through its national agencies. This kind of attack on commercial shipping raises maritime safety and security concerns amongst the seafarers transiting through the IOR. Thus, the Centre recommends that the seafarers maintain a sharp visual and RADAR lookout to detect any suspicious air contact visually or by radar. The vessels may thereafter increase speed and avoid presenting the beam on aspect of the vessel to the incoming airborne unmanned vehicle thereby leading to minimal damage post impact. The vessels may also report the attack/incident to MARSEC Centres including IFC-IOR for coordination of assistance and support to the vessel at sea. The Centre also recommends that vessels should monitor and adhere to warnings, advisories and alerts broadcasted by operational MARSEC Centres including UKMTO, EU NAVFOR, MSCHOA, etc. Further, the vessels may also broadcast message on MMB Ch 16/ Ch 70 (DSC) & INMARSAT to attract attention of other vessels in the vicinity and multinational forces operating in the area.



INFORMATION/EVENTS OF INTEREST

- **Afghanistan Opium Cultivation in 2023 declined by 95% following drug ban: UNODC Survey**

In 2023 opium poppy cultivation and opium production dramatically declined after the ban prohibiting “Poppy Cultivation and All types of Narcotics” was announced by the de-facto authorities (DfA) in April 2022. Opium poppy cultivation dramatically declined across all parts of Afghanistan and almost entirely in some provinces where opium poppy was illicitly cultivated for many years. The area under cultivation declined by 95% to a total of just 10,800 ha, indicating that farmers were adhering to the ban that was announced in April 2022. The loss of opium income from the sharp



reduction in production puts many rural households at greater economic risk. Reduced incomes along the Afghan opiate supply chain could stimulate alternative illicit activities, potentially leading to increased trafficking in other substances such as synthetic drugs like methamphetamine, or expansion of other organized criminal activities in the broader region. These could include expansion of illicit arms trafficking, human trafficking and smuggling of migrants, illegal mining or trafficking in cultural property. Opiate production could emerge in countries other than Afghanistan. To effectively address the growth or emergence of new organized crime threats, international cooperation in combatting trafficking (including of precursors) and related illicit financial flows, including with joint operations, controlled deliveries and research and analysis to identify and monitor trends will be needed to investigate and address shifting activities.

- **The Maritime and Port Authority of Singapore (MPA) Issues Circular on Amendments to Sea Pollution Regulations**

The Maritime and Port Authority of Singapore (MPA) has issued a shipping circular 15/2023 regarding amendments to the Prevention of Pollution of the Sea (Oil) Regulations. The amendments to the Prevention of Pollution of the Sea (Oil) Regulations give effect to Resolution MEPC.343(78), which was adopted by the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) at its seventy-eighth session. Resolution MEPC.343(78) adopts amendments to regulation 28.3.1 of MARPOL Annex I regarding the use of hinged watertight doors to meet the damage stability criteria. The amendments will be applicable wef 01 Jan 24.



INFORMATION/EVENTS OF INTEREST

SOLAS Regulation II-1/3-8 for Towing and mooring equipment will come into effect from 01 Jan 24

The IMO Maritime Safety Committee (MSC) has issued new requirements related to towing and mooring equipment. SOLAS Regulation II-1/3-8 regarding towing and mooring equipment includes extended regulatory scope on towing and mooring arrangement and equipment for both new and existing ships. Accordingly, ships with building contract on or after 01 Jan 24; or constructed on or after 1 July 2024; or delivered on or after 01 Jan 27 will be required to comply with following new requirements:

- ✓ Ship is to be provided with arrangements, equipment and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with the normal operation of the ship meeting the appropriate requirements in MSC.1/Circ. 1175/Rev.1 - Revised Guidance on Shipboard Towing and Mooring Equipment.
- ✓ Each fitting or item of equipment provided under this regulation are to be clearly marked with any limitations associated with its safe operation, taking into account the strength of the supporting ship's structure and its attachment to it.
- ✓ For ships of 3,000 gross tonnage and above, the mooring arrangement is to be designed, and the mooring equipment including lines are to be selected, in order to ensure occupational safety and safe mooring of the ship, based on the guidelines provided in MSC.1/Circ. 1619. Ship-specific information are to be provided and kept on board.
- ✓ Ships of less than 3,000 gross tonnage should comply with the requirement in above as far as reasonably practicable, or with applicable national standards of the Administration.

Further, all ships (ships constructed before, on or after 1 January 2007) will be required to comply with following new requirements in respect of inspection and maintenance of mooring equipment including lines with effect from **01 Jan 24**:

- ✓ Mooring equipment, including lines, are to be inspected and maintained in a suitable condition for their intended purposes taking into consideration Guidelines in MSC.1/Circ. 1620.
- ✓ Procedures for mooring operations, inspections and maintenance of mooring equipment, including mooring lines to be established and available onboard taking into account industry practices in MSC.1/Circ. 1620.
- ✓ Procedures to allow the identification and control of mooring lines, tails and associated attachments is to be established and available onboard.
- ✓ The periodic inspection of mooring lines, mooring line tails and associated attachments are to be included in the onboard maintenance plan or equivalent maintenance management system.
- ✓ Manufacturers' criteria for replacement of mooring lines are to be available.
- ✓ Records of the original design concept, equipment, arrangement and specifications are to be available onboard.

INFORMATION/EVENTS OF INTEREST

- Cocaine worth USD 39 million seized from bulk carrier's sea chest

The Australian Border Force (ABF) has been successful in recovering drugs from the sea chest of bulk carrier at the port of Melbourne. Underwater attachments are becoming popular for moving smaller consignments, especially cocaine. In the latest instance of hull-based smuggling, the Australian Border Force used an ROV to inspect a ship at Melbourne's Appleton Dock. The ROV spotted suspicious packages below the vessel's waterline, and a team of divers from the Victoria Police went down to inspect. They came back with four packages of plastic-wrapped cocaine, which had been secured inside the sea chest before the vessel's departure from South America. The total haul was about 154 kilos, worth about US\$39 million.



Event/ Visits



A delegation from HQJOC led by Brig Mark Ascough, J2 DG Intelligence, Australia visited IFC-IOR. Engaging discussions focused on contemporary MARSEC trends, data analysis, enhancing collaboration with partners, linkages & role of ILOs.




The Centre hosted a delegation from the Joint Command and Staff College, the Sultanate of Oman. Engaging discussions focused on contemporary MARSEC situation in the wider IOR and importance of collaboration to combat maritime security challenges.

*** End of Report ***



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