

JMICC

MARITIME INCIDENTS REPORT 2025

1ST HALF



JOINT MARITIME INFORMATION COORDINATION CENTER

Executive Summary

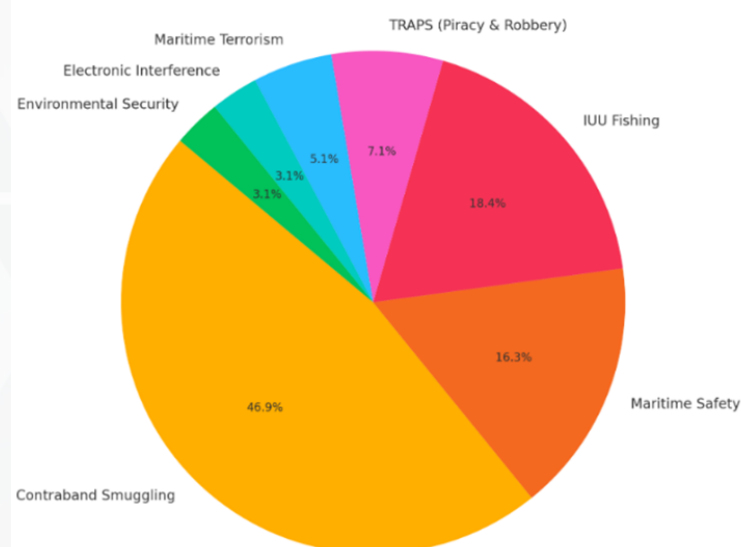
01 JMICC's Area of Interest (AOI) includes Indian Ocean Region focusing Arabian Sea, Gulf of Oman (GOO), Persian Gulf, Gulf of Aden, Red Sea and strategic waterways i.e Strait of Hormuz and Bab Al Mandab. Accordingly, the data included in this report is from JMICC's AOI; and covering period from 1 January to 30 June 2025. The report is formulated with an aim to highlighted maritime contingencies, their trends and advisories for the mariners to enhance safety and security at sea.

02 During the period, JMICC recorded 103 maritime security and safety related incidents across its Area of Interest (AOI). The incidents were categorized into eight domains. Following is pertinent:

- Reporting of piracy and armed robbery related incidents off Somalia (with 7x recorded TRAPS-related events) necessitates continuity of collaborative effort to curb the menace.
- A total of 16 x maritime safety-related incidents, including vessel fires, sinkings and groundings were reported; same were generally linked to weather conditions and non-adherence to safe practices.
- Contraband smuggling was the most reported category, with 46 x interdictions, involving narcotics, gold, wildlife and military-grade weapons. Significant seizures were made by CTF-150, Pakistan Navy, Oman Coast Guard, and Sri Lanka Navy.
- 5x maritime terrorism incidents, related to Houthi attacks on commercial shipping in the Red Sea and Gulf of Aden as a result of regional conflict.
- IUU fishing remained persistent (18 x incidents reported), however were generally confined off the coast of Sri Lanka.
- Increased number of GPS/ electronic interference cases (GPS and VHF) were recorded in the Red Sea, Strait of Hormuz and Arabian Gulf, reinforcing concerns about non-kinetic maritime threats.
- 3 x environmental security incidents highlighted growing ecological threats; an oil spill in the Red Sea due to conflict-related damage and a hazardous cargo spill due cargo ship capsizing off India.
- 4 x Irregular Human Migration incidents were reported. 3 were off northern Oman in April and 1 off Djibouti in Jun 25, involving undocumented arrivals through sea, underscoring the region's vulnerability to human smuggling.

03 Overall, the occurrence of incidents underscores the multi-dimensional nature of maritime threats in the region, ranging from kinetic attacks and trafficking to environmental hazards and electronic interference. This also necessitates requirement of collaborative approach to counter threats and challenges at sea. JMICC stands committed to this requirement and endeavors to improve safety and security through information sharing, inter-agency coordination, and generation of advisories to mariners.

Distribution of Maritime Security & Safety Incidents (jan- jun 2025)



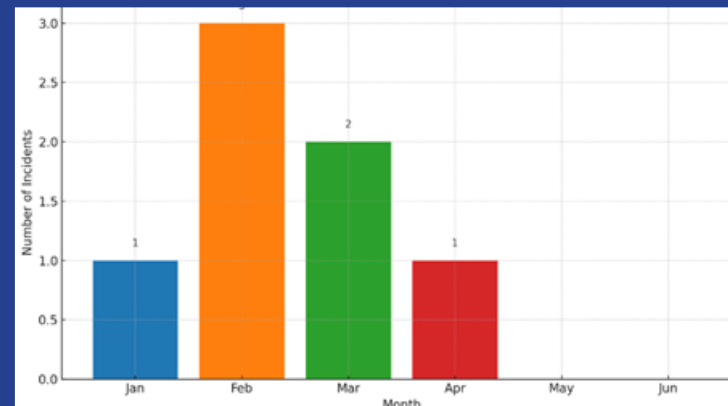
SECTION

Theft, Robbery and Piracy At Sea (TRAPS)

A

01 Overview

During first half of 2025, JMICC recorded a total of 7 x incidents under category of Theft, Robbery, and Piracy at Sea (TRAPS). These incidents reflected persistent maritime threat environment, largely concentrated in the Gulf of Aden and waters off Somalia, with sporadic events in the Persian Gulf. The nature of these incidents continues to be influenced by regional conflict, piracy networks, and weak governance/ law enforcement issues.



Incidents by Month (Jan-Jun 2025)

02 Key Facts

The most reported TRAPS incident types were:

Reported Incidents 2025 7

BOARDING/HIJACK
4 INCIDENTS **57%**

29% **SUSPICIOUS APPROACH**
INCIDENTS **2**

ATTEMPTED ATTACK PREVENTED HIJACK
1 INCIDENT **14%**

Types of Vessels Targeted



Container Ship

01



Cargo

01



Fishing dhow

01



FVs

04



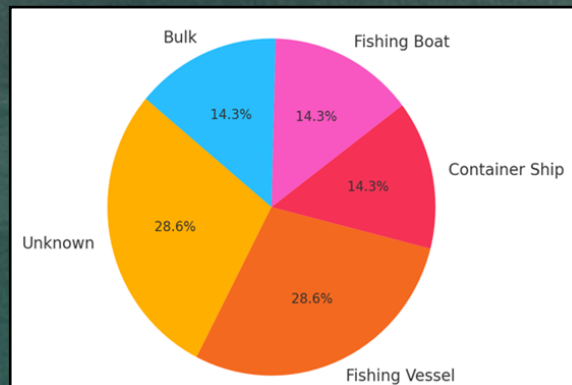
Yemeni fishing boat hijacked off Eyl – 18 Mar 25

03 These incidents were primarily reported in the Gulf of Aden and northern Somali basin, with perpetrators employing small craft to approach and in some cases, board targeted vessels.



Types of Vessels

04 Small boats/ dhows and small trawlers of Yemini Origin were the most commonly targeted vessels, accounting for nearly 43% of all reported incidents. These vessels are frequently attacked due to their limited speed, minimal defensive capability and value of catch or stores. In one case, a fishing vessel was successfully hijacked off Durdura near Eyl (Somalia), and in another, a hijacked vessel was later abandoned off Dhinowda (Somalia).



Incident distribution by Vessel Type

05 Container and bulk carriers were also targeted—notably, U.S.-flagged MVLIBERTY POWER, reported a suspicious approach in Persian Gulf and a bulk carrier evaded armed small craft near Aden amid reported gunfire. These incidents reaffirm the necessity for continued vigilance and continuity of efforts.



TRAPS Incidents (Jan-May 2025)

Observation/ Assessment

06 Majority of TRAPS incidents recorded by JMICC in this period were concentrated in 3 x primary maritime corridors:

- Gulf of Aden.
- Puntland Coastline and Eyl region, Somalia.
- Persian Gulf.

07 Most incidents were reported during the month of Feb with gradual decline towards Mid year. This is likely due to the fact that small boat operations are greatly impacted by sea state which deteriorates due South wWesterly monsoon from Apr onwards.

08 The incidents of piracy off Somalia, particularly in the Puntland basin, mirrors historical patterns where economic distress and ineffective governance have facilitated opportunistic maritime crime. Incidents clustered in March 2025 may indicate temporary activation of pirate networks or an exploitation window tied to seasonal activity and weather conditions. Additionally, the targeting of vessels like the LIBERTY POWER in the Persian Gulf and attempted attacks near Aden, suggest perpetrators are increasingly willing to challenge more secure commercial targets.

Advisory for Mariners

09 Mariners are advised to:

- Stay alert in high-risk areas, especially at anchor or during slow transit.
- Secure all access points, maintain strict watch routines
- Avoid unnecessary communication of voyage details.
- Vessels with low freeboard are particularly advised to remain cautious.
- Report any suspicious activity to maritime authorities immediately.
- Conduct regular security drills and ensure all crew are aware of emergency procedures.
- Use available naval convoy support and follow recommended transit routes where possible.

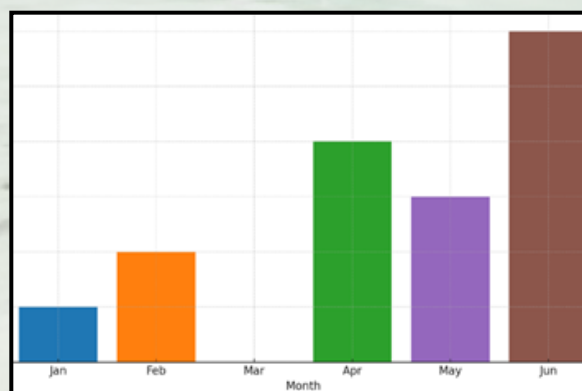
SECTION Maritime Incidents (MI)

B

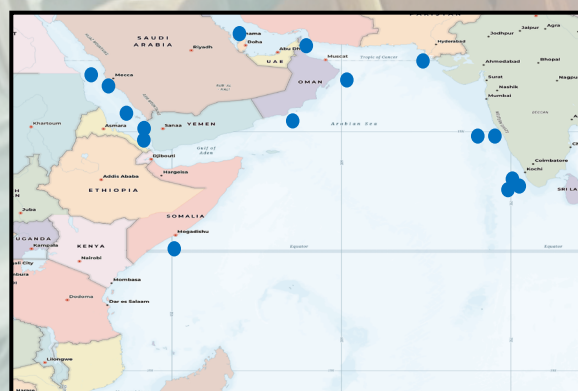
01 Overview

During the 1ST half of 2025, a total of 16 maritime incidents were recorded in JMICC's Area of Interest (AOI). While no incident was reported in March 2025, a sharp upward trend was observed from April through June, which collectively accounted for nearly 75% of the total cases. This escalation correlates with increased regional traffic, seasonal weather volatility, and inconsistent adherence to safety protocols. Although no mass-casualty event occurred, several incidents involved crew injuries and vessel losses. Response efforts were coordinated effectively by national navies, port authorities, and commercial responders.

Reported Incidents 2025 **16**



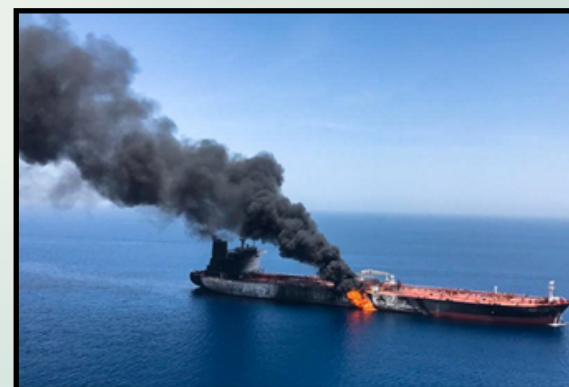
Maritime Incidents by Month (Jan-May 2025)



Maritime Incidents (Jan-May 2025)

02

The most frequently reported incidents during this period were fires (31%), capsizing or sinking (25%), and grounding or electronic interference (12%). Notably, collision between two oil tankers, FRONT EAGLE and ADALYNN occurred on 17 June in the Strait of Hormuz. Fires onboard the WAN HAI 503 and INTERASIA TENACITY, both off Kerala, on 9 and 13 June 25, respectively. The sinking of the PHOENIX 15 near Salalah on 22 Jun 25. A grounding incident involving RED ZED 1 in the Suez Canal on 21 June (safely refloated after steering failure).



Collision b/w FRONT EAGLE and Adalynn – 17 June



Fire onboard INTERASIA TENACITY– 13 Jun

03

A medical evacuation coordinated by JMICC from MT HIGH LEADER off Karachi occurred on 13 Jun 25, highlighting effective humanitarian response by Pakistan Navy. 3 x container ships—ASL BAUHINIA (fire), MSC ANTONIA (grounding), and MSC ELSA 3 (capsize)—were involved in serious events. Capsizing incidents also included an Iranian cargo dhow (crew rescued by the U.S. Navy and Coast Guard) in Feb and a livestock dhow off Ras Al-Arah that was capsized due to overloading. Additionally, MSV SALAMATH, an Indian-flagged sailing vessel, sank in the Arabian Sea, with all crew members safely rescued.



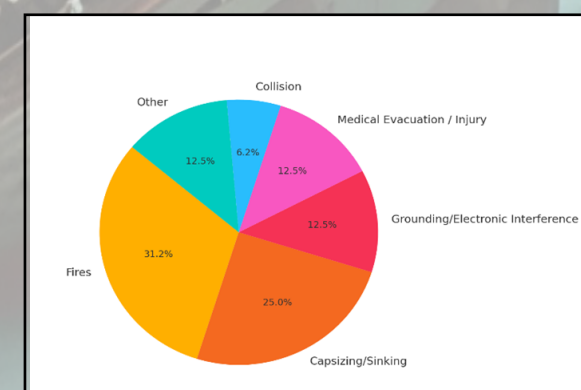
Capsizing of livestock dhow off Ras al Arah – 28 Apr



Indian crew member rescued by Pakistan Navy – 18 Jun 25

04

Fire onboard Yachts occurred twice—once off Muscat, Oman, and second at Dubai Harbour. These incidents underscore the challenges of maintaining effective fire suppression systems on leisure craft, especially in warmer climates where electrical faults and engine overheating are common risks.



Nature of Maritime Incidents (Jan-May 2025)

- 05** In terms of rescue outcomes, most incidents were handled quickly through effective coordination:
- a. 7 x Iranian crew were rescued in the Arabian Gulf on 12 Feb 25 by U.S. Navy and Coast Guard.
 - b. 5 x persons were rescued off Muscat, Oman on 8 Apr 25 by Omani Coast Guard following a yacht fire.
 - c. 6 x Indian nationals were rescued after the MSV SALAMATH sank in the Arabian Sea on 20 Apr 25, coordinated by the Indian Navy.
 - d. 1 x crew injury was reported aboard the MT HIGH LEADER, with a medical evacuation conducted off Karachi on 13 Jun 25 by the Pakistan Navy.

Observation / Assessment

- 06**
- a. **Incident Volume & Temporal Trends.** Incident volume increased sharply during April to June 2025, accounting for 12 out of 16 total cases (75%), coinciding with deterioration in sea conditions.
 - b. **Fire and Sinking Risks.** Recurring fire incidents highlight risks from electrical faults and inadequate preventive maintenance, while vessel losses, particularly among smaller or overloaded craftpoint to non adherence to safe practices.
 - c. **Electronic Interference Concerns.** The grounding of MSC ANTONIA and brief grounding of RED ZED 1 suggest emerging risks tied to navigation failures due to possible electronic interference, particularly near high-traffic or contested chokepoints.

Advisory for Mariners

- 07** Mariners are advised to :
- a. Maintain heightened situational awareness, especially during congested transits, restricted navigation, or adverse weather conditions.
 - b. Ensure all navigational and safety equipment is fully operational prior to departure and during voyage.
 - c. Conduct regular safety drills and verify that all crew members are trained and briefed on emergency procedures.
 - d. Maintain strict watch and machinery monitoring, especially during bunkering, cargo operations and coastal transits.
 - e. Avoid complacency during routine operations and monitor for early signs of mechanical failure, overheating, or electrical faults.
 - f. Report all incidents—regardless of scale promptly to the nearest maritime authority or coordination center.
 - g. Comply with international maritime regulations and port-specific safety advisories to enhance onboard preparedness and regional coordination.



SECTION

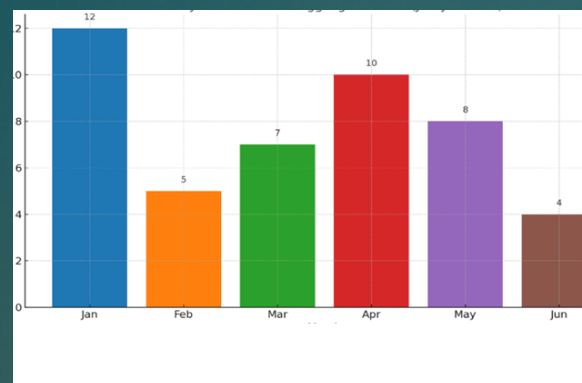
Contraband Smuggling (CS)

C

Overview

01

During the 1st half of 2025, JMICC recorded 46 contraband smuggling incidents across its Area of Interest, covering the Red Sea, Gulf of Oman, Sri Lankan littorals, and North Arabian Sea. The smuggled goods ranged from narcotics and gold to weapons, fuel, alcohol, sea cucumbers, and donkey skins. A significant increase in seizure volume during this period highlights both intensified smuggling efforts by transnational networks and the success of regional enforcement. Operations led by the Pakistan Navy, Sri Lanka Navy, Oman Coast Guard, and Task Force CTF-150—intercepting numerous high-value shipments, confiscating hundreds of kilograms of heroin, methamphetamines, hashish, and other illicit cargo.



Contraband Smuggling Incidents by Month (Jan-May 2025)



Reported Incidents 2025 **46**

Key Facts

02

Contraband flows in the region remain driven by smuggling routes and transnational criminal networks. The Makran coast—remained a key conduit of trans national narcotics smuggling. Multiple seizures by the Pakistan Navy, PMSA, U.S. Coast Guard and CMF has confirmed this trend.



PN SHIP seized drugs - 2 Jan 25



HMS LANCASTER seized drugs – 29 May 25

03

Enforcement agencies displayed effective law enforcement actions with:

- Pakistan Navy and PMSA undertook significant counter narco ops (amounting to \$64.8M in Jan; PKR 10B combined in Mar).
- Sri Lanka Navy and Police executing precise coastal intercepts, especially in Kalpitiya and Mannar zones.
- CTF-150 assets (notably HMS LANCASTER, USCGC Emlen Tunnell and INS Tarkash), making multi-ton narcotic seizures in international waters.
- Egyptian Navy seizing 2.2 tons of narcotics off the Red Sea coast on 2 June 25.
- Iranian authorities interdicting four vessels smuggling subsidized fuel in the Persian Gulf on 10 Jun 25.

04

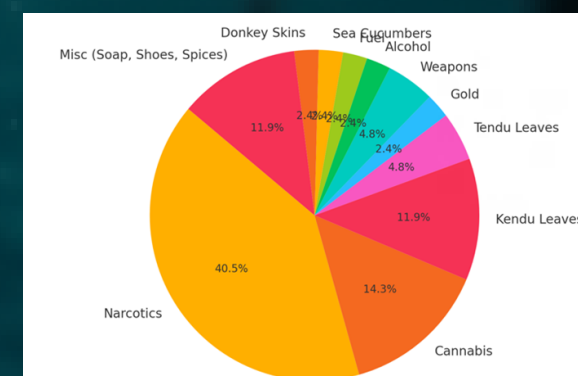
These efforts collectively demonstrate a maturing regional enforcement network, capable of detecting, disrupting, and interdicting illicit maritime flows despite evolving tactics by traffickers

Regional Hotspots & Trends

05

The Arabian Sea remains the major route for narcotics trafficking, originating from Makran coast and terminating off Yemen and East African coast. There is an observable trend of diversified contraband smuggling, through reported smuggling of drugs and weapons, smuggling of sea cucumbers, donkey skins and agro-based contraband like turmeric and cardamom.

Contraband Smuggling by Type (Jan-Jun 2025)



06

Most smuggling attempts were made using fishing vessels, wooden dhows, or dinghies, typically flagged or operating out of local ports. These low-profile vessels are increasingly favored for their ability to operate under disguise while avoiding surveillance by blending in legitimate traffic.



Advisory for Mariners

07

Mariners are advised to :

- a. Remain alert for suspicious vessels, unusual approaches, or transshipment activity, particularly in high-risk areas .
- b. Report any unusual movements, cargo inconsistencies or unknown contacts to the nearest maritime authority or regional coordination center without delay.
- c. Maintain strict access control onboard and ensure that cargo documentation is complete, accurate, and up to date.
- d. Cooperate fully with boarding teams, inspections, and queries by naval or coast guard units.
- e. Conduct regular crew briefings and security checks, especially when operating near known smuggling corridors or during port entry/ exit.
- f. Avoid offering or accepting unverified cargo, parcels, or passengers without proper clearance.
- g. Stay informed of the latest maritime security advisories and adhere to recommended best practices and routing guidance.



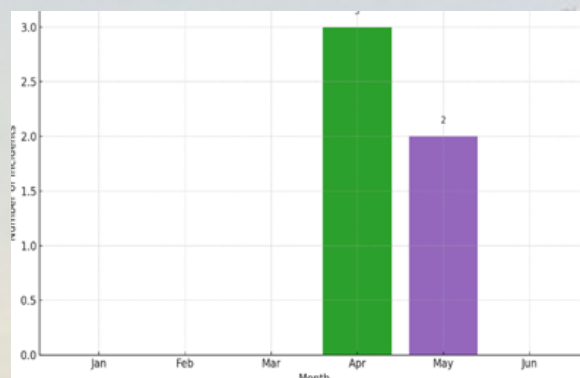
SECTION

Maritime Terrorism (MT)

D

Overview

01 During 1st half of 2025, JMICC recorded a total of 5 x Maritime Terrorism (MT) incidents within its area of interest (AOI). These events occurred across a broad arc from the Gulf of Aden to Arabian Gulf. While Yemen's Houthi rebels remained the primary instigators of missile and skiff-based attacks, emerging threats in Red Sea and Arabian Gulf point to a growing complexity in maritime terrorism, where asymmetric tactics and civil conflicts intersect to endanger international shipping and port operations.



Maritime Terrorism Incidents by Month (Jan-May 2025)



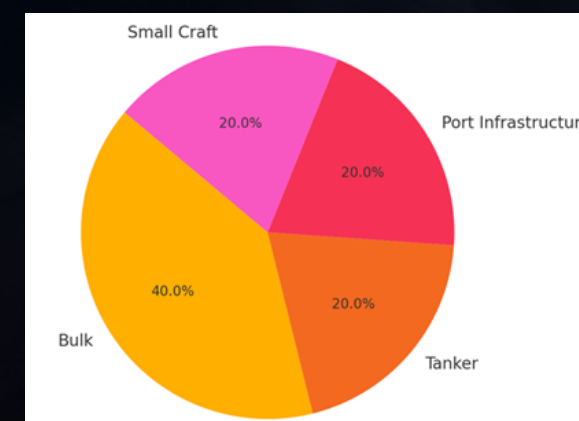
Reported
Incidents 2025

5

Key Facts

02 All five maritime terrorism incidents occurred within a 27-day window between 15 April and 11 May 2025, highlighting a concentrated phase of elevated threat. The targets included two bulk carriers, one tanker, a port infrastructure site (Port Sudan) and multiple vessels threatened by a small crafts in Arabian Gulf. This distribution indicates a diversified set of targets and methods, ranging from harassment with firearms, to long-range missile strikes and drone-based infrastructure attacks. Notably, missile and drone tactics were used in three of the five cases—underscoring the growing sophistication behind these attacks.

Maritime Terrorism Targets by Type



Tactics

03 The tactics ranged from traditional piracy-style harassment (skiffs and gunfire) to high-precision asymmetric warfare, including:

- Cruise and ballistic missile attacks.
- Loitering munitions / drones targeting ports
- Uncrewed small craft deployed as kinetic threats

Advisory for Mariners

04 Mariners are advised to :

- Maintain heightened vigilance when transiting or operating near strategic chokepoints, high-risk ports or coastal infrastructure.
- Enforce strict access control measures onboard, including verification of personnel and restricted area protocols.
- Conduct regular onboard security patrols and ensure continuous visual and radar monitoring of the vessel's surroundings.
- Report any suspicious activities, unidentified vessels, or loitering craft immediately to the nearest maritime security authority.
- Ensure all crew are familiar with the vessel's Ship Security Plan (SSP) and individual security responsibilities.
- Conduct periodic anti-terrorism drills and emergency response training to enhance crew preparedness and cohesion.
- Maintain regular communication with regional maritime coordination centers and adhere to ISPS Code compliance standards at all times.

SECTION

Illegal, Unreported , Unregulated fishing (IUUF)

E

Overview

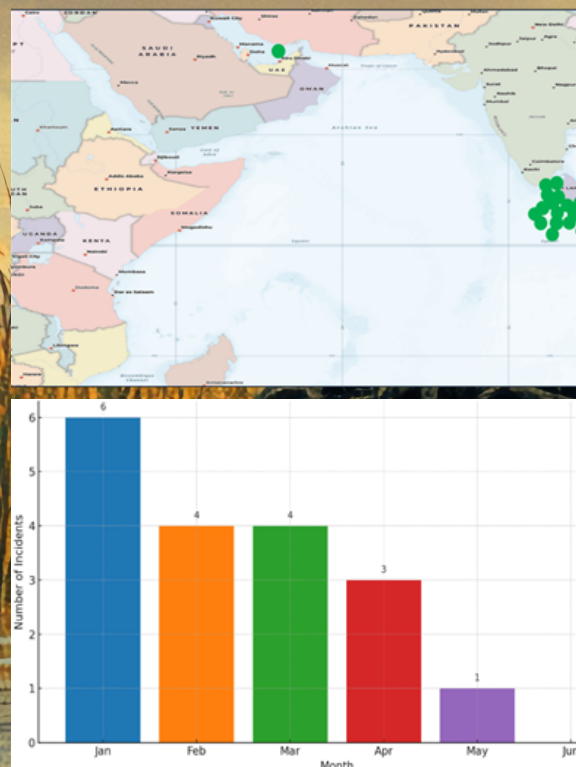
01 During the 1st half of 2025, a total of 18 x IUU fishing incidents were reported in the Northern and Eastern maritime zones of Sri Lanka. Most incidents involved vessels violating maritime boundaries or engaging in prohibited practices such as illegal sea cucumber harvesting, or deploying unauthorized fishing gear. These activities were primarily interdicted by the Sri Lanka Navy, in collaboration with the Coast Guard or Fisheries Inspectors indicating effective law enforcement measures.

Reported
Incidents 2025 **18**



Enforcement and Modus Operandi

02 The Mannar basin remained the most targeted area, featuring in over 30% of the reported cases, followed by Nandikadal Lagoon, Jaffna and adjacent waters. However, incident frequency exhibited a seasonal trend, influenced by prevailing monsoonal patterns. IUU activity was highest in January (6 incidents) and moderately sustained through March, before declining significantly in April till Jun. This downturn is consistent with the onset of the Southwest Monsoon, which brings rough sea conditions and increased navigational risk, thereby deterring illegal operators. Sri Lanka Navy (SLN) conducted most interdictions, often with Coast Guard or Department of Fisheries assistance.



Monthly IUU Fishing Incidents (Jan-Jun 2025)

Advisory for Mariners

03 Mariners are advised to :

Mariners are advised to

- Maintain heightened vigilance and report any suspicious or unlicensed fishing operations to the nearest maritime authority or fisheries enforcement agency.
- Ensure all fishing activities are conducted in compliance with national laws and international conventions, including catch limits, gear restrictions, and seasonal closures.
- Keep detailed and accurate records of catch data, fishing areas, and vessel movements, and make documentation available for inspection when required.
- Avoid operating in protected areas, disputed maritime zones, or during closed seasons, which may constitute violations.
- Raise crew awareness on sustainable fishing practices and emphasize the long-term importance of marine resource protection.
- Stay informed of updated fishing regulations and regional advisories through official maritime or fisheries channels.

Overview

- 01** During the first half of 2025, JMICC recorded 4 x Irregular Human Migration (IHM) incidents, occurring 3 x April along Oman's northern coastline and 1 x off Djibouti. These involved undocumented individuals attempting to enter Oman by sea, highlighting the susceptibility of region to illegal human migration.

Reported
Incidents 2025

4

Key Facts

- 02** All illegal migrants were apprehended by the Royal Oman Police and Omani Coast Guard. The migrants were transported through unregistered boats, likely launched from adjacent shores in the region. These entries were likely coordinated by human smuggling networks exploiting terrain cover and night-time movement.

Observation / Assessment

- 03** Oman's Musandam Peninsula, Khasab, and Bukha remain key hotspots. While the volume of incidents remains low, the consistent routes signals persistent trafficking linkages. Timely response by Omani authorities helped mitigate all three attempts.

Advisory for Mariners

04

- Maintain vigilance for unregistered, overloaded, or suspicious vessels that may be involved in migrant smuggling or unsafe transport operations.
- Report all sightings, distress signals, or encounters with suspected migrant vessels promptly to the nearest maritime rescue coordination center (MRCC) or coast guard authority.
- Prioritize the safety, humane treatment and protection of all individuals rescued or encountered at sea, in accordance with international maritime obligations.
- Do not attempt unauthorized boarding or intervention unless directed by competent authorities or required for life-saving purposes.
- Document all observations and communications clearly and provide full cooperation for legal procedures.
- Stay informed of regional migration trends and maritime advisories, especially during periods of increased small boat activity linked to seasonal weather changes.



SECTION

Environmental Security (ENVSEC)

G

01 Overview

During the 1st half of 2025, JMICC recorded 3 x environmental incidents across its area of interest. These events involved:

- An oil spill in the Red Sea following a US kinetic action on an Houthi controlled oil terminal.
- The capsizing of a container ship off India's southwest coast, resulting in the loss of multiple hazardous containers and wide-scale plastic pollution.
- A significant oil slick in the Gulf of Oman, caused by a collision between two tankers.

Reported
Incidents 2025

3

Key Facts

Incident 1 – Oil Spill | Ras Isa Oil Terminal (Red Sea) | 18 April 2025

A major oil spill occurred following an attack on the Ras Isa terminal, off the Yemeni Red Sea coast. Though limited public data is available, U.S. sources confirmed a large volume of crude oil leakage, attributed to Houthi missile or drone activity. The spill affected several square kilometers of surface water, with ecological risk to coral and reef ecosystems, migratory birds, and fisheries.

Incident 2 – MSC Elsa 3 Capsize | Kochi Coast (India) | 24 May 2025

The Liberian-flagged container ship MSC Elsa 3 sank off Kochi, India, releasing 46 containers with hazardous materials, many of which washed ashore.

Incident 3 – Oil Spill | Gulf of Oman | 19 June 2025A large oil slick was detected via satellite following a collision between tankers Front Eagle and Adalynn off the UAE coast. The incident has renewed calls for enhanced monitoring and spill response preparedness in high-traffic maritime corridors.

Observation / Assessment

03

These two incidents, while geographically distant, reveal shared challenges:

- These incident underscores the environmental fragility of maritime chokepoints such as the Gulf of Oman, Red Sea, and the Southwest Indian coastline, where dense traffic converges.
- Multi-domain threats (e.g. kinetic attacks, accidents involving hazardous cargo).
- The growing risk posed by off boarded floating container cargo and unsecured hazardous goods
- The Ras Isa incident also underscores the fallout of military action in maritime domain, which not only threatens shipping but can cause lasting ecological hazard across shared regional waters.

Advisory for Mariners

04

Mariners are advised to :

- Prioritize environmental safety in all operations, especially when transiting ecologically sensitive areas and congested maritime chokepoints.
- Comply fully with regulations related to waste disposal, oil discharge, ballast water management, and emissions control under MARPOL and flag state law.
- Report any accidental spills, leaks, or observed environmental hazards immediately to the nearest maritime environmental authority.
- Conduct routine maintenance of machinery, pipelines, tanks, and containment systems to prevent operational failures and pollution risks.
- Train crew regularly on marine pollution prevention protocols and emergency spill response.
- Uphold responsible practices at sea to help preserve marine biodiversity and ocean health for future generations.

Oil spill incident – 19 Jun 25



Capsizing of MSC ELSA 3 – 24 May 25



4 Reported Incidents 2025

01 Overview

During the reporting period from January to Jun 2025, JMICC recorded 4 x non-traditional maritime interference incidents involving GPS and VHF signal disruptions. These activities, while falling short of physical attacks or piracy, pose operational risks to safe navigation, situational awareness, and maritime communications.

02 Key Facts

- On 24 January 2025, vessels operating in the Arabian Gulf reported persistent VHF interference, affecting bridge-to-bridge and vessel-to-shore communications.
- On 9 May 2025, multiple merchant vessels transiting the Southern Red Sea experienced GPS anomalies, including erratic positional drift and signal degradation.
- On 18 May 2025, similar GPS interference was reported in the Strait of Hormuz, disrupting route tracking and automated navigation.
- On 16 Jun 2025, multiple merchant vessels transiting the Strait of Hormuz experienced

GPS interference area – Red Sea & Strait of Hormuz



- ### 03
- In all cases, affected vessels were advised to switch to manual overrides, employ visual/ nautical backups and report any anomalous electronic activity.

Advisory for Mariners

- ### 04
- Mariners are advised to :


- Ensure all shipboard systems and software are regularly updated with current security patches and protected with strong, unique passwords.
- Report any suspicious cyber activity, anomalies, or system irregularities immediately to the vessel's IT and security teams.
- Conduct regular crew training and drills on cyber awareness, threat recognition and response procedures.
- Give priority to manual navigation methods and paper charts where feasible, especially during periods of suspected GPS spoofing or electronic interference.
- Maintain cyber security as a core element of onboard safety, ensuring uninterrupted operations and safeguarding vessel, crew and cargo





 JMIO24@PAKNAVY.GOV.PK

 WWW.JMICC.GOV.PK

 +92-21-99232196 | +92-21-48505275 | +92-335-8107739

 JMICC, MANORA CANTT, KARACHI, PAKISTAN