



JANUARY - JUNE

2022

HALF YEARLY  
—••••—  
OVERVIEW

**Information Fusion Centre  
INDIAN OCEAN REGION**

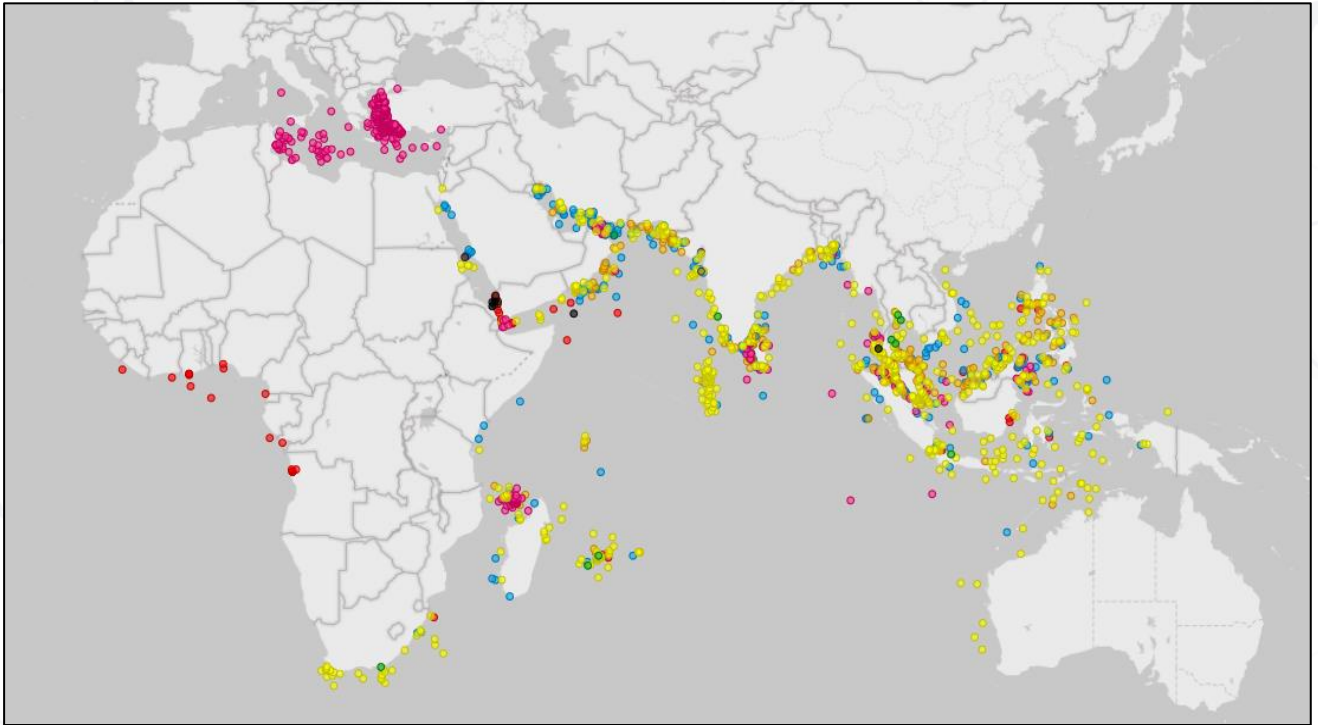
*Collaboration for Safety and Security*



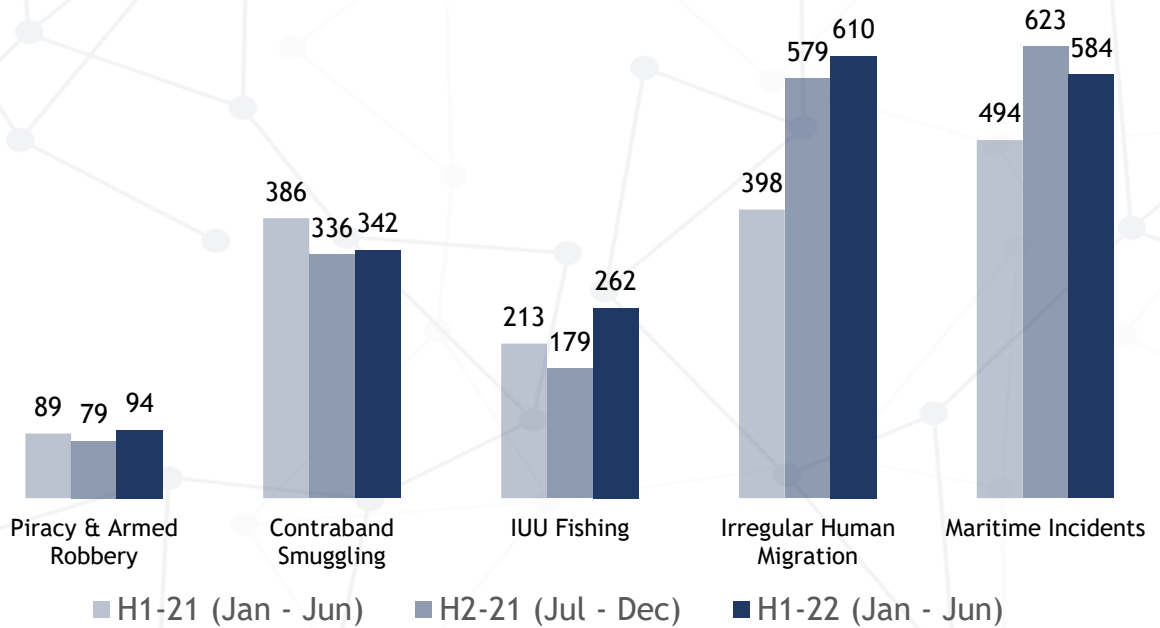
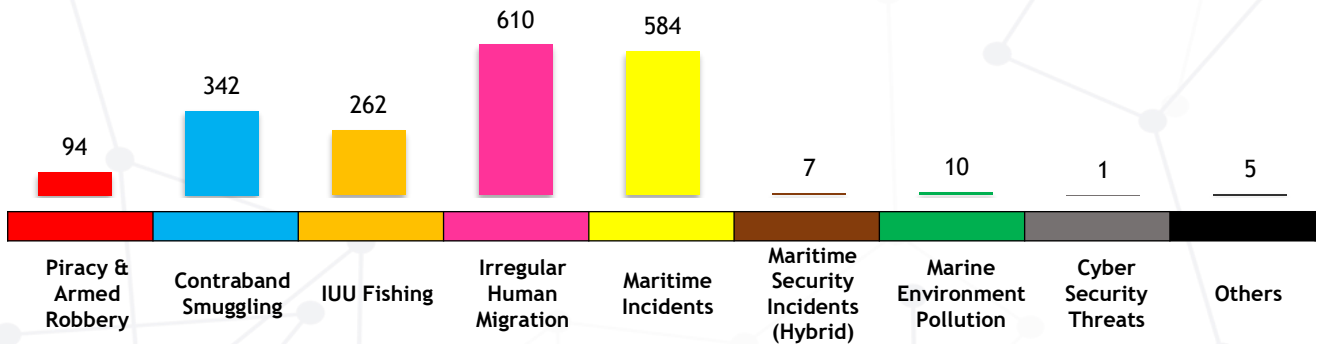
## Disclaimer

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.

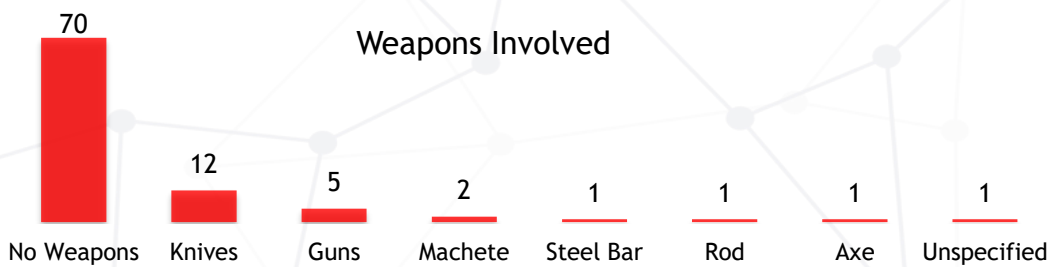
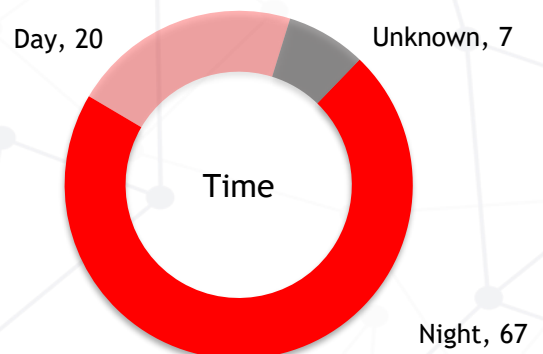
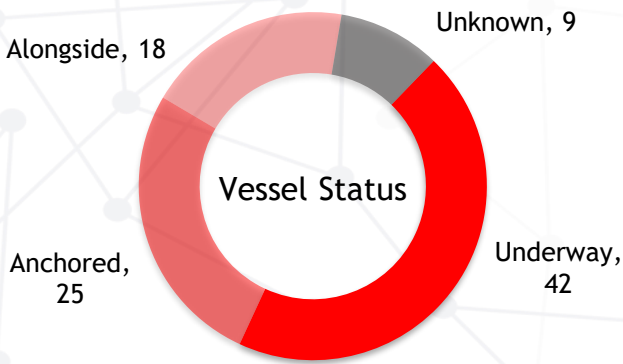
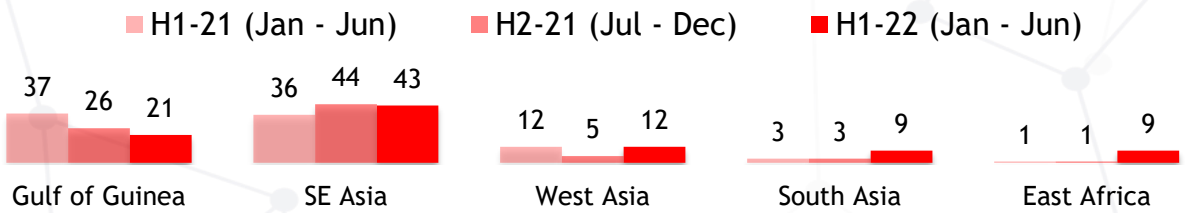
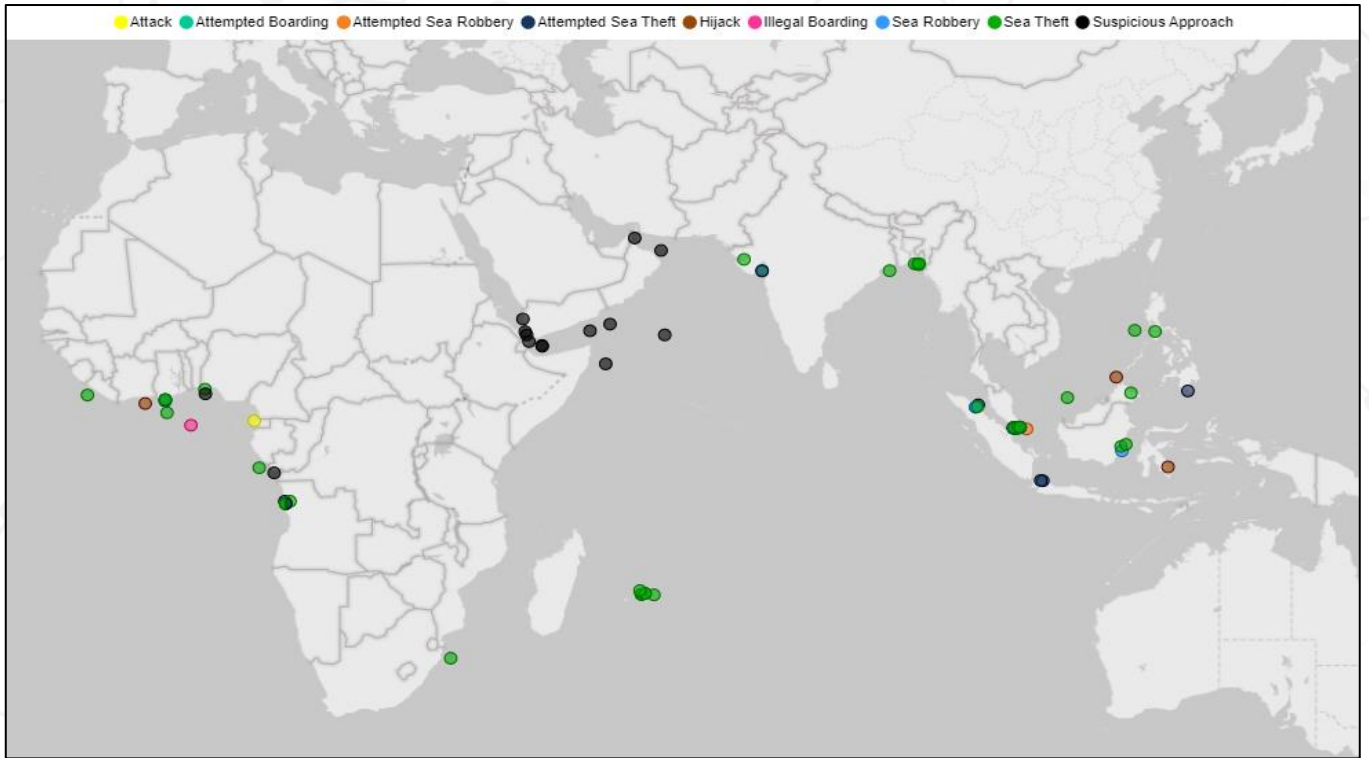
# Half Yearly Overview (January - June 2022)



\* GoG - Focus on only Piracy & Armed Robbery incidents; Mediterranean - Focus on only IHM incidents



# PIRACY AND ARMED ROBBERY



**94** piracy and armed robbery incidents (actual as well as attempted) were recorded by the Centre from Jan - Jun 22. This was a 6% increase as compared to Jan - Jun 21 (89 incidents) and a 19% increase from Jun - Dec 21 (79 incidents). The region wise distribution of these incidents comprised of 43 incidents in South East Asia, 21 incidents in the Gulf of Guinea (GoG), 12 incidents off West Asia and nine incidents each off East Africa and South Asia. *Sea theft, suspicious approach* and *attempted sea theft* were the most frequently reported type of incidents. Tankers and bulk carriers were the most targeted vessels. No kidnapping incidents were recorded.

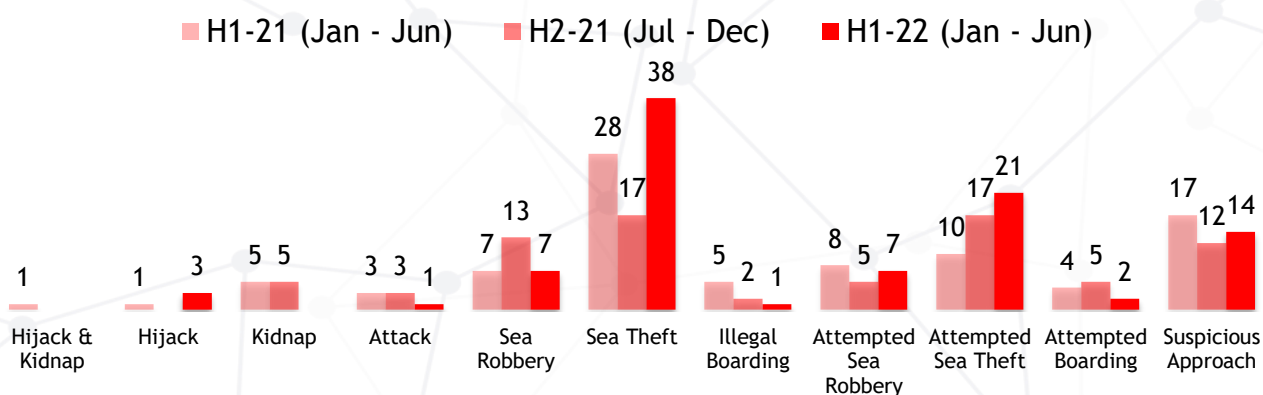
**South East Asia** - South East Asia continues to account for the highest number of incidents recorded with a 19% increase from H1-21. This was predominantly driven by an increase in the incidents recorded in the Straits of Malacca and Singapore, which saw 27 incidents (35% increase from H1-21). Majority of these incidents (17) occurred in the Eastbound Lane of the Traffic Separation Scheme in the Singapore Strait. Perpetrators were reported to be armed in eight incidents in the Singapore Strait (06 incidents - knives/ similar weapons and two incidents involved gun/ gun like weapons). Bulk carriers (13), tankers (10) and tug/ tug & barge (04) were the vessels targeted.

**Gulf of Guinea** - GoG witnessed a 43% decline in piracy and armed robbery incidents as compared to H1-21. No incident of kidnapping of crew was recorded in the region. A tanker was hijacked for siphoning cargo off Côte d'Ivoire in Jan 22. Perpetrators were armed with guns in two incidents and knives in one incident in the region.

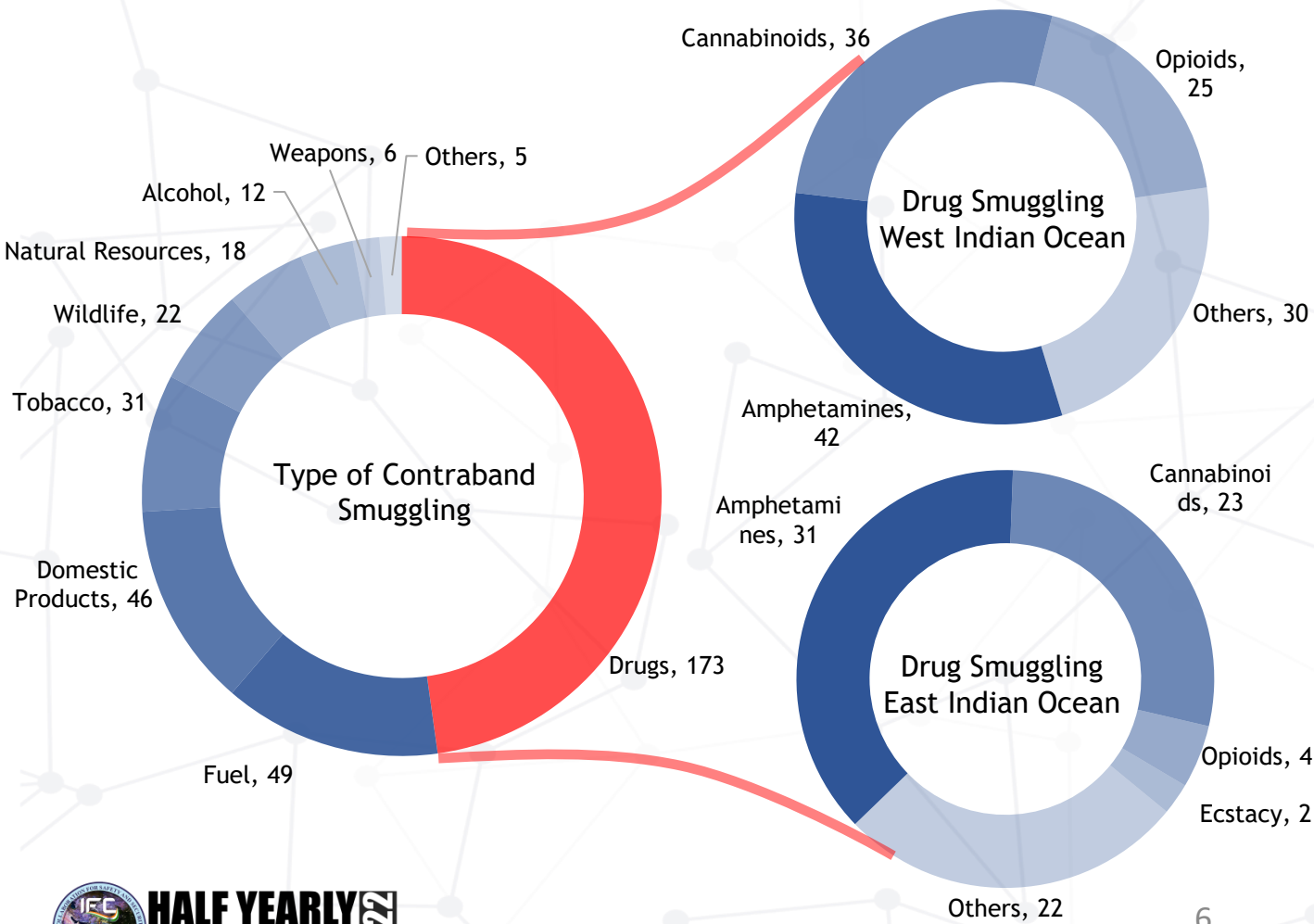
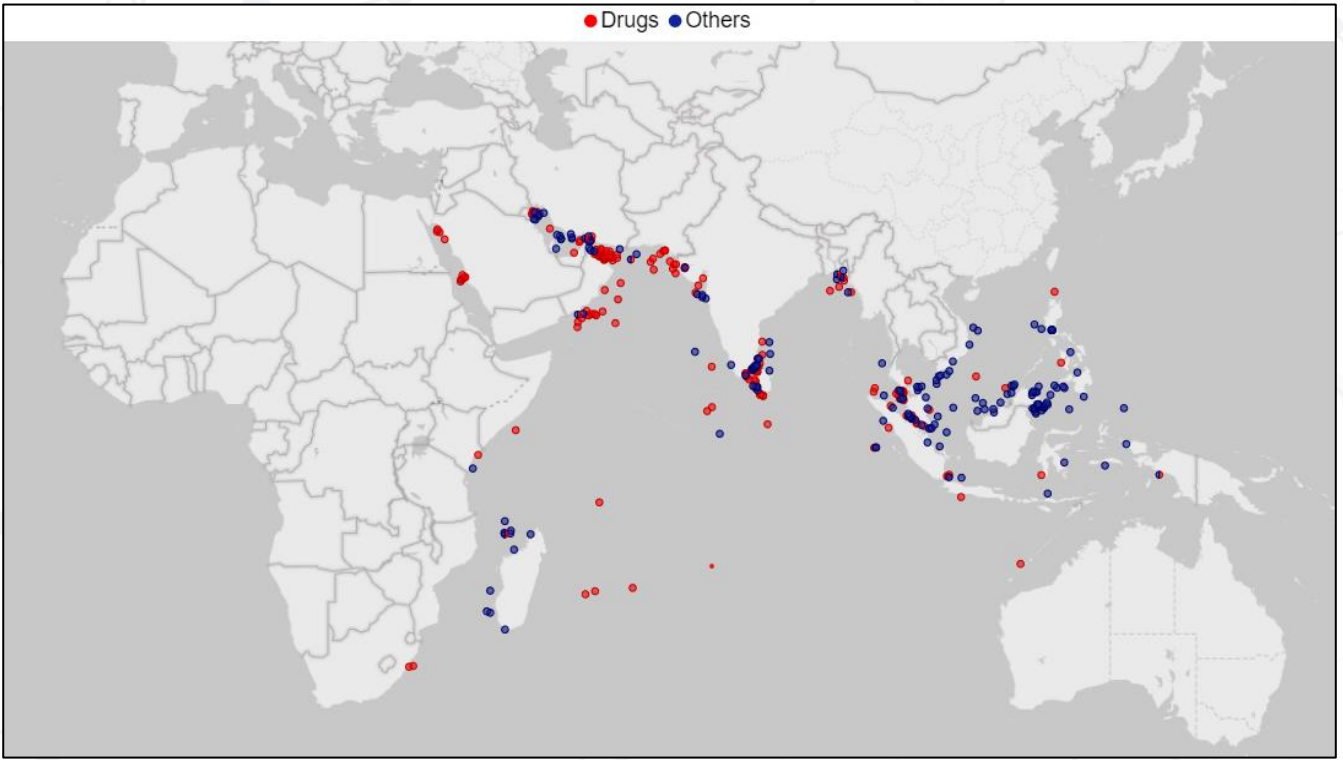
**East Africa & South Asia** - The incidents off East Africa and South Asia predominantly involve *sea theft*. End of life vessels being towed for ship breaking are opportunistic targets for perpetrators in South Asia.

**West Asia** - All 12 incidents recorded off West Asia were of *suspicious approach*. The prevailing security situation in the region including the pattern of life, presence of irregular militia and elevated levels of security measures by transiting merchant shipping are likely to be the contributing factors for this trend. The pattern of life in the region also includes significant number of small/ medium sized fishing vessels operating as a group. Such fishing vessels may approach vessels transiting, especially to safeguard their nets laid.

Apprehension of 56 perpetrators involved in three incidents (55 by Indonesian authorities and one by Malaysian authorities) was a positive development during the period.



# CONTRABAND SMUGGLING



**342** contraband smuggling incidents were recorded by the Centre from Jan - Jun 22. This was a 11% decrease from Jan - Jun 21 and a 2% increase as compared to Jul - Dec 21.

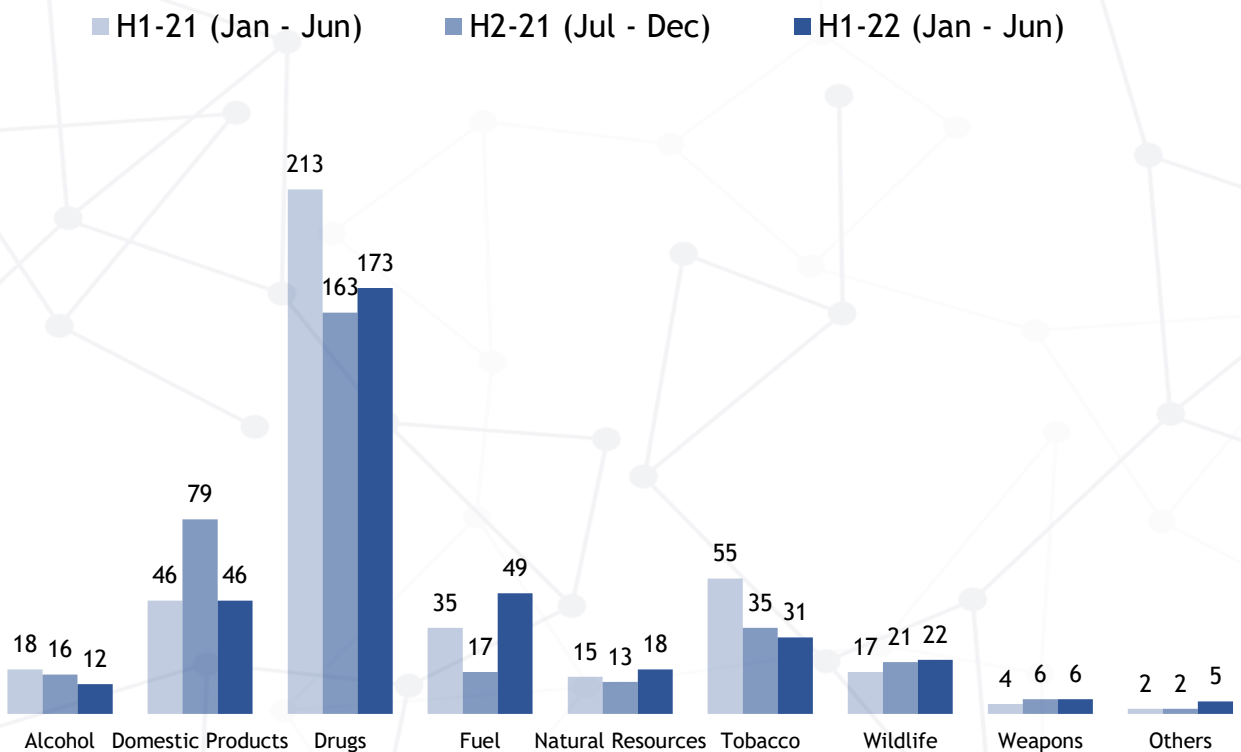
In H1-22, the East Indian Ocean region experienced a 15% decrease from H1-21, whereas Western Indian Ocean Region saw a 5% decrease in the number of incidents recorded.

During H1-22, drug smuggling constituted 51% (173 incidents) of the recorded incidents, followed by domestic products and fuel smuggling. Seizures of Amphetamine Type Substances (ATS) continue to be the highest contributor towards the number of drug smuggling incidents recorded, both in Western and Eastern Indian Ocean. 26% of drug seizures were made from small vessels.

In addition to drug smuggling, other types of smuggling incidents recorded by the centre include alcohol(12), domestic products(46), fuel(49), natural resources(18), tobacco(31), wildlife(22), weapons(06) smuggling and five incidents involving other miscellaneous contraband.

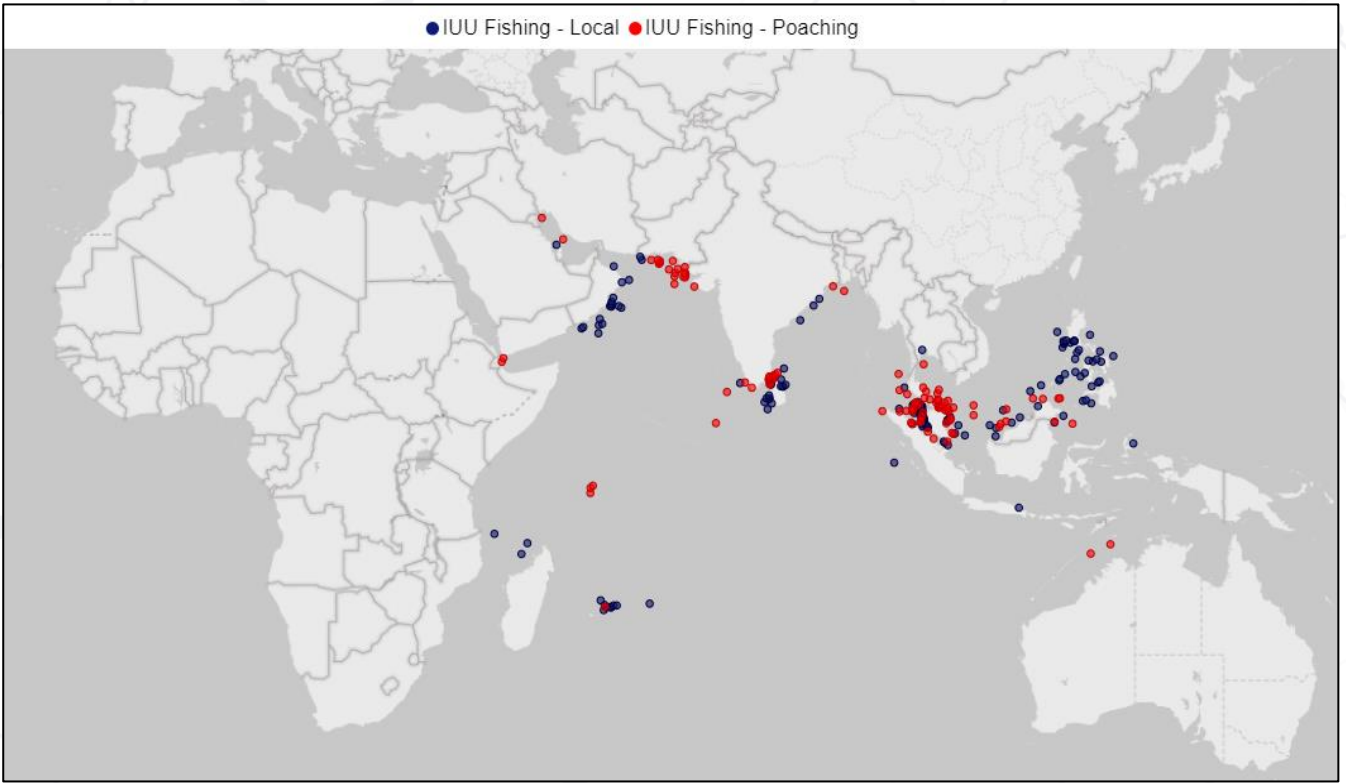
Transshipment of drugs using small/ medium sea going vessels and concealment in containerised cargo were observed to be the main modus operandi for drug smugglers. Due to the scale of containerised cargo traffic, it is highly likely that it is a conduit for a large share of narcotics trafficked. Innovative methods for concealment such as dipping fibres in liquid drugs, concealment between container walls, etc. have been observed.

The smuggling of fuel and domestic products have generally been observed from places of low cost/ subsidies to other locations.



# ILLEGAL UNREPORTED AND UNREGULATED (IUU) FISHING

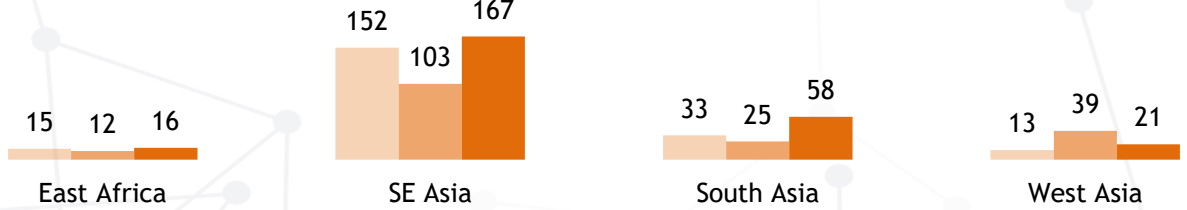
● IUU Fishing - Local ● IUU Fishing - Poaching



■ H1-21 (Jan - Jun)

■ H2-21 (Jul - Dec)

■ H1-22 (Jan - Jun)



445

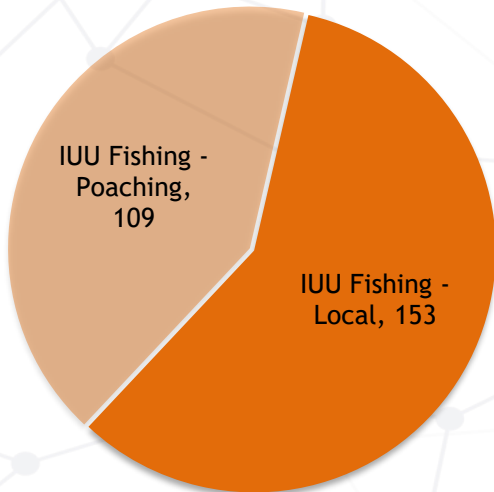


Fishing Vessels Involved

Fishers Involved

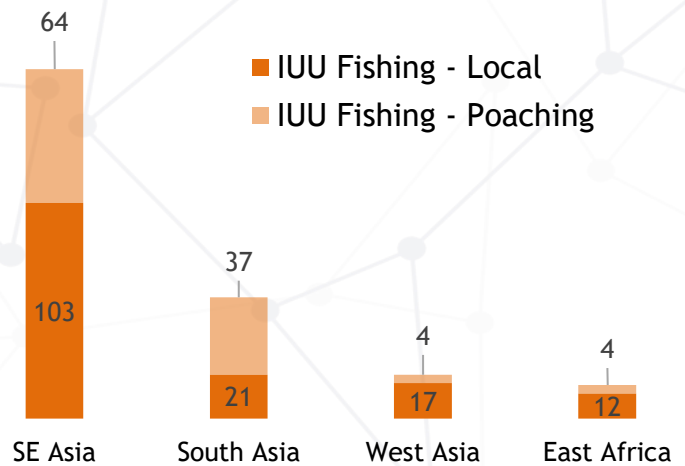


2,086



■ IUU Fishing - Local

■ IUU Fishing - Poaching



**HALF YEARLY OVERVIEW 2022**

## 262 IUU fishing incidents were recorded by the Centre from Jan - Jun 22, an increase of about a 23% from Jan - Jun 21 and a 46% increase from Jul - Dec 21.

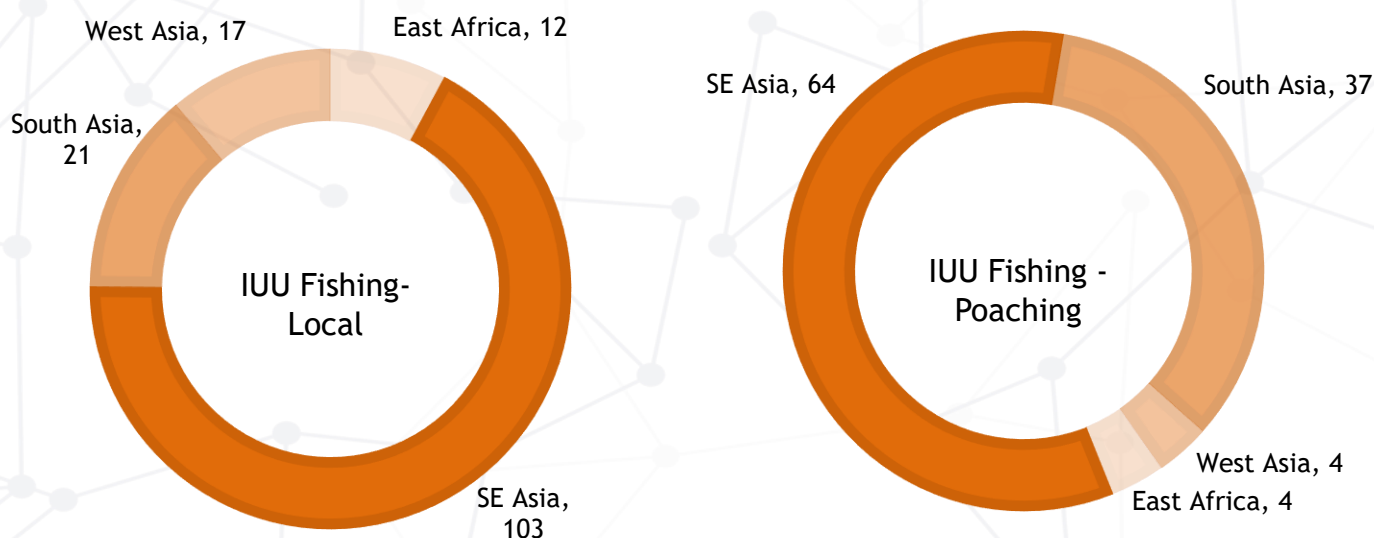
During H1-22, about 58% of these incidents were related to illegal fishing practices by local vessels of coastal states (IUU fishing - local) and the remaining constituted illegal fishing by foreign vessels (IUU fishing - poaching). 16 incidents in East Africa, 58 incidents in South Asia, 167 incidents in South East Asia and 21 incidents in West Asia were recorded. A total of 445 fishing boats seized and 2,086 fishers apprehended in these incidents.

Due to the inherent nature of enforcement operations, most of the recorded incidents involve smaller fishing vessels in violation of fisheries laws close to the coast. No IUU fishing incident was recorded in the high seas (beyond EEZ), which highlights the monitoring challenges and legal gaps in Areas Beyond National Jurisdiction (ABNJ).

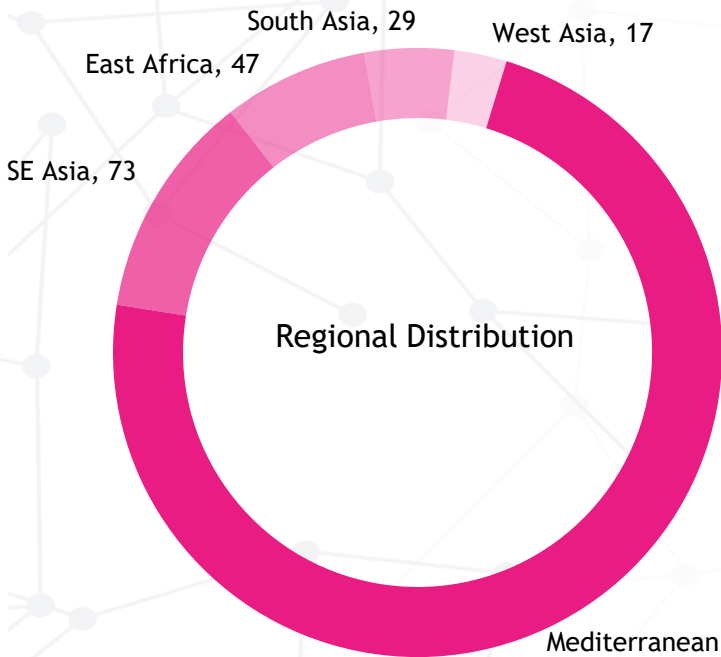
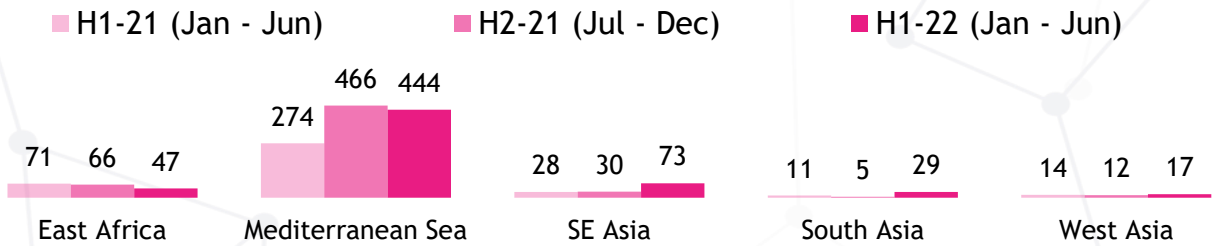
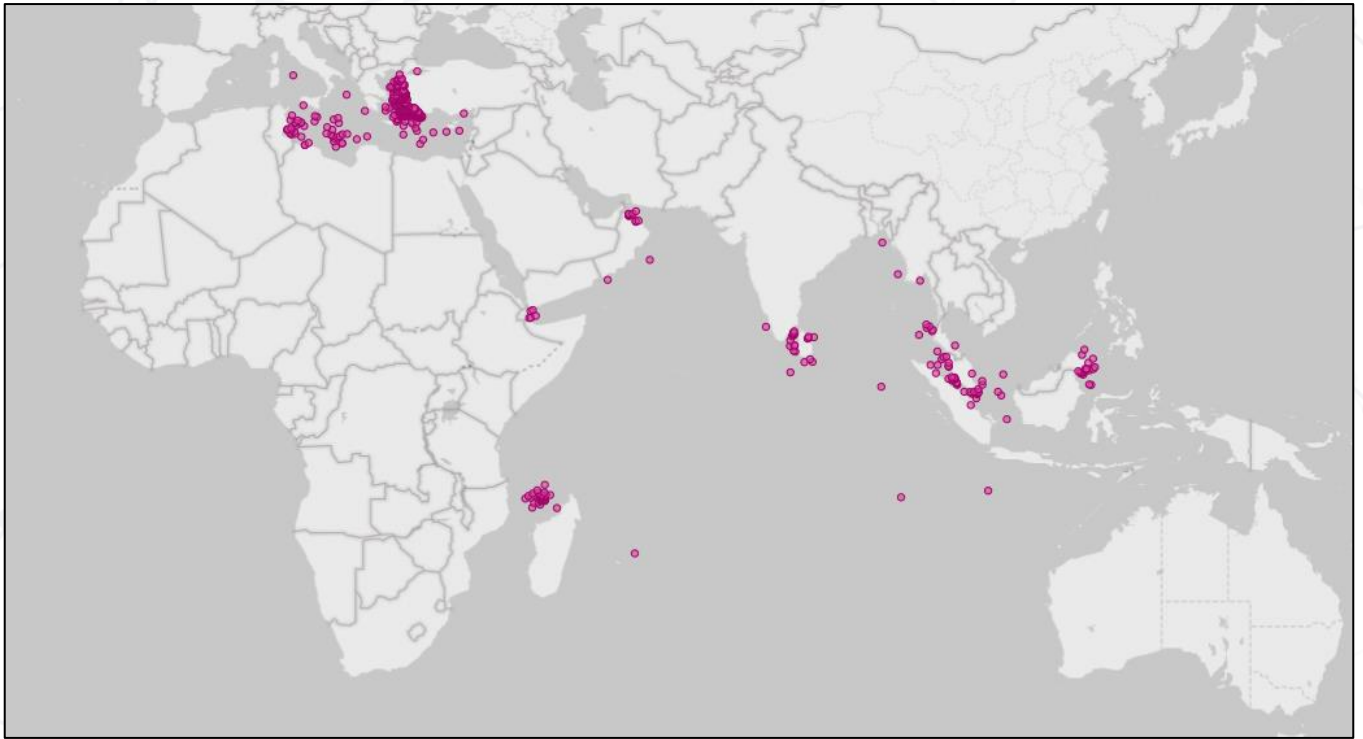
Illegal fishing also tends to be associated with other maritime crimes such as drugs, human and weapons trafficking but lack of evidence is a significant factor which hampers law enforcement activities. Disagreement linked to pending EEZ delimitations and competition between coastal artisanal fishing and foreign industrial fishing fleets remain potential flashpoints.

**Local IUU Fishing** - A total of 153 incidents of local IUU fishing were recorded by the Centre during H1-22. 17 incidents were reported off West Asia, 12 incidents off East Africa, 21 incidents off South Asia and 103 incidents of South East Asia. South East Asia continues to be account for the largest number of apprehensions of local IUU fishing (with a 17% increase from H1-21).

**Poaching** - The Centre monitored a total of 109 incidents of involving arrest of foreign fishers undertaking poaching in waters of another country during H1-22. An increase of 17% in the incidents of poaching was observed as compared to H1-21. South East Asia accounted for the majority of the incidents recorded (64).



# IRREGULAR HUMAN MIGRATION



## Migrants



Rescued/  
Apprehended

22,452



Missing

185



Dead

186

**610** IHM incidents were recorded by the Centre from Jan - Jun 22, a 53% increase from Jan - Jun 21(398 incidents) and a 5% increase from Jun - Dec 21 (579 incidents).

During H1-22, 47 incidents in East Africa, 29 incidents in South Asia, 73 incidents in South East Asia, 17 incidents in West Asia and 444 incidents in Mediterranean Sea were recorded.

**South Asia** - The significant and noteworthy change for the IHM in South Asia for this reporting period is the fallout of the economic crisis in Sri Lanka which has caused a spike of IHM attempts out of Sri Lanka.

**South East Asia** - South East Asia has continued to see the irregular migration of workers across countries via sea route. A large number of apprehensions were recorded in the Malacca Strait.

**West Asia** - West Asia migration attempts followed the usual pattern of life, with instability and economic considerations playing a predominant part.

**East Africa** - The trend of apprehensions off Mayotte has been sustained. This is likely to be due to shared cultural history and social/ economic considerations.

**Mediterranean** - About 73% of the incidents recorded by the Centre, occurred in the Mediterranean region. The increase could be attributed to enhanced reporting, better data capture by the Centre and favourable weather conditions in the Mediterranean. It has been observed that *inflatable boat* have been extensively used as means of transport by the migrants. 256 (58%) of the total incidents involved the usage of inflatable boats.

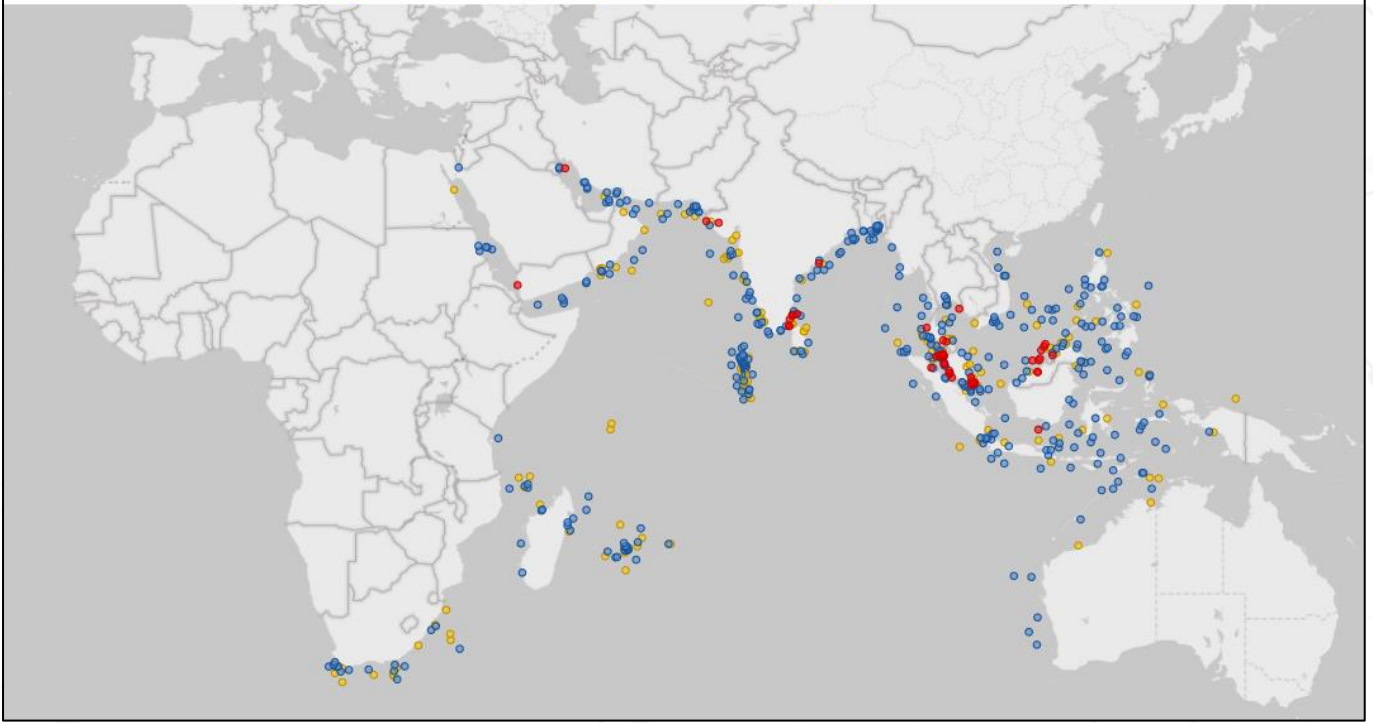


## Migration Trends

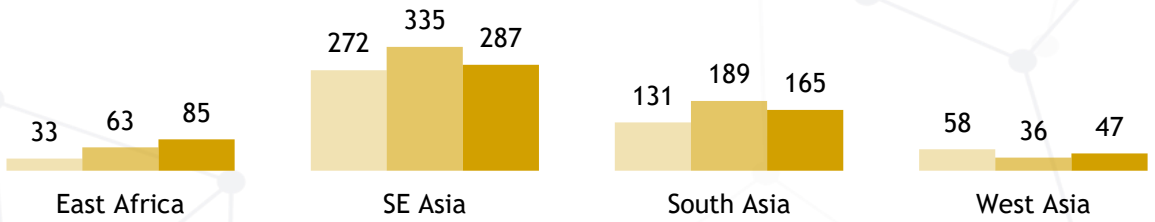
Region	Rescued/ Apprehended	Missing	Dead	Smugglers Apprehended	Boats Involved
East Africa	2,155	-	-	137	155
West Asia	882	-	-	12	17
South Asia	731	05	14	43	28
South East Asia	1,585	35	15	09	66
Mediterranean	17,099	145	157	52	482

# MARITIME INCIDENTS

● Incidents Affecting Individuals ● Incidents Affecting Vessels ● Incidents With Legal Connotations



■ H1-21 (Jan - Jun) ■ H2-21 (Jul - Dec) ■ H1-22 (Jan - Jun)



## Effect of Incidents

Incidents Affecting Vessels, 377

Incidents Affecting Individuals, 159

Incidents With Legal Connotations, 48



4,344

Rescued

## Casualties

260



Missing



289

Dead



**584** maritime incidents were recorded by the Centre from Jan - Jun 22. This was a 18% increase as compared to Jan - Jun 21 (494 incidents) and a 6% decrease as compared to Jul - Dec 21 (623 incidents)

During H1-22, 49% of the overall incidents recorded occurred in South East Asia, 28% in South Asia, 15% in East Africa and 8% in West Asia.

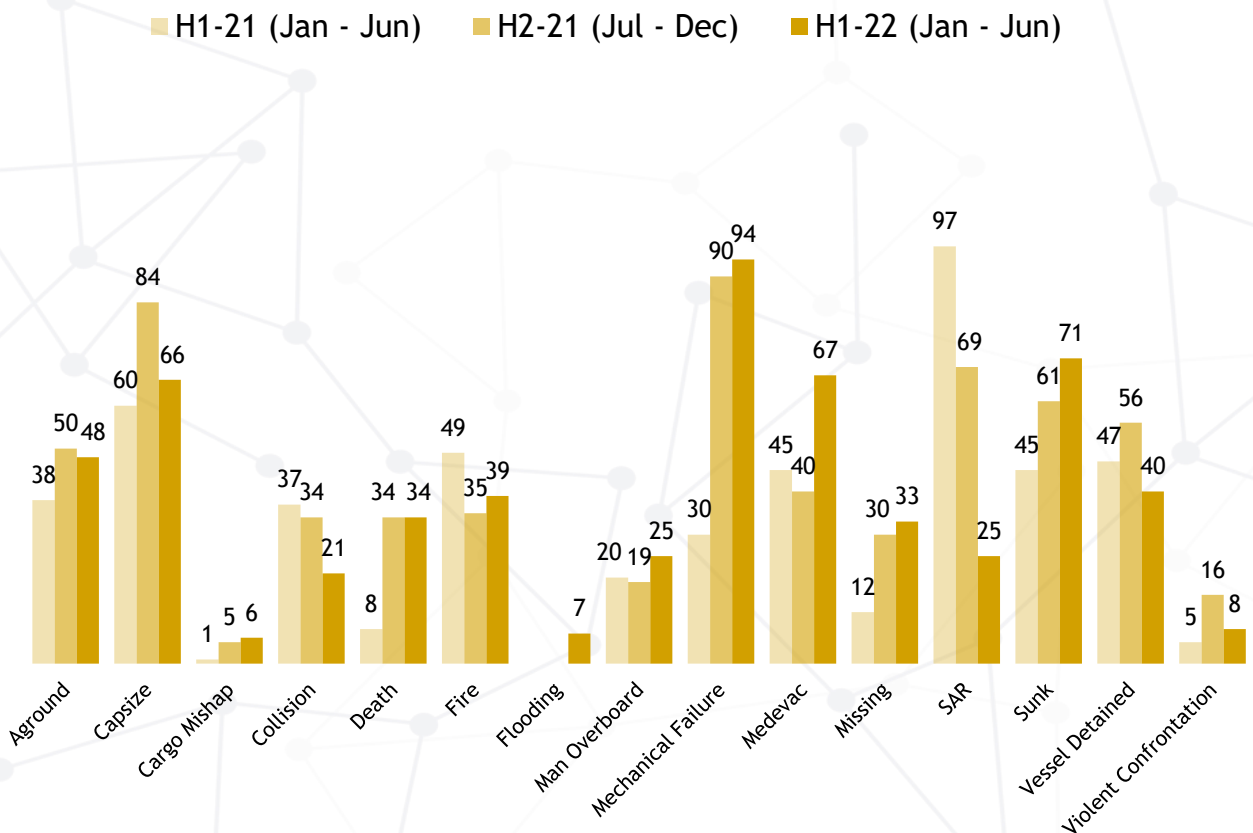
**Aground** - The Centre recorded 48 incidents of vessels running aground. 48% of these incidents occurred in the South Asia region. Cargo and General Cargo vessels accounted for 15% of the total grounding incidents recorded.

**Capsize and Sinking of Vessels** - During H1-22, 66 incidents of capsizing (10% increase from H1-21) and 71 incidents of vessels sinking at sea (58% increase from H1-21) were recorded by the Centre. 56% of total incidents of sinking of vessels were recorded in the South East Asia region, with South Asia accounting for a further 28%.

**MEDEVAC/ SAR Operations** - 67 MEDEVAC and 25 SAR operations, undertaken by various maritime agencies, were monitored by the Centre during Jan - Jun 22. The combined SAR and MEDEVAC saw a decrease of 35% from H1-21.

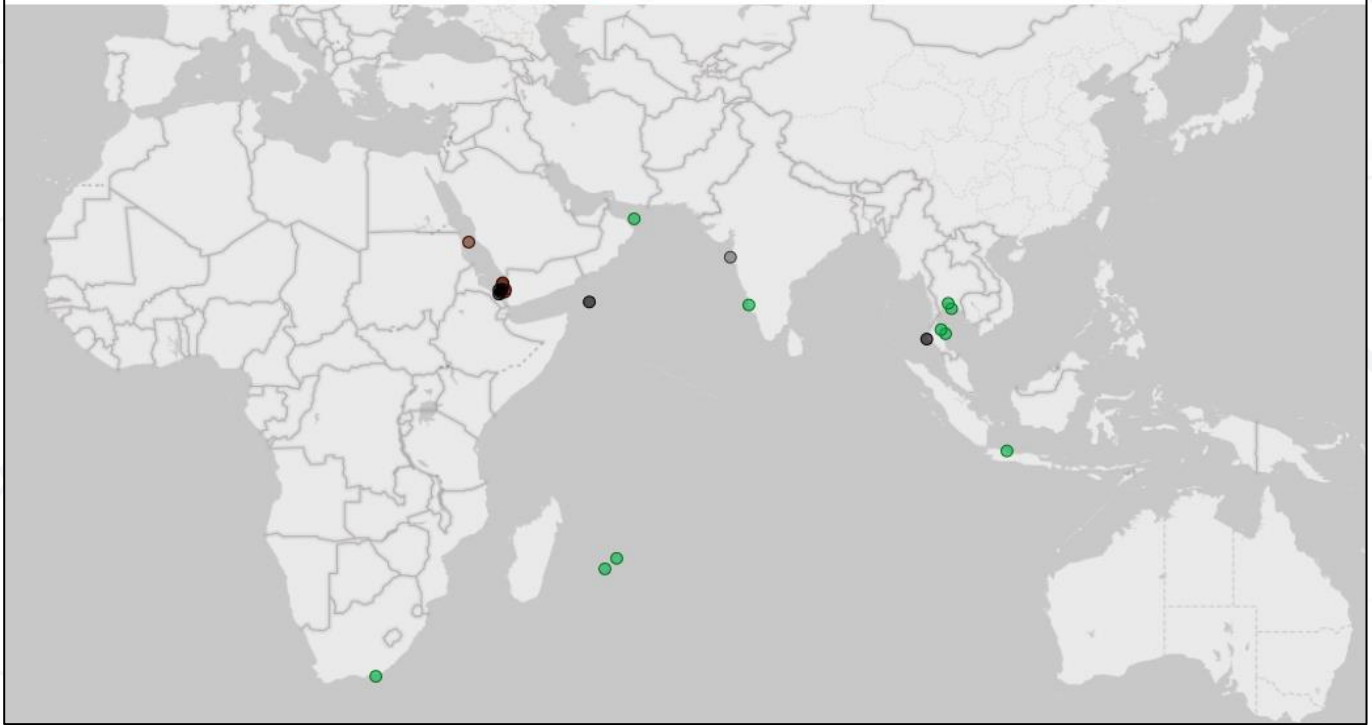
**Mechanical Failure** - 94 incidents of mechanical failure were recorded by the Centre during H1-22, which was about a 213% increase from H1-21.

**Collision** - The Centre recorded 21 incidents of collisions during H1-22, which was about a 43% decrease from H1-21.



# OTHER INCIDENTS

● Maritime Security Incidents (Hybrid) ● Marine Environment Pollution ● Cyber Incident ● Others



## Maritime Security Threats (Hybrid)

**05** incidents involved destruction of Water Borne Improvised Explosive Devices (WBIEDs), all in Red Sea.

**01** each incident of a missile landing in Red Sea and destruction of mines were recorded in the Red Sea.

## Marine Environment Pollution

**09** incidents of oil spill (four each from leaking pipelines and sunk/ aground vessels and one incident involved a leak during ship-to-ship transfer).

**01** incident (large number of detergent bags washed ashore) at Muscat Beach, Oman

## Cyber Security Incidents

**01** incident of ransomware attack recorded at Jawaharlal Nehru Port Trust (JNPT), Mumbai, India.

## Others

**04** vessels reportedly detained in the Red Sea (likely conflict related incidents).

**01** incident involved facilitation of crew landing ashore by Thai authorities.

## Piracy and Armed Robbery

- Vessels are strongly recommended to follow respective flag state, IMO and coastal state guidance. Proactive and timely reporting to relevant agencies per established procedures is critical to ensure appropriate and timely assistance to vessels under attack.
- Measures for hardening vessels including those contained in BMP5 or BMP West Africa, are recommended to be followed.
- The Centre strongly advises seafarers to avoid confrontation with perpetrators, especially when armed. It is likely that the perpetrators may cause harm while attempting to escape from the vessel or may turn violent upon being provoked.
- As Pirate Action Groups have displayed capabilities to attack vessels more than 200 nm from the coast in the Gulf of Guinea, unescorted vessels are advised to remain vigilant at distances less than 250 nm from the coast and avoid drifting.

## Maritime Incidents

- The Centre strongly recommends that seafarers monitor weather warnings prior putting out to sea. Vessels that can monitor relevant warnings/ broadcasts whilst at sea are advised to seek shelter (if feasible) or steer a safe course during periods of heavy weather.
- Effective crew change mechanisms may be worked out to minimize fatigue factor. Relevant flag state, port state, IMO and industry guidance may be consulted to ensure timely crew change keeping in mind COVID-19 restrictions.
- Local education of fishermen and other coastal seafarers regarding rough weather warnings and mechanism for their dissemination is recommended.
- Vessels are advised to ensure proper cargo and weight management onboard towards maintaining adequate stability in prevailing and envisaged sea conditions.
- Vessels are recommended to monitor coastal state guidance with respect to anchoring locations and procedures.
- Proactive and timely reporting to relevant coastal agencies is recommended to facilitate appropriate response.
- The Centre urges all seafarers to maintain a good lookout for any small vessels in distress and render timely assistance, which is also mandated by relevant SOLAS convention.

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Working Definitions](#)



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