



DIRECTORATE GENERAL OF SHIPPING
MARITIME SECURITY
REVIEW
2024

DIRECTOR GENERAL'S MESSAGE



**SHRI. SHYAM
JAGANNATHAN,
I. A. S.**

**DIRECTOR GENERAL OF SHIPPING,
GOVERNMENT OF INDIA**

Maritime security is a critical pillar in safeguarding national interests, protecting international trade routes, and ensuring the safety of our seafarers. In recent years, the maritime domain has witnessed growing volatility, with emerging threats posing serious challenges to safe and secure navigation. Against this backdrop, the Directorate General of Shipping presents the Maritime Security Review 2024.

While the Maritime Security Branch of the Directorate has previously issued focused analyses through DGS Circulars, this is the first consolidated review of maritime security presented in the form of a structured annual publication. It brings together key developments and institutional responses over the past year, offering both a reflection on operational realities and a forward facing view of evolving risks.

The reporting period (2024) was marked by instability in critical shipping lanes, particularly in the Red Sea, Gulf of Aden, Western Indian Ocean and other adjacent areas, where incidents of targeted attacks and piracy resurfaced. Indian ships and seafarers were directly impacted. The Directorate responded with enhanced monitoring, timely advisories, and continuous communication with affected vessels, backed by coordination and response through the Indian Navy and other national and international partners.

The Mercantile Marine Domain Awareness Centre and the Information Fusion Centre - Indian Ocean Region of the Indian Navy have played an essential role in maintaining real time maritime vigilance. These institutions have ensured information sharing and enabling prompt and informed decision making to ensure the necessary operational response.

At the heart of these efforts is a shared purpose of ensuring protection of seafarers and shipping. The Directorate remains committed to these efforts.

Let it be remembered : Security at sea is not built on ships alone, but on systems, coordination, and conviction. As we navigate evolving challenges, this Review will serve as a strategic compass guiding maritime security policymakers who understand that the true strength of a maritime nation lies not just in what it protects, but in what it anticipates because for, indeed, "the waves of change must be met with the anchors of wisdom".

NAUTICAL ADVISOR'S MESSAGE



**CAPT. S I ABUL
KALAM AZAD**

**NAUTICAL ADVISOR TO
THE GOVERNMENT OF INDIA (I/C)**

It gives me great pride in presenting the Maritime Security Review 2024 a forward-looking publication that seeks to distill the lessons of the past year while anticipating the challenges ahead. A secure sea is the lifeline of a secure nation, however, in today's shifting maritime security bailiwick, the oceans have become easy theatres of risk. Non-Traditional maritime threats like Piracy, drone warfare, cyber threats, and state-linked hybrid assaults no longer target just ships, history is the evidence that they stall the entire trade routes, economic stability, and endanger human lives.

Maritime security is no longer just about vessels and seafarers, it is about sovereignty, resilience, and survival. The oceans that connect us can just as swiftly isolate us. Security becomes the invisible shield in the silence of the sea, and it must be built not in comfort, but in the storm of vigilance. In this spirit, the Directorate General of Shipping alongside the Indian Navy, Coast Guard, and global partners remains committed to protecting Indian maritime interests with foresight, agility, and action.

The Maritime Security Review 2024 captures this commitment. The Review offers an incisive overview of geopolitical threats, India's strategic maritime role, and evolving tactics of non - state adversaries. It analyses incident trends, shares insights on risk zones, and recommends robust measures ranging from crew preparedness and onboard surveillance to citadel reinforcement and AI-enabled monitoring.

As India deepens its maritime presence in an increasingly contested domain, the insights from this Review are both timely and vital. The Maritime Security Review 2024 therefore represents an expression of our intent to stay responsive to the changing nature of maritime risk. I extend my appreciation to all those who contributed to the development of this Review. Their inputs and collaboration reaffirm our shared commitment to keeping shipping secure and seafarers safe across the world's oceans.

MARITIME SECURITY BRANCH



**CAPT. ANISH
JOSEPH**

**DEPUTY NAUTICAL ADVISOR
- CUM -
SENIOR DEPUTY DIRECTOR
GENERAL
(TECHNICAL/ MARITIME
SECURITY)**

For generations, seafarers have been the quiet force powering global trade, braving harsh seas, volatile routes with the evolving security threats, they ensure that goods keep moving across the world. In 2024, the maritime world faced a threat unlike any seen before, i.e. the Houthi attacks on shipping, which demanded swift and coordinated action from all stakeholders. The Government of India also rose to this challenge, introducing specific safety protocols for the seafarers navigating such high-risk zones. Spearheaded by the Directorate, Ministry of Ports, Shipping & Waterways, IFC-IOR, Indian Navy, other intergovernmental agencies and Ministries, these efforts created a unified front capable of real-time monitoring and rapid response to emerging threats and incidents.

Complicating the year further was a surge in Somali piracy, emboldened by the instability caused by the Houthi crisis in the Gulf of Aden. Due to these events, numerous Indian and foreign seafarers found themselves in sudden need of assistance. Thanks to the vigilance of the Mercantile Marine Domain Awareness Centre (MMDAC) - DGComm & LRIT Centre, critical support was deployed in time. This report accordingly presents information for learning and to ensure our best foot forward moving ahead.

Two incidents in 2024, which were very significant, pertain to the vessels MT Marlin Luanda and MV Ruen. In the case of MV Ruen, the Indian Navy launched a 40-hour operation that culminated in Indian Marine Commandos boarding the vessel, rescuing 17 foreign seafarers, and capturing 35 pirates. Meanwhile, on the MT Marlin Luanda, a massive onboard fire caused by a cargo of naphtha was successfully contained through the sustained and coordinated efforts of Indian seafarers and the Indian Navy. Their actions earned international recognition, including the IMO Bravery Award for 2024.

In a year marked by security incidents at sea, India's response stood as a testament to what's possible through coordinated efforts and the unwavering strength of seafarers, showcasing resilience, unity, and many lives saved. This report shares such key insights to support learning and help us move forward with greater preparedness.

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GEOPOLITICS OF MARITIME SECURITY



SECTION - 1



THE GEOPOLITICS OF MARITIME SECURITY: 2024

Over the years, Maritime security has played a crucial role in maintaining the stability of international trade, safeguarding marine resources, and preventing transnational crimes. As a majority of global commerce is being transported through maritime routes, the protection of shipping lanes and strategic chokepoints is essential for economic prosperity and geopolitical stability. Threats such as piracy, armed robbery and geopolitical conflicts not only disrupt global supply chains but also pose significant risks to human life and maritime ecosystems.

In recent years, piracy and armed robbery at sea have surged specifically in certain areas which pose a critical challenge. Regions such as the Gulf of Guinea, Straits of Malacca & Singapore, Red Sea, Gulf of Aden and the Western Indian Ocean Region have seen notable increases in Maritime Security (MARSEC) events, targeting both commercial vessels and smaller crafts. These high-risk zones have forced shipping companies to adopt additional measures, resulting in increased costs while affecting sustainability and causing significant damage to the environment.

INDIA'S ROLE IN MARITIME SECURITY



SECTION - 2

INDIA'S ROLE IN MARITIME SECURITY

Strategic Interests and Regional Leadership

Strategically located along major maritime routes in the Indian Ocean Region (IOR), India plays a pivotal role in global maritime security. The IOR serves as a crucial conduit for nearly one-third of the world's oil shipments and bulk cargo, making its security vital for both regional and global stability.

The Directorate General of Shipping being the statutory maritime authority in India, works in close collaboration with the Indian Navy and the Indian Coast Guard to ensure the enforcement of maritime security (MARSEC) measures across Indian waters and the High Seas. This partnership has been instrumental in addressing maritime threats, responding to MARSEC incidents, conducting anti-piracy operations, and safeguarding critical sea lanes that are essential for India's economic and strategic interests.

To enhance maritime domain awareness, India established the Mercantile Marine Domain Awareness Centre (MMDAC) which houses the DGComm & LRIT Centre. Operating 24/7, these centre's continuously monitor maritime security incidents, receive intelligence reports, and coordinate response actions. Upon receiving information regarding a maritime security incident, or any threat to an Indian-flagged vessel, or a foreign-

flagged vessel with Indian seafarers, the Directorate promptly coordinates the response with the relevant maritime security agencies and stakeholders, including diplomatic efforts as required. Real-time details are also shared with the Information Fusion Centre – Indian Ocean Region (IFC-IOR) of the Indian Navy to facilitate the coordinated security interventions.

The Directorate engages with the Indian Navy, Indian Coast Guard, the Ministry of External Affairs, Home Ministry, Ministry of Defence, Intergovernmental agencies and other stakeholders to ensure swift responses to maritime threats. This proactive stance is particularly significant given the resurgence of Somali piracy, threats from the Houthi faction, and rising incidents in regions such as Straits of Malacca and Somalia.

The Directorate continuously assesses emerging threats to respond to them as well as issues Maritime Security advisories, and circulars. These advisories and circulars provide vessels with security updates, recommended risk mitigation strategies, and guidelines for adherence to Standard Operating Procedures (SOPs) and Best Management Practices (BMPs).

STATISTICAL ANALYSIS OF INCIDENTS 2024



SECTION - 3

STATISTICAL ANALYSIS OF SECURITY INCIDENTS AFFECTING INDIAN SEAFARERS (JANUARY – DECEMBER 2024)

The recorded maritime security incidents encompassed a range of hostile actions, including drone and missile strikes, onboard explosions, armed robbery/piracy, and encounters with suspicious vessels. These incidents reflect the varied and evolving tactics employed by hostile entities, highlighting the complexity and diversity of modern maritime threats.

The accompanying chart illustrates the percentage distribution of incidents and the occurrence of different attack types. A brief based on this statistical foundation follows.



Explosions and Unspecified or Hybrid Attacks
25%

Armed Robbery/Piracy
25%



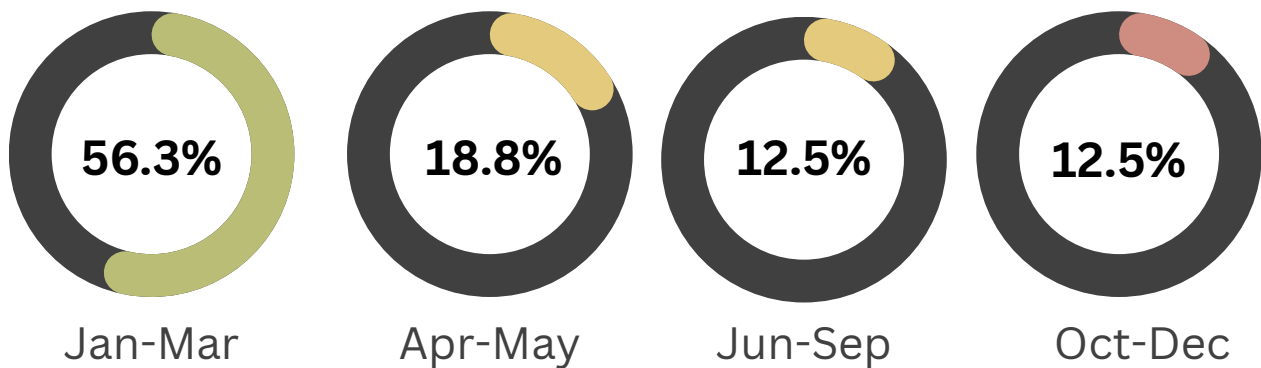
Suspicious Vessel Activity
25%

Drone and Projectile attacks
25%

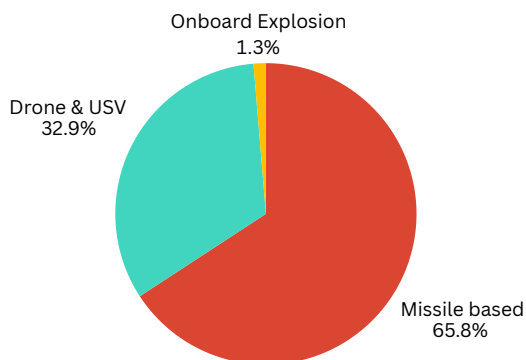
STATISTICAL OBSERVATIONS:

1. TEMPORAL DISTRIBUTION:

The first quarter of 2024 was the most active period, particularly in January and February, with six incidents collectively reported. A second cluster of activity was observed during April–July, showcasing a continued threat pattern beyond the traditionally known high-risk periods. December 2024 concluded the year with a major incident involving ISA STAR, underlining the year-round volatility of the region.



2. TYPES OF THREATS

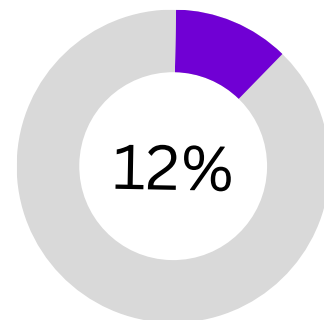


The Missile-based attacks, including near misses, represented 66% of all incidents.

Drone and USV-based incidents accounted for 33%, showcasing technological evolution in tactics.

Onboard explosions (1%) is an emerging area of concern in the region (Gulf of Aden/ Red Sea and adjoining areas).

3. IMPACT ON INDIAN SEAFARERS



A total of 187 Indian nationals were directly exposed with average number of Indian crew members affected per incident ranged between 1 and 24 individuals and representing approximately 12 percent of the total crew complement across the incidents, in terms of Indian nationals relative to other nationalities onboard the affected vessels.

Despite the scale and frequency of attacks, no Indian fatalities occurred during this period, reflecting well-coordinated response and onboard training/safety protocols.

NOTABLE INCIDENTS

Of the 81 reported maritime incidents, 18 incidents were on vessels with Indian Seafarers and required direct intervention by the Indian Navy, in close coordination with the Directorate General of Shipping, underscoring the collaborative efforts in ensuring maritime safety, security, and swift incident response. Few of the notable incidents and handled by the Maritime Security Branch, MMDAC (DGComm Centre) and the IFC-IOR are as follows:

MV LILA NORFOLK

On 4th January, 2024, the Liberian flagged MV Lila Norfolk was attacked by Pirates 450 miles off the coast of Somalia. The Indian Navy dispatched INS Chennai and a maritime Patrol aircraft along with drones to monitor the scene. The Indian Naval Commandos boarded the vessel and all 21 of the crew, which included 15 Indians were rescued and the ship secured.



MV Lila Norfolk

MT MARLIN LUANDA

On 27th January, 2024, the Marshall Island flagged MT Marlin Luanda was struck by a projectile in the Gulf of Aden which caused a major fire due to breach of its cargo tank containing Naptha. The 22 Indian crew members worked with the Indian Navy to extinguish the blaze and the vessel then proceeded to Fujairah for repairs. For their commendable efforts the Master and crew of the ship received the IMO Bravery Award and the Indian Navy received the Bravery Citation from the IMO.



MT Marlin Luanda

MV RUEN

On 14th December 2023 the Maltese flagged vessel MV Ruen was hijacked by Pirates near the Yemeni island of Socotra, around 240 kilometers (150 miles) off Somalia. The Indian Navy conducted a daring 40-hour operation on the 16th of March 2024 to rescue 17 crew members from the vessel which was 1400 nautical miles (2600 km) off the Indian coast. The operation involved HALE RPA, P8I maritime patrol aircraft, and MARCOS special forces, who air-dropped to secure the vessel. As a successful outcome of the operation, 35 pirates surrendered and the vessel was thoroughly searched and sanitised for illegal arms, ammunition, and contraband.

MV Ruen



MT Marlin Luanda



MV ISA STAR

On 5 December 2024, the Panama flagged vessel Isa Star experienced a catastrophic onboard explosion in the Red Sea, forcing the Master to issue a MAYDAY distress call.

The vessel had 20 crew onboard, including 15 Indian nationals. The French Navy ship, deployed in the vicinity, responded rapidly and conducted aerial evacuation via naval helicopters. All crew were rescued unharmed and transported to Djibouti. The cause of explosion has been stated to be an internal explosion in the engine room but the exact cause remains unknown. The coordinated multinational response prevented a potential tragedy.

The IMO Circular Letter No. 5013, dated 7 May 2025, transmits a communication from the Government of India dated 1 May 2025, for circulation among IMO Members, intergovernmental organizations, and NGOs in consultative status. The communication highlights the role and activities of the Information Fusion Centre - Indian Ocean Region and encourages the member states to advise their flagged vessels operating in the region to voluntarily report to IFC-IOR. Such cooperation will enable faster, coordinated, and more effective responses to maritime security incidents, ultimately enhancing safety and stability across the Indian Ocean Region.

GLOBAL TRENDS IN MARITIME SECURITY



SECTION - 4

GLOBAL TRENDS IN MARITIME SECURITY (JANUARY – DECEMBER 2024)

Source : IFC - IOR

The Information Fusion Centre – Indian Ocean Region (IFC-IOR), operated by the Indian Navy is a neutral, non-intrusive platform for voluntary maritime information exchange, which presently includes liaison from 14 countries and functional linkages with more than 80 international maritime stakeholders with growing requests from countries or international constructs (DCoC JA / EU), to depute their ILO's at the Centre.

The IFC-IOR has played a vital role in enhancing maritime security in the Indian Ocean Region, particularly during the recent Houthi attacks on Foreign Flagged Merchant Vessels in the western IOR and the Gulf of Aden including the incident of MT Marlin Luanda for which the Indian Navy received the 2024 IMO Bravery Citation.

Leveraging its linkages, the Centre has also played a crucial role in coordinating operational responses to piracy-related incidents in these regions including support during incidents involving MV Ruen, MV Lila Norfolk, and FV Lorenzo Putha.

The IFC – IOR promulgates regular security updates, reports, and analysis of incidents, warnings and advisories in the IOR, on a weekly, monthly, quarterly, half-yearly and yearly basis.

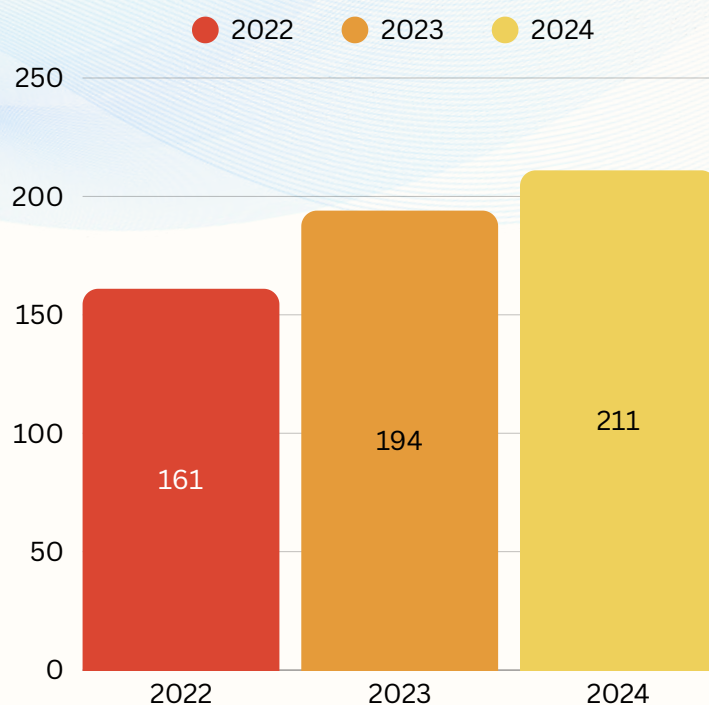
All stakeholders are advised to stay updated with the IFC-IOR's security publications in the attached link (<https://ifcior.indiannavy.gov.in/>) to ensure timely awareness and informed decision-making regarding maritime security developments.

SITUATIONAL OVERVIEW

The Information Fusion Centre-Indian Ocean Region (IFC-IOR) which is operated by the Indian Navy has logged over 227 incidents of piracy and armed robbery in 2024 which marks a 17% increase from 2023 and has extended a three-year upward trajectory that began in 2022.

The reported number of incidents for 2022 were 161, followed by 194 in 2023 and 227 incidents in 2024.

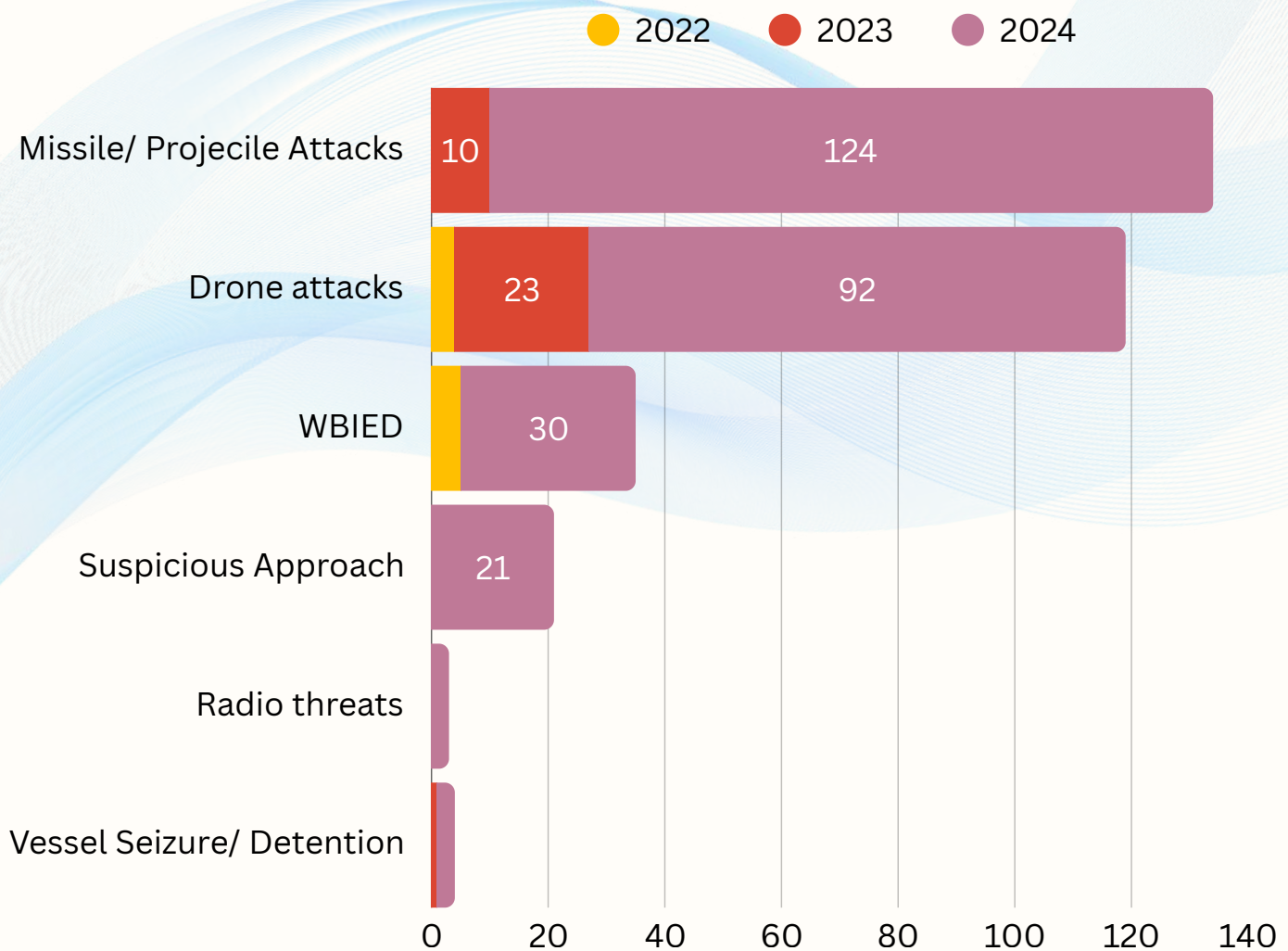
While only 16 incidents occurred on the high seas, 93% of events which is approximately 211 cases were recorded within the Exclusive Economic Zone's of coastal states located along the underscoring the continuing vulnerability of near-shore traffic.



TYPES OF ATTACKS

Alongside traditional piracy, the Centre also tracked 273 “hybrid” maritime security incidents which included missile strikes, drone operations, and WBIED attacks, most of which were tied to the ongoing conflict in West Asia. This marked a five-fold increase compared to the early signs of such activity which were first seen in late 2023 as identified in the below-mentioned figure.

Together, these datasets have signaled that the Indian Ocean Region (IOR) now faces a dual threat spectrum, first which is the resurgent “classical” piracy and second being the technologically enabled hybrid assaults.



GLOBAL DIAGNOSTICS - 2024

The regional analysis offers a contextual picture of maritime security trends across key global hotspots, capturing the unique challenges, threats, and operational conditions present in each area. These diagnostics examines the presence of state and non-state actors. By assessing developments across multiple maritime zones, whether in conflict-prone waters, strategic chokepoints, or heavily trafficked shipping lanes this section provides a nuanced understanding of the security environment shaping maritime operations and cooperation at both regional and international levels.

1. Southeast Asia



South - East Asia

This region has been the most active region for the fourth consecutive year. Statistics show that:

- 71 of 98 events occurred underway, reflecting robust port policing but porous in-passage security .
- 70% of sea-thefts and 57% of robberies succeeded;
- 81% of robberies targeted vessels moving through the Straits of Malacca and Singapore .
- Armed groups (often 2–5 men) featured in half the cases; firearms appeared in 17 incidents but major injuries were absent.

The area has also seen the resurgence of Somali piracy. The details include:

- 13 hijacks—chiefly fishing vessels and two bulk carriers—were logged up to 955 nm from shore, enabled by dhow “motherships” that extend skiff reach to 600 nm .
- MV Ruen, MV Abdullah and MV Lila Norfolk cases illustrate Indian-led, multi-national rescue efficacy, yet also pirates’ adaptability and ransom logic .
- Mauritius continued to record petty sea-thefts against (43 cases).

2. East Africa & West Asia

**65 piracy incidents &
81 hybrid events (Houthi- Related)
(35% increase from 2023)**



East Africa & West Asia

3. Gulf of Guinea

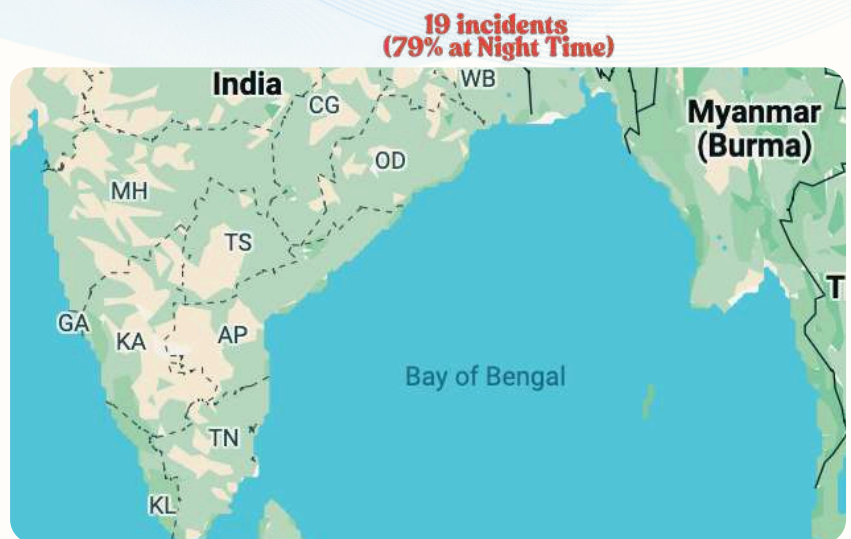


The Gulf of Guinea has seen a resurgence in maritime threats, particularly within key waterways like the Bonny River system with multiple incidents taking place in 2025 as well. (Reference is made to DGS Circular 25 of 2025 which issues a Maritime Security Notification for vessels traversing through the Gulf of Guinea).

This surge underscores ongoing vulnerabilities, especially for smaller, low-freeboard vessels. The incidents include four kidnappings and three hijackings, all taking place within the Bonny River system, reiterating this trend. Two-thirds of the incidents involved violence; however, the perpetrators typically withdrew once the crew had mustered in citadels.

4. South Asia

The spike has been centered around the Bay of Bengal anchorages. 15 sea-thefts/robberies at Bangladeshi and Indian ports occurred almost exclusively at night though none involved firearms within Indian harbors/waters.



MODUS OPERANDI & RISK FACTORS



SECTION - 5

MODUS OPERANDI AND RISK FACTORS

The dynamics of Maritime security are undergoing a significant transformation, marked by both traditional piracy and emerging asymmetric threats. Analysis of recent incidents highlight a complex threat environment.

While classical piracy remains concentrated closer to shore and under cover of darkness, newer threats such as Missile and drone strikes, particularly those linked to state-backed or ideologically motivated actors such as the Houthis, represent a marked evolution in both capability and intent.

These newer threats are characterized by their extended operational range, frequently targeting vessels well beyond coastal waters, sometimes into high seas signaling a shift toward “blue-water” confrontation zones. The sophistication of attacks is also increasing as

seen in the usage of Precision-guided munitions, unmanned aerial systems (UAS), and loitering munitions (drones) which are deployed with alarming accuracy.

This shift from near-shore, low-tech piracy to long-range, technology-driven maritime aggression presents a multifaceted challenge. It demands not only enhanced shipboard security measures but also coordinated regional naval responses, improved threat detection and tracking systems, and international legal frameworks capable of addressing state-linked or proxy-enabled acts of maritime aggression.

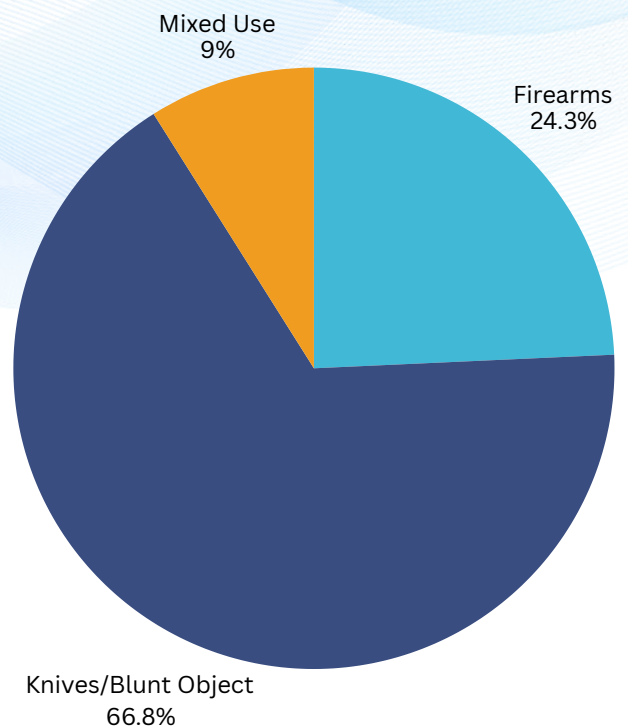
The types of risk factors identified basis trends are **Weapons Profile, Temporal Pattern, Vessel Types and Distance Band.**

WEAPONS PROFILE

Recent data reveals that the majority of perpetrators have continued to rely on low-tech weaponry. In 55% of reported armed cases, attackers wielded knives or blunt objects, as they are tools that are easily concealed and require no specialized training.

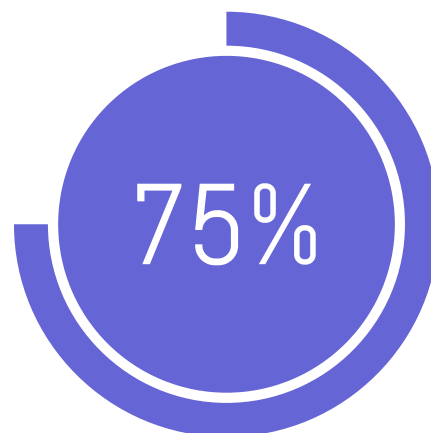
These weapons are particularly common in classical piracy and petty theft scenarios, where the primary goal is to intimidate rather than inflict serious harm.

Firearms were used in 20% of incidents, potentially indicative of better-equipped or more organized pirate groups. Meanwhile, in 7% of cases, attackers employed a mix of weapons such as boarding with knives and escalating to firearms.

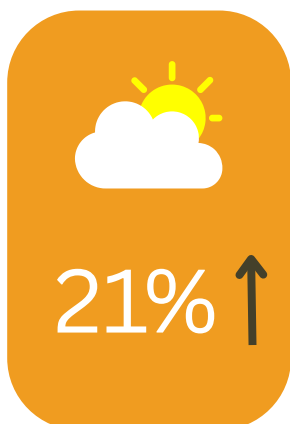


TEMPORAL PATTERN

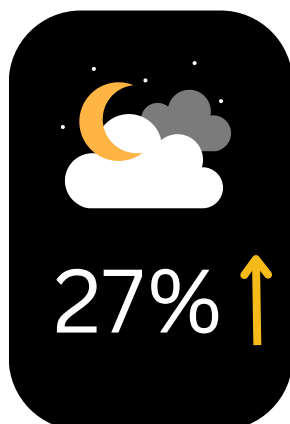
Approximately 75% of piracy incidents occurred during hours of darkness, exploiting the natural cover and reduced visibility afforded by nighttime conditions which reflects the challenges of night time watchkeeping and surveillance.



75% of incidents occur during night time



Percentage increase in attacks during daylight



Percentage increase in attacks during nighttime

There has been an increase in missile attacks, particularly in conflict zones like the Red Sea and Gulf of Aden where the rates show a higher attack percentage of 27% at night compared to 21% during daylight hours.

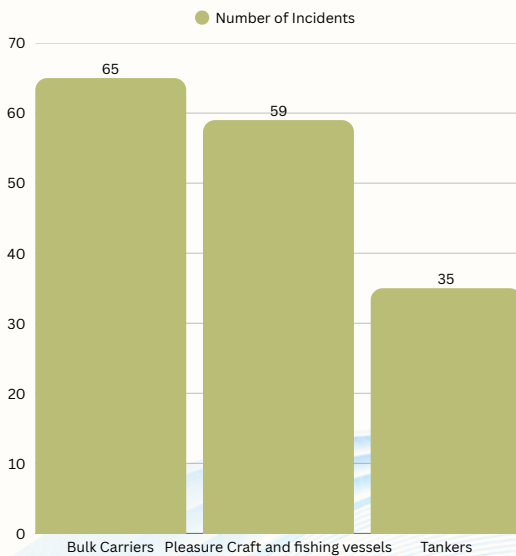
This differential also shows us that actors such as the Houthis may have focused their launch timings to especially target at night time to maximise impact and minimise detection.

The numbers show that there is a need for enhanced night surveillance, infrared detection systems, and increased crew preparedness during nocturnal transits of vessels trading in the areas affected.

TYPE OF VESSELS AFFECTED

The profile of vessels targeted in maritime incidents provides further insight into a risk profile of type of vessels affected. Bulk carriers (65 reported incidents) and tankers (35) remain the most frequently affected, likely due to their comparatively slower speeds and valuable cargoes.

FIG:27 Maritime Incidents by Vessel Type



These vessel classes mostly operate in regions where maritime threats are prevalent and have long port waits which increases exposure at anchorages. The profile of vessels targeted in maritime incidents provides further insight into the risk landscape.

Smaller platforms such as pleasure crafts and fishing vessels (59 combined incidents) also feature prominently in attack data, particularly in coastal and archipelagic regions where they are less protected.

These threats further compound the already elevated risks for commercial shipping, necessitating not only physical hardening of ships but also broader geopolitical engagement to reduce the threat at its source.

Distance band

The geographical distance from shore has remained a key factor in the typology of maritime threats. Piracy in general has been concentrated close to coastlines, with 60% of incidents occurring within 12 nautical miles from shore. These near-shore attacks often target anchored or slow-moving vessels, particularly in regions with limited maritime law enforcement presence.

In contrast, East African piracy has exhibited a marked shift away from coast, with incidents now being reported in Exclusive Economic Zones.

This evolution sees the continued trend of the use of support vessels to extend operational reach of the mother ship, enabling pirate groups to target vessels in transit across major sea lanes like the Gulf of Aden and Indian Ocean.

Such offshore attacks are harder to predict and interdict, requiring greater regional naval cooperation, improved surveillance, and more robust early warning systems for ships navigating high-risk zones.



Figure: Piracy attacks and inter-linkage to distance from coast

RECOMMENDATIONS & BEST PRACTICES



SECTION - 6

RECOMMENDATIONS

Maritime security is still a point of a critical concern in safeguarding global trade routes, protecting seafarers, and shipping. The following measures may be considered to be implemented by the vessels trading such high risk regions:

Implement Countermeasures against Targeted and Well-Planned Pirate Attacks

Shipping companies and vessel should implement enhanced onboard security protocols to effectively deter and respond to piracy. Based on past incidents, it is advised to:

- Enhance watchkeeping during vulnerable periods (e.g. shift changes) and increase in vigilance while patrolling.
- Proper use of radar as well as augment use of newer technologies such as e.g. infrared CCTV's and night vision binoculars to detect small crafts.
- Conduct periodic crew security drills and citadel integrity checks.
- Monitor security related circulars and reports published by DGS and IFC-IOR as well as report as per the Communication Protocol as specified in DGS Circular No. 08 of 2024 dated 10.04.2024 in the event of a maritime security incident.

Structural reinforcement of the Citadel

In a recent incident of piracy, the pirates successfully breached the citadel using gas cutters and sledgehammers, indicating inadequate fortification. It was observed that the citadel door hinges were externally accessible, compromising its integrity.

It is recommended that citadel design requirements be reviewed with specific attention to structural reinforcement, interior locking mechanisms, and CCTV integration for situational awareness.

Usage of CCTV systems on board vessels

The use of CCTV systems on board is highly recommended to enhance situational awareness and deter unauthorized access or criminal activity. Strategically placed cameras can monitor key areas such as engine rooms, cargo holds, access points, and the bridge. In this regard, reference may be made to the Merchant Shipping Notice No. 02 of 2025 dated 12.02.2025 which details about the Installation of Closed-Circuit Television (CCTV) Systems on Indian-Flagged Vessels and Foreign Flag Vessels visiting Indian Ports. It is further recommended that the CCTV system can be made remotely accessible and that the CCTV access be routinely tested and actively monitored (use of AI is urged) during transits through areas of concern.

Digital Connectivity on board vessels

Wi-Fi and internet connectivity are valuable tools for maintaining contact with shore-based offices during emergencies, such as when the crew takes refuge in a citadel. These digital systems if available, enable near real-time updates and allow crew members to access internal CCTV feeds via mobile devices during a crisis.

Enhancement of Crew Competency and Preparedness

Shipboard personnel must be trained in accordance with the Best Management Practices for Maritime Security (BMP-MS) to ensure they are adequately prepared to identify, respond to, and mitigate maritime security threats.

KEY INFORMATION



SECTION - 7

KEY INFORMATION

Introduction to Maritime Security Branch

The Maritime Security Branch of the Nautical Wing is entrusted with matters vital to the protection of Indian shipping and seafarers from a range of evolving maritime security threats. Originating from the Anti-Piracy Branch, it has been re-envisioned and formally constituted through DGS Order No. 2 of 2023 dated 25.01.2023, to address cross-sectoral challenges in a forward-looking manner,

The Branch engages in coordination with intergovernmental organizations, international agencies, and foreign governments, facilitating effective prevention, deterrence, and response to security incidents including piracy, hijacking, geopolitical conflicts impacting shipping, organized crime at sea, and other illicit maritime activities.

Its work remains critical in safeguarding national interests and ensuring the continued safety and security of Indian seafarers and maritime assets.

In event of any MARSEC Event contact: _____

**MMDAC -
DGComm / LRIT
Centre**

Email: dgcommcentre-dgs@nic.in
Mobile/WhatsApp: (+91) 8657549760
Tel: (+91) 22-22613606

 www.dgshipping.gov.in

**Information Fusion
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DGS Circular No. 08 of 2024 dated 10 April 2024 specifies the online ship reporting mechanism and prescribes a structured communication protocol to be followed by all vessels(master/owner/CSO/manager) during any maritime security incident in designated high-risk sea areas.

 <https://www.dgshipping.gov.in/Content/MaritimeSecurityBranch.aspx>

ACKNOWLEDGEMENTS

I extend my sincere appreciation to all as the report is the outcome of a truly collaborative endeavor, drawing upon the expertise of professionals across domains including maritime security operations, data analytics, interagency coordination and strategic policy formulation.

The strength of India's maritime safety and response framework lies in such partnerships. As we confront a rapidly evolving threat environment, the role of dedicated teams and individuals becomes ever more critical.

In particular, I wish to acknowledge the contributions of:

- The Director and Officers of the Information Fusion Centre – Indian Ocean Region (IFC IOR), Indian Navy
- Staff of the Mercantile Marine Domain Awareness Centre (MMDAC) – DGComm and LRIT Centre
- Ms. Deeksha Kathayat and Ms. Lisa Albe Zachariah: Legal Team, Maritime Security Branch, Directorate General of Shipping
- Mr. Naresh Kannaa: Business Analyst, Directorate General of Shipping
- Ms. Purvaja Fursule: Data Analyst, Directorate General of Shipping

This review is not merely a retrospective account of maritime security events, but a forward looking document intended to strengthen our institutional foresight and resilience. I am confident that through continued collaboration, we can advance our collective commitment to ensuring a safe, secure and resilient maritime domain for India and its seafarers.

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We hope that this Maritime Security Review provides meaningful insight to support informed decision making, strengthen preparedness, and enhance collective maritime security efforts. For any further information or clarification, you are welcome to contact us.

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Disclaimer

This report is primarily based on security incident information received through the Directorate General of Shipping Communication Centre (DG Commcentre) and the Information Fusion Centre – Indian Ocean Region (IFC-IOR), with a principal focus on incidents involving or affecting Indian seafarers. Certain sections also incorporate global trends and developments in the maritime security domain to provide broader contextual insights.

While every effort has been made to ensure accuracy based on the information available at the time of preparation, it is acknowledged that the report may not reflect the complete spectrum of maritime security incidents, particularly those falling outside the purview of the aforementioned sources or those not reported at all. The findings and analysis should therefore be interpreted within the limitations of the available and reported data.

