



**MINISTÈRE
DES ARMÉES**

*Liberté
Égalité
Fraternité*



MONTHLY REPORT

APRIL 2026



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LV EDOUARD, SM QUENTIN, BERTILLE

SUMMARY



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DEFINITIONS AND LEGAL FRAMEWORK

PIRACY

“Piracy” refers to any act as delineated in Article 101 of the United Nations Convention on the Law of the Sea:

any illegal act of violence or detention, or any act of plunder perpetrated by the crew or passengers of a private vessel or aircraft, acting for personal motives, and aimed at:

- against another vessel or aircraft, or against individuals or property on board them, on the high seas; against a vessel or aircraft, individuals or property, in a location
- beyond the jurisdiction of any State;

b) any act of voluntary engagement in the utilization of a ship or aircraft, when the individual is aware of circumstances indicating that the vessel or aircraft is a pirate entity;

(c) any action aimed at inciting the commission of the acts described in paragraphs (a) or (b), or carried out with the intent of facilitating them.

ARMED ROBBERY

Refers, as defined by the International Maritime Organization in Resolution A.1025(26):

any unlawful act of violence or detention, or any act of depredation, or threat thereof, excluding acts of piracy, perpetrated for private purposes against a vessel, or against individuals or property aboard it, within the internal waters, archipelagic waters, or territorial sea of a State;

b) any action aimed at provoking the execution of an act defined above or carried out with the intent of facilitating it.

EXPANSION OF AN ARMED CONFLICT AT SEA / SPILLOVER

An occurrence in which an armed conflict on land has affected merchant vessels or ports (such as harassment, drone strikes, naval control, etc.).

TYPES OF IDENTIFIED ILLEGAL ACTIVITIES

Hijack

Event in which attackers boarded the ship and succeeded in taking control of the ship or crew.

Kidnap

Unlawful expulsion of individuals from the vessel.

Attack

An aggressive strategy involving the deployment of firearms or the launching of missiles/munitions at or in proximity to the vessel.

Illegal boarding

Boarding with the intent to commit theft or violence, without seizing control of the vessel.

- Maritime theft : theft without violence
- Maritime robbery: theft involving violence or the use of weapons

Attempted boarding

Attempted close approach utilizing visible boarding apparatus, countered by defensive strategies.

Suspicious activity

Unexplained actions suggesting potential threats, such as atypical equipment or behavior. This may encompass:

- An inadequate crew size for the vessel's dimensions, ladders,
- Climbing hooks, or substantial fuel reserves on board,
- A vessel towing multiple skiffs or carrying skiffs,
- An atypical vessel type for the region,
- Small craft operating at high speeds,
- A vessel with an invisible crew.

GULF OF GUINEA



In April 2026, **4 maritime robbery incidents** were reported in the Gulf of Guinea: **1 Kidnap** on a passenger vessel in the Niger Delta, **2 Illegal Boardings** on a vessel at anchor in Abidjan, and **1 Attempted Boarding** at anchor in San Pedro. The **kidnap** on a passenger vessel in Nigerian inland waters is the **third such incident since the beginning of 2026**.

ARMED ROBBERY INCIDENTS

Unknown vessel - 04/16 - Oron, Nigeria - 04°52'N 008°15'E - Kidnap

A passenger transport boat was attacked in Akwa Ibom State, Nigeria, on April 16, 2026. According to local media, **up to 20 passengers were abducted**.

ACE KRISTIANSAND - 04/19 - Abidjan, Ivory Coast - 05°19'N 004°01'W - Illegal Boarding

The *offshore* supply vessel **ACE KRISTIANSAND**, flying the Cypriot flag, reported a **collision** in the inner anchorage of Abidjan, Ivory Coast, at 02:30 LT.

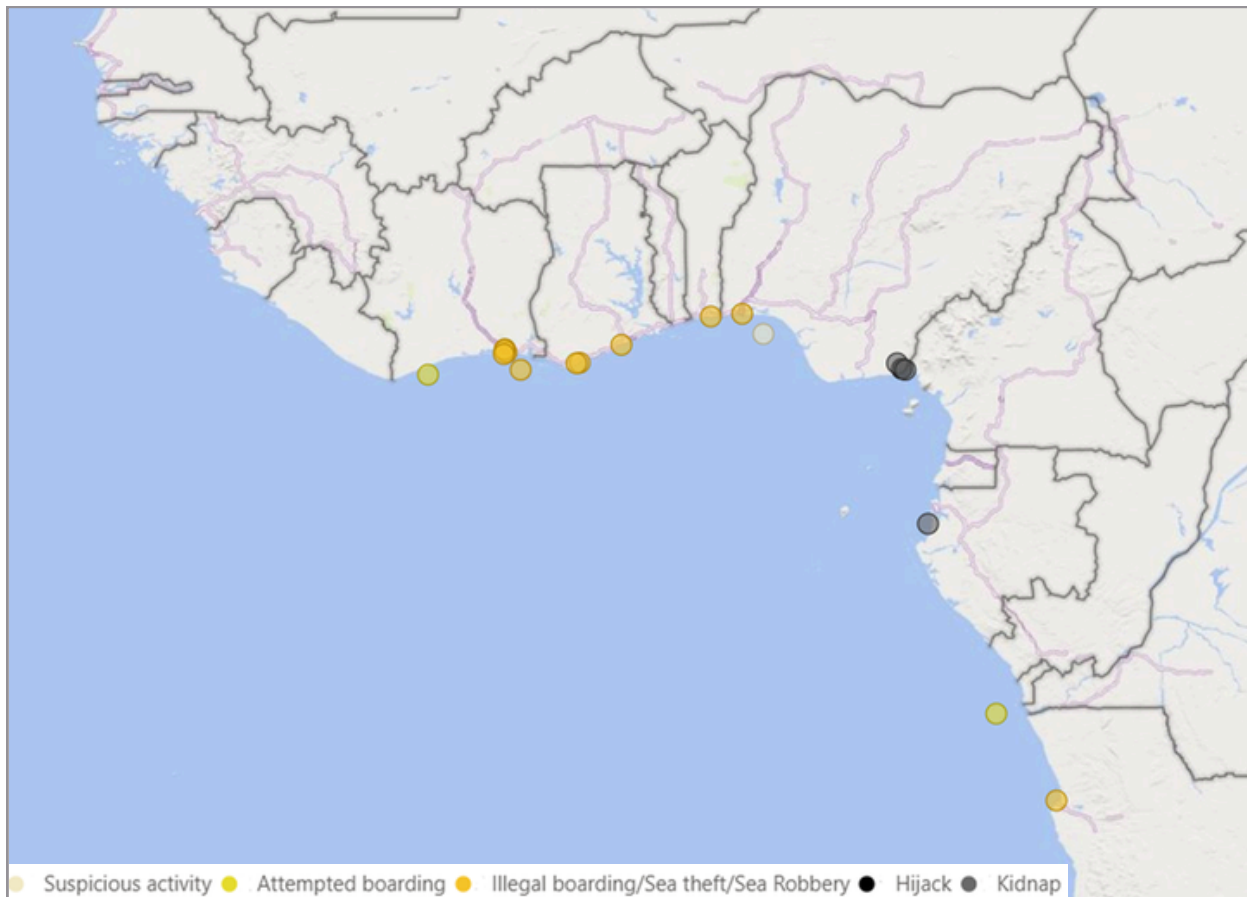
A security crew member spotted **an individual armed with a knife** at the stern of the ship. After a brief confrontation, the individual fled in a dugout canoe where an accomplice was waiting. A mooring line was stolen. No injuries were reported.

BOURBON EXPLORER 502 - 04/21 - Abidjan, Côte d'Ivoire - 05°13'N 003°57'O - Illegal Boarding

The French-flagged *offshore* supply vessel **BOURBON EXPLORER 502** was boarded in the inner harbor of Abidjan at 9:30 p.m. LT. A watch crew member spotted a small pirogue near the ship. An alarm was raised, and **an intruder was located on deck**. Taken by surprise, the individual jumped overboard and swam to his dugout canoe. No theft was reported.

Container ship - 04/27 - San Pedro, Ivory Coast - 04°30'N, 006°25'W - Attempted Boarding

During the night of April 26-27, while the ship was at anchor approximately **20 nm from San Pedro**, crew members spotted **individuals attempting to board** using the anchor line. The individuals fled after the alarm was triggered.



Mapping of incidents since the beginning of 2026 in the Gulf of Guinea

The number of incidents has remained relatively low and stable for a quarter: **4** incidents in April, **3** in **March** and **2** in **February**, compared to **9** in **January**.

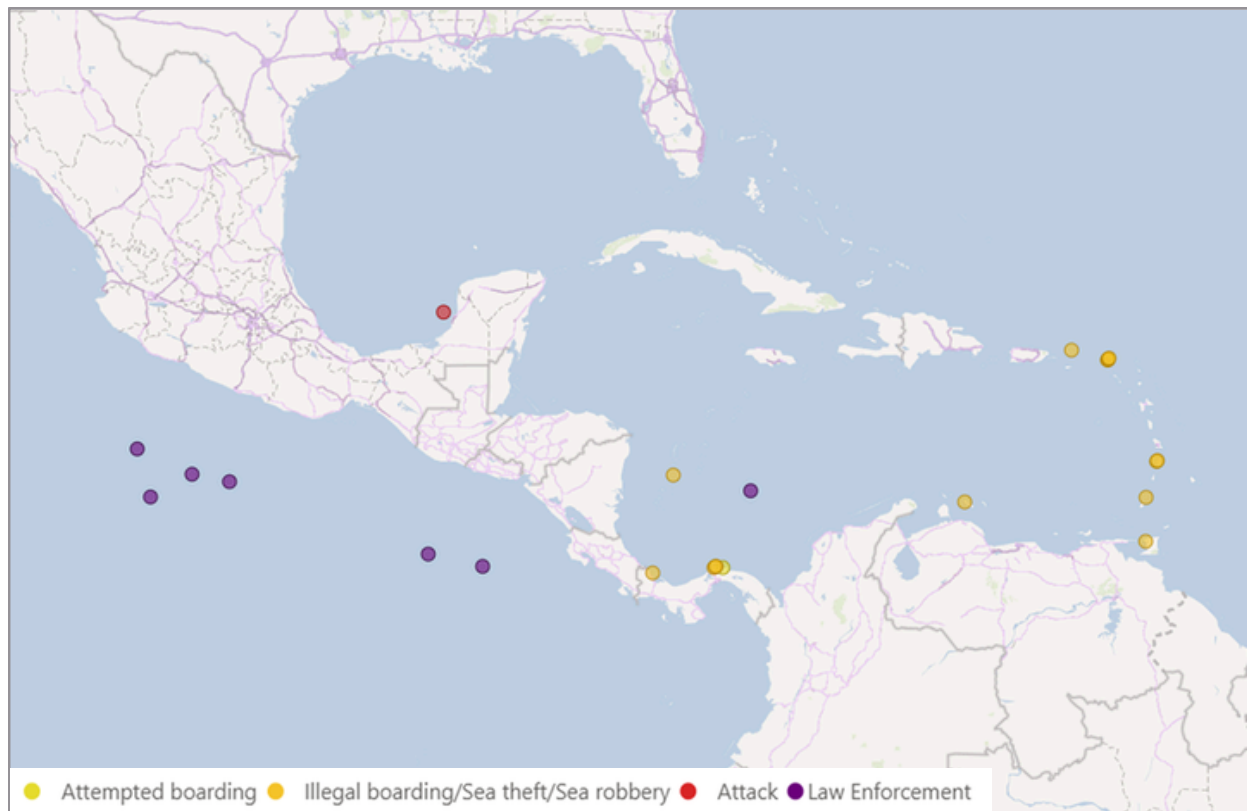
The **identified risk zones** in the Gulf of Guinea remain unchanged:

- The **port of Abidjan** in Ivory Coast due to the risks of **Illegal Boarding** and **Attempted Boarding** (**4 incidents** since January 2026).
- The **Niger Delta**, more specifically at the border between Nigeria and Cameroon, for cases of **Kidnap/Hijack** against passenger ships in inland waters (**3 incidents** since January 2026).

AMERICAS AND CARIBBEAN ARC



In April 2026, **31 maritime security incidents** were recorded in the Americas and Caribbean region, marking an **upward trend** compared to January (19 incidents), February (20 incidents), and March (8 incidents). These incidents included **23 cases of maritime robbery** (22 *Illegal Boardings*, 1 *Attempted Boarding*), **7 conflict spillovers** (*Law Enforcement*), and **1 case of piracy** (*Attack*) in the Bay of Campeche.



Mapping of incidents in April 2026

ARMED ROBBERY INCIDENTS

During the month of April, **23 cases of maritime robbery** were recorded in the Americas and Caribbean Arc region: **17 cases of non-violent theft** (*Illegal Boardings/Sea Thefts*), **2 cases of armed robbery** (*Illegal Boarding/Sea Robbery*), and **3 attempted thefts** (*Illegal Boardings*). In addition, **1 Attempted Boarding** occurred at anchor in **Playa Chiquita, Panama**.

They all share the same *modus operandi*: several men steal or attempt to steal from ships, usually at anchor. Dinghies and other easily accessible and resalable items, such as engines, fuel tanks, or spare parts, are the thieves' preferred targets.

The **only case involving violence** occurred on **April 21 in Portobello, Panama**. Several men boarded a ship and assaulted the crew before stealing valuables and fleeing.

CONFLICT SPILLOVER - OPERATION SOUTHERN SPEAR

As part of *Operation Southern Spear*, **7 strikes** were carried out by the U.S. armed forces against several ships suspected of drug trafficking, resulting in the **deaths of 22 people** in total.

- 6 strikes were carried out in the Pacific
- 1 strike was carried out in the Caribbean arc

Since the start of *Operation Southern Spear* in September 2025:

- 10 oil tankers involved in transporting sanctioned oil were seized;
- 55 strikes took place, resulting in the deaths of at least 186 suspected traffickers.

Although controversial, this operation is declared a powerful and effective way to overcome drug trafficking in South America and the Caribbean arc, according to the American Southern Command (**SOUTHCOM**).



Boat struck by U.S. forces on April 26, 2026 - U.S. SOUTHCOM

PIRACY INCIDENT - ATTACK IN THE BAY OF CAMPECHE, MEXICO

On **April 18, 2026**, pirates robbed 6 artisanal fishermen about **25 nm from Lerma, State of Campeche, Mexico**.

The **assailants, armed with pistols**, stole an **outboard motor**, a **GPS**, **valuables**, and the day's catch. The **victims** were forced to jump overboard and **were rescued** by other fishermen who were in the area.

This attack exemplifies the atypical maritime crime in the area, characterized by **opportunistic acts of banditry**, often committed with weapons. These attacks are directed indiscriminately against offshore platforms or small vessels.

Since 2024, 5 maritime incidents have been recorded in the area, including **2 Attacks** involving weapons and/or violence. The assailants often steal engines because they are easy to resell and help finance their **other illicit activities**, such as drug trafficking, which is highly prevalent in the southern Gulf of Mexico.

Attacks in this area are facilitated by the **lack of maritime surveillance** and the **presence of thousands of small fishing boats**, which are **vulnerable targets**.

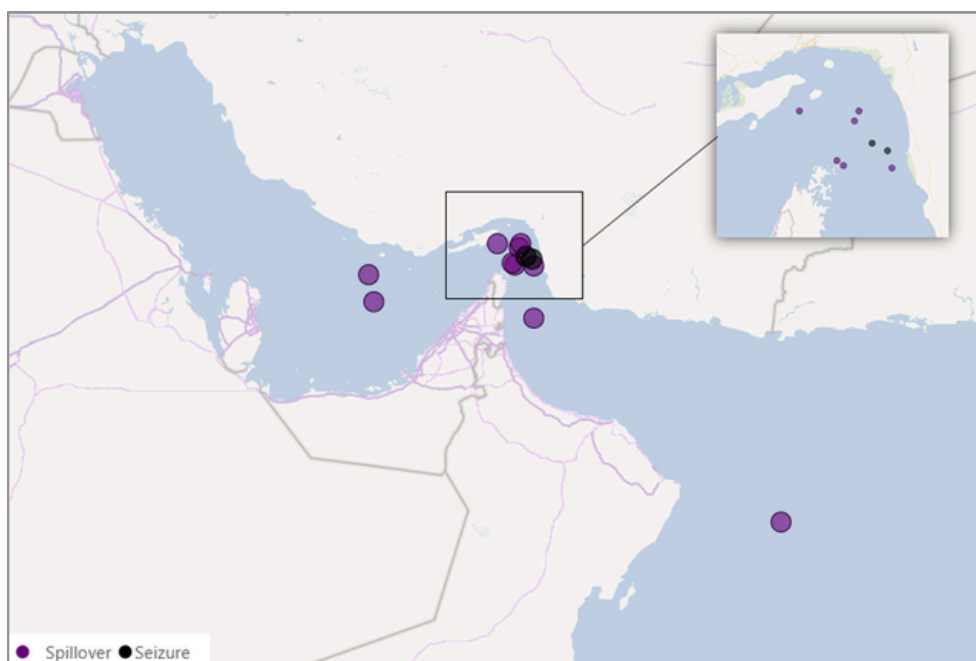
This incident also occurs within the **context of an intensified fight against drug trafficking in Mexico**. On **April 23, 2026**, Eugenio Dario Molina-Lopez, or **Don Dario**, head of the transnational criminal organization "**Los Huistas**", **was arrested in San Diego, USA**. This arrest was carried out in **cooperation with the United States** and marks a strengthening of the bilateral relationship between the two countries.

INDIAN OCEAN



In **April 2026**, the conflict between Iran and the US-Israeli coalition took a dramatic turn with the implementation of a **US naval blockade**. A **ceasefire** between the warring parties, which had been in effect **since April 8th**, was intended to ease tensions in the region. However, the **US blockade**, in place **since April 13th**, **prevented any ship of Iranian interest or that had transited through Iran from sailing through the Gulf of Oman**, provoking a fierce reaction from Iran. The Strait of Hormuz is now effectively controlled by the IRGC-N, which is screening ships authorized to pass through the Larak corridor. The US blockade is also in effect, turning back Iranian vessels and crippling the Iranian economy and creating difficulties for the storage of its hydrocarbon production. This policy of controlling shipping traffic has been exacerbated by the multiple boardings of merchant ships.

On **April 30**, Donald Trump announced his **intention to extend the US naval blockade for several months**. Despite their consistently virulent rhetoric, the Houthis have not conducted any operations at sea this month, concentrating their attacks on Israeli territory.



Mapping of strikes targeting merchant ships in April 2026 in the Persian Gulf and SoH

CONFLICT SPILLOVER - PERSIAN GULF AND STRAIT OF HORMUZ (SOH)

During April, **11 ships were targeted by Iranian attacks** (8 direct attacks, 2 *near misses*, 1 collateral damage) and **1 ship was targeted by a U.S. attack** (targeted shot before a boarding action). Of these ships, **3 were seized** (2 by the Iranians, 1 by the Americans).

In addition to these ships, **4 others were seized by the Americans, without sustaining any damage.**

MERCHANT SHIPS ATTACKED IN THE PERSIAN GULF AND THE SOH

GOLD AUTUMN - 04/07 - Ras Al Hadd, Oman - 21°47N 061°47E - Spillover

The Panamanian-flagged bulk carrier **GOLD AUTUMN** was hit by **2 missiles** about 112 nm southeast of Ras Al Hadd (Oman).

A missile struck the stern of the ship, causing **engine failure and a fire**. The ship was rescued by the Pakistani navy. The crew was evacuated. No injuries were reported.

QINGDAO STAR - 04/07 - Kish, Iran - 26°12N 053°42E - Spillover

At 03:44 LT, while sailing 100 nm northwest of Dubai, the Marshall Islands-flagged container ship **QINGDAO STAR** was struck by a probable missile, which caused a breach on the port side, as well as **damage to empty containers** and superstructure. No injuries were reported. The ship was reportedly targeted because of its **alleged ties to Israel**, ties which were due to end in 2024.

CAPTAIN MICHAEL - 04/08 - Abu Dhabi, UAE - 25°43N 053°48E - Spillover

The Greek-flagged oil tanker **CAPTAIN MICHAEL** reported that a **projectile of unknown origin** crashed and exploded on contact with the sea at about 1 nm from its position.

JAG ARNAV - 04/18 - Rigu, Iran - 26°44N 056°14E - Spillover

At approximately 04:20 LT, the Indian-flagged bulk carrier **JAG ARNAV** came under fire from the IRGC-N in the Strait of Hormuz.

Targeted by Iranian forces, it was ordered to turn back and complied, abandoning its attempt to cross the Strait of Hormuz. The ship sustained damage, but no crew members were injured.

SANMAR HERALD - 04/18 - Kumzar, Oman - 26°40N 056°39E - Spillover

The Indian-flagged oil tanker **SANMAR HERALD**, while transiting the Strait of Hormuz through the Larak corridor, 20 nm northeast of Oman, was approached by two boats belonging to the Islamic Revolutionary Guard Corps (**IRGC**), which **opened fire on the vessel**. The tanker sustained **damage to its bridge** and was forced to turn back into the Gulf.

EVERGLADE - 04/18 - Kumzar, Oman - 26°44N 056°41E - Spillover

At 3:25 PM LT, the French-flagged container ship **CMA CGM EVERGLADE**, while transiting the Larak corridor 25 nm northeast of Oman in the Strait of Hormuz, was targeted by an **unidentified projectile**, which damaged some containers, and by **small arms fire**, including **rocket launchers** and an **unknown type of drone**. No injuries were reported.

MEIN SCHIFF 4 - 04/18 - Jazirat Musandam, Oman - 26°22N 056°34E - Spillover

At 16:08 LT, the Maltese-flagged cruise ship **MEIN SCHIFF 4**, while transiting from the South of Hormuz through Omani waters, reported a **splash** near its position, 3 nm east of Oman in the Strait of Hormuz.

The ship's captain received **VHF communications** from IRGC units stating, "**We are conducting an operation; we will shoot and destroy you**". However, the ship was able to leave the area undamaged.

EUPHORIA - 04/22 - Hormuz, Iran - 26°21N 056°56E - Spillover

At 10:38 a.m. LT, the Panamanian-flagged container ship **EUPHORIA**, while transiting the South China Sea to the north, **came under small-caliber fire**. Orders were given to stop, but the ship ignored them and continued on its course, successfully exiting the Gulf. The crew is safe and the vessel reportedly sustained only **superficial damage**.

CHIRON 7 - 04/25 - Jask, Iran - 25°26N 056°56E - Spillover

Indian authorities reported that the Togolese-flagged chemical tanker **CHIRON 7**, while sailing in convoy with two other Indian vessels, was **targeted by Iranian fire**. Despite **damage and injuries**, it was able to continue its voyage.

AMERICAN NAVAL BLOCKADE

Since the start of the US blockade against Iran on April 13, the **U.S. Navy has been turning back vessels with Iranian interests**. As part of this effort, forceful operations are regularly conducted to inspect suspect ships. These operations are carried out in the **Gulf of Oman** as well as in the **Bay of Bengal**.

TOUSKA- 04/19 - Chah Bahar, Iran - 24°41N 061°10E - Spillover

At approximately 1:56 PM LT, in the Gulf of Oman, the Iranian-flagged container ship **TOUSKA** was **intercepted by the USS SPRUANCE**, which ordered it to stop. After its refusal to comply for over six hours, the destroyer warned the TOUSKA that it would fire on its engine room. This **direct fire immobilized the TOUSKA** before the Americans launched a **forceful boarding action**. The vessel was diverted to Pakistani waters, where **it remains under Pakistani supervision**.

SHIPS SEIZED BY IRANIAN AUTHORITIES

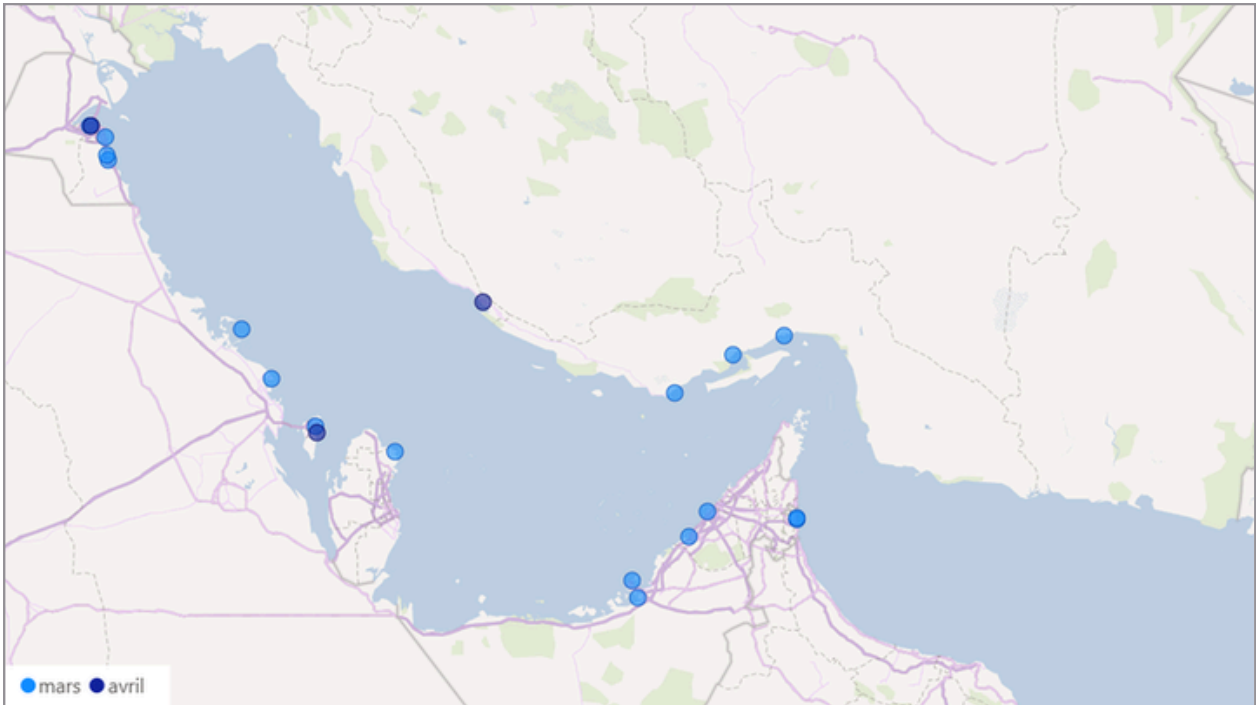
EPAMINONDAS - 04/22 - Jazirat Musandam, Oman - 26°31N 056°47E - Spillover

At 07:55 LT, while transiting north towards the South China Sea exit, the Liberian-flagged container ship **EPAMINONDAS** was approached by a vessel from the Iranian Revolutionary Guard Corps (IRGC-N), which, without warning, **opened fire on the ship**, causing **significant damage to the bridge**. The vessel was forced to stop, and **Iranian boarding teams boarded**. Following this intervention, the ship was diverted to the anchorage area of Bandar Abbas. There were no casualties among the crew.

MSC FRANCESCA - 04/22 - Sirik, Iran - 26°28N 056°54E - Spillover

At 09:05 LT, while transiting north towards the South China Sea exit, the Panamanian-flagged container ship **MSC FRANCESCA** came **under fire**, causing damage. Iranian forces boarded the vessel, and it **was diverted to the Bandar Abbas anchorage area**, on the pretext of an **alleged documentation deficiency**. There were no casualties among the crew.

CONFLICT SPILLOVER - TARGETED PORT AND ENERGY INFRASTRUCTURE IN THE PERSIAN GULF AND THE STRAIT OF HORMUZ



Mapping of recorded strikes on port infrastructure in the area in March and April 2026

Since the start of the conflict, numerous port and energy infrastructures have been attacked, resulting in direct damage or collateral damage to ships.

Compared to **March 2026**, which saw **25 attacks** on this type of infrastructure, **April saw a sharp decrease** in these incidents with **only 4 attacks**. The targeted infrastructure is as follows:

- **An oil complex - 04/05 - Shuwaikh, Kuwait**
- **A hydrocarbon storage facility - 04/05 - Sitra Terminal, Bahrain**
- **A petrochemical plant - 04/06 - Asalouyeh, Iran**
- **An oil and desalination plant - 04/08 - Maidan Hawalli, Kuwait**

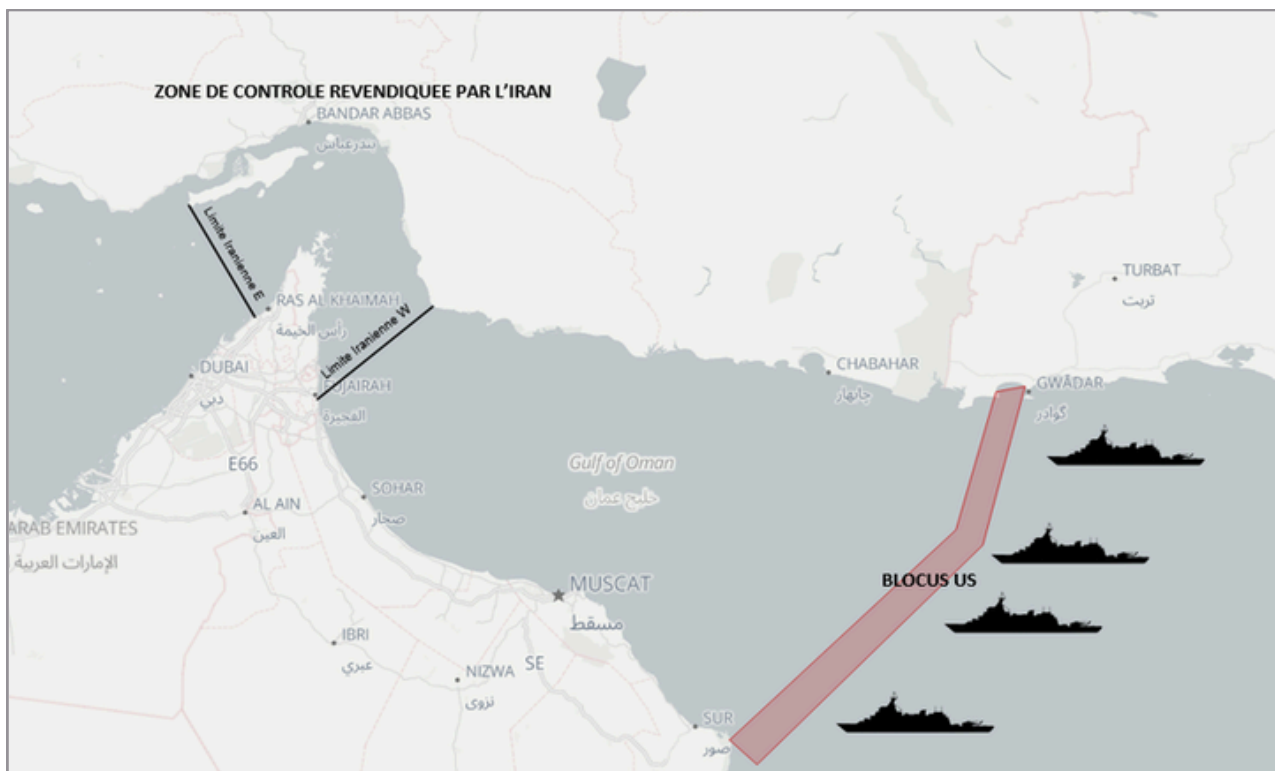
SITUATION ANALYSIS - APRIL 2026

The ceasefire that came into effect on April 8 is being respected by the warring parties, with no attacks on land-based infrastructure. However, the standoff at sea continues with Iran's closure of the SoH and, since April 13, the implementation of a US blockade in the Gulf of Oman. This blockade has been strongly criticized by Iran, which denounces it as a violation of the ceasefire. Indeed, Iran has claimed a control and regulation zone in the SoH under the supervision of the IRGC-N. It requires ships wishing to transit to declare their presence and pass through the Larak corridor, off the Iranian coast, citing a mine threat along the old shipping routes.

However, some ships that had previously received authorization to pass through the Iranian authorities were turned back or even attacked, as the IRGC-N did not feel bound by its grants, evidence of a dichotomy between the political level and the local leadership of the Revolutionary Guards.

Some ships have opted to transit through the South China Sea via a route passing through Omani waters. To limit this flow, Iran uses drones or missiles to attack. Regular VHF messages are being sent to ships and emails to shipowners to dissuade them from disregarding Iranian recommendations. Following the US Navy's seizure of ships of Iranian interest, Iran has seized two vessels which are currently being held in Bandar Abbas.

The US blockade complicates Iran's trade, particularly its oil exports, which it finds more difficult to sell. Consequently, the inability to export its oil production is saturating its storage capacity. The situation therefore remains highly volatile, with each side reacting with varying degrees of virulence to the movements of its enemy.



Mapping of the U.S. blockade zone in the Gulf of Oman

PIRACY INCIDENTS

Piracy has been on the rise in the area since November 2025, marked by a **series of failed attempts in November 2025**, then by a **few isolated attacks between January and March 2026** (2 in January, 1 in February and 1 in March), and finally by **several successful attacks against merchant ships in late April and early May**.

After **528 days of inactivity since the attack on the MV BASILIK** on May 23, 2024, a **PAG** (Pirate Action Group) **resumed its voyage from Somalia in November 2025**, conducting **several attempted attacks offshore** from a dhow used as a mothership.

After this **series of failures in November 2025**, calm returned to the area until January 2026. **4 attacks** on dhows and/or fishing vessels took place between January and March 2026:

- 01/01/2026 - **LIAO DONG YU 578** - *Hijack*
- 01/02/2026 - **SULTANA 2** - *Hijack*
- 02/03/2026 - **AL-WALEED** - *Hijack*
- 03/19/2026 - **AL WASEEMI 786** - *Hijack*

A new series of attacks began on April 9, 2026, with the **Hijack** of a dhow off Bargal, Somalia. Since then, attacks have been carried out from the Gulf of Aden to more than 400 nm off Mogadishu by several separate PAGs, resulting in the **hijacking of 3 merchant ships in April, and then a fourth in early May**.

In a new development, one of the PAGs operating in the Gulf of Aden reportedly captured a ship at anchor in the Yemeni TTW and brought it back to the Somali coast.

Dhow - 04/09 - Bargal, Somalie - 11°52N 051°47E - Hijack

On April 9, 2026, a dhow was hijacked by suspected pirates off the coast of Bargal, Somalia, and could be used as a mothership in the future. According to available information, the perpetrators are wearing military uniforms and attempting to contact merchant ships via VHF radio.

No direct link to a known PAG has been established to date.

HONOUR 25 - 04/21 - Hafun, Somalie - 09°55N 051°22E - Hijack

At 14:40 LT, the oil tanker **HONOUR 25** was attacked by pirates off Hafun Bay, about 30 nm from the coast.

The incident is **believed to be linked to the Hijack of the dhow ALKHAYR 2 on 04/20/2026**, in the Somali TTW, off Hafun.

The ship is emitting **AIS intermittently**. It has been **diverted to a position further south**, and is currently anchored 2 nm off the Somali coast, NE of Durdura.

ELFRIEDE - 04/23 - Eyl, Somalie - 06°23N 049°49E - Attempted Boarding

On April 23, the cargo ship **ELFRIEDE** reported an attack 83 nm southeast of Eyl, Somalia. A small fishing boat, equipped with an outboard motor, was spotted rapidly approaching the ship, coming within 600 meters. **The security team on board fired warning shots. The pirates immediately returned fire and then withdrew in the direction of the fishing vessel.**

FAHAD - 04/25 - Dhinowda, Somalia - 06°43N 049°21E - Hijack

On April 25, **a dhow was hijacked by suspected pirates** shortly after leaving Mogadishu, while carrying a cargo of dried lemons.

The vessel was reportedly boarded by approximately **11 individuals** about 10 nm off the coast of Dhinowda, Somalia. To date, **there is no evidence to suggest any connection with the PAG operating off the coast of Hafun. It is likely a separate group operating further south.**

SWARD - 04/26 - Garacad, Somalia - 06°58N 049°25E - Hijack

At 23:00 LT, the cargo ship **SWARD** was **hijacked by pirates** near the Godobjiran area, 13 nm off the Somali coast. The vessel was attacked by **10 armed pirates aboard 3 skiffs**. It is **intermittently transmitting AIS** and appears to be at anchor 1.5 nm off the Somali coast, 37 nm northeast of Shinoodde.

The dhow FAHAD probably served as the pirates' mothership to carry out this attack.

MINERVA PISCES - 04/28 - Mogadiscio, Somalie - 03°15N 056°24E - Suspicious Activity

At 8:00 PM LT, the oil tanker **MINERVA PISCES** was **approached by a probable PAG** 485 nm northeast of Mogadishu. A dhow-type vessel passed within 1 nm, followed by two speedboats that approached to within 400 meters. After the implementation of **anti-piracy measures** (BMPs) and the **deployment of armed guards, the boats withdrew**. All crew members are safe.

The following 3 piracy incidents occurred at the beginning of May, continuing the pattern of incidents that took place during April. Therefore, these cases are not inseparable from the previous ones.

NEW VENTURE - 05/01 - Al Mukalla, Yemen - 12°59N 048°39E - Suspicious Activity

A suspicious approach by the vessel **NEW VENTURE** was reported at 08:30 LT. The vessel was pursued within the IRTC (the transit corridor separating the southern and northern shipping lanes) for over 10 minutes. The skiff approached to within 10 meters and was spotted with **7 heavily armed individuals** on board, including a **rocket launcher**.

The **NEW VENTURE** made a sudden maneuver to port, which caused the skiff to move away and head back towards the IRTC.

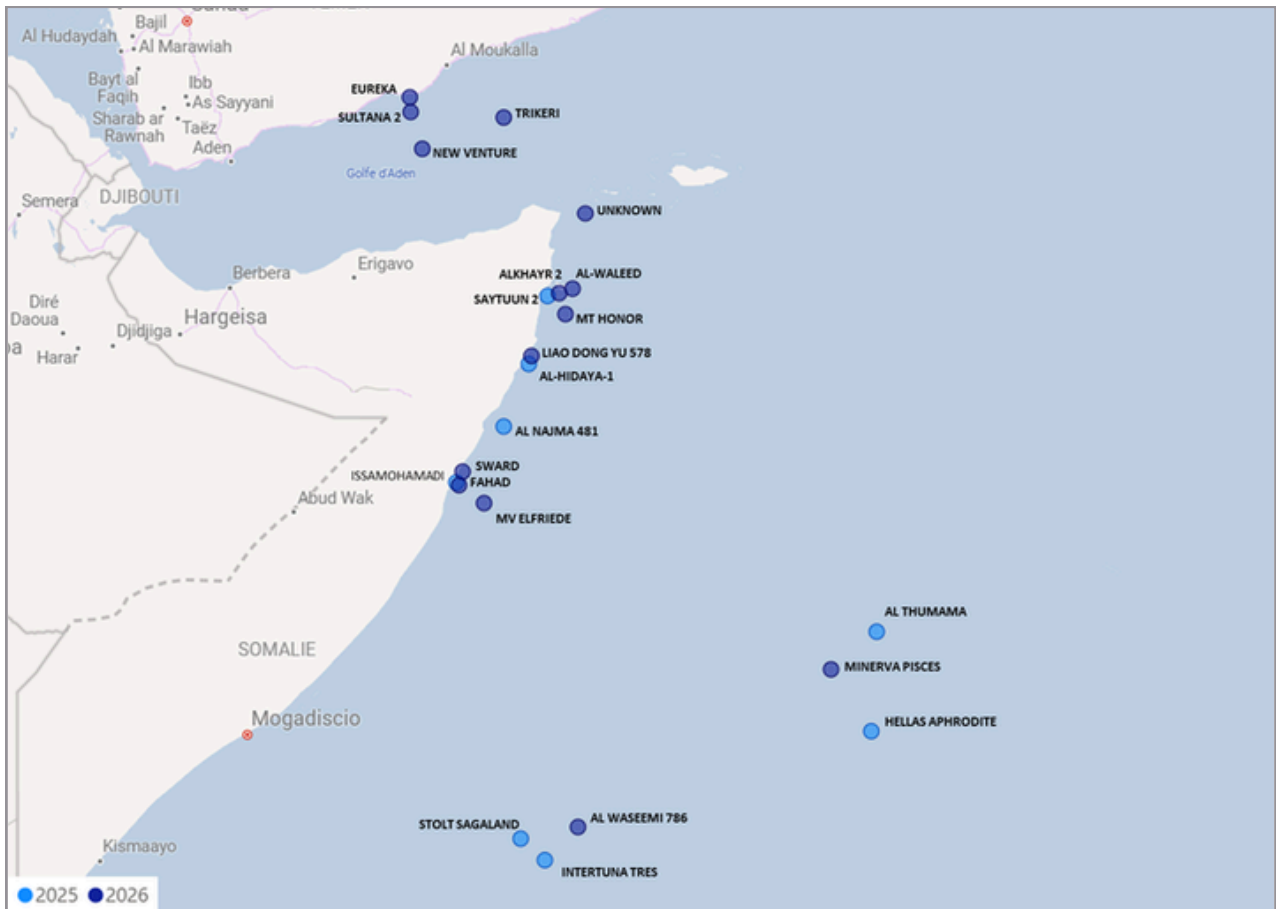
EUREKA - 05/02 - Qana, Yemen - 13°56N 048°25E - Hijack

The oil tanker **EUREKA**, flying the Togolese flag, **was hijacked** near the port of Qana, in the province of Shabwa, Yemen, at 8:00 LT.

The ship was reportedly at anchor when it was boarded by **armed men**. Following the incident, the tanker headed for Bosaso, in the Puntland region of Somalia. According to its AIS data, it is currently at anchor 3.5 nm off the Somali coast, 21 nm north of Bandarbayla.

TRIKERI - 05/02 - Al Mukalla, Yemen - 13°34N 050°12E - Suspicious activity

The bulk carrier **TRIKERI** reported the **suspicious approach of a fishing boat and a small vessel**. The small boat approached to within 500 meters of the ship. The captain implemented **security measures** and **altered the ship's speed and course**. **Armed security personnel fired warning shots**, and both suspicious vessels moved away. The crew is safe.

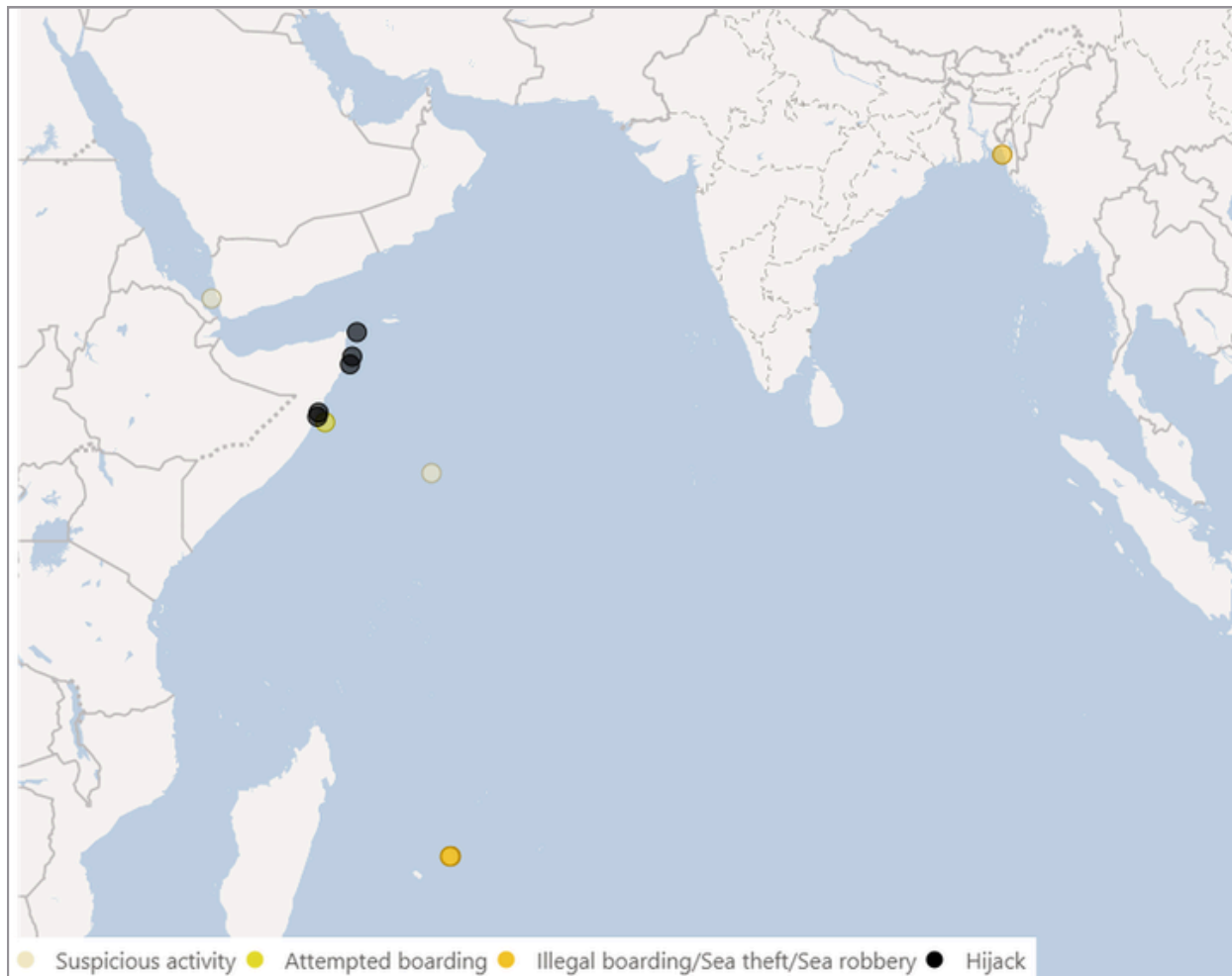


Mapping of piracy incidents in 2025 and 2026 in the Indian Ocean

ARMED ROBBERY INCIDENTS

In April 2026, **6 incidents of maritime robbery** were reported in the Indian Ocean and the GAP, **excluding cases of *Conflict Spillovers***:

- **1 Hijack** on a Somali fishing vessel (**ALKHAYR 2**) on April 20, 2026 off Hafun (Somalia). While the origin of this incident is uncertain, it appears to have been targeted by a PAG and was likely used as a mothership in the attack on the **HONOUR 25** on April 21.
- **4 Illegal Boardings/Sea Thefts**: 3 on pleasure craft at anchor in Mauritius, and one on a deep-sea tug at anchor in the Bay of Bengal (**POSH EAGLE**, Singapore flag).
- **1 Suspicious Activity**: a suspicious approach by an armed skiff on a pleasure craft (**JANNER II**) sailing in the Red Sea under the Australian flag.



Mapping of incidents (piracy and maritime robbery) in April 2026 in the Indian Ocean

SITUATION UPDATE - TRUCE BETWEEN ISRAEL AND HEZBOLLAH

While the importance of the conflict between Iran and the United States cannot be denied, **a part of the Levant basin is being overlooked**. The **truce between Israel and Hezbollah**, which **came into effect on April 16, 2026**, and was subsequently **extended for three weeks** by Donald Trump, **is gradually weakening**.

On the one hand, **the agreement explicitly authorizes Israel to continue actions in self-defense against any imminent threat**, which **translates into continued targeted strikes on Lebanese territory, despite the ceasefire**. On the other hand, **Hezbollah, which is not a formal signatory to the agreement, conditions its compliance on a complete cessation of Israeli strikes** and now asserts that it will not suspend its operations, regardless of the ongoing negotiations, as **it prepares for a prolonged confrontation**.

In this context, **violations are recurrent**: on April 26, Israeli strikes in Nabatiyeh killed at least 14 people, followed by drone and rocket attacks by Hezbollah, then further Israeli strikes on May 1 and 2 against several dozen targets.

ANALYSIS OF HOUTHIS NEWS

Although the narrative remains virulent, the Houthis have not changed their posture and have **not committed any attacks against maritime traffic** despite the events in the Strait of Hormuz.

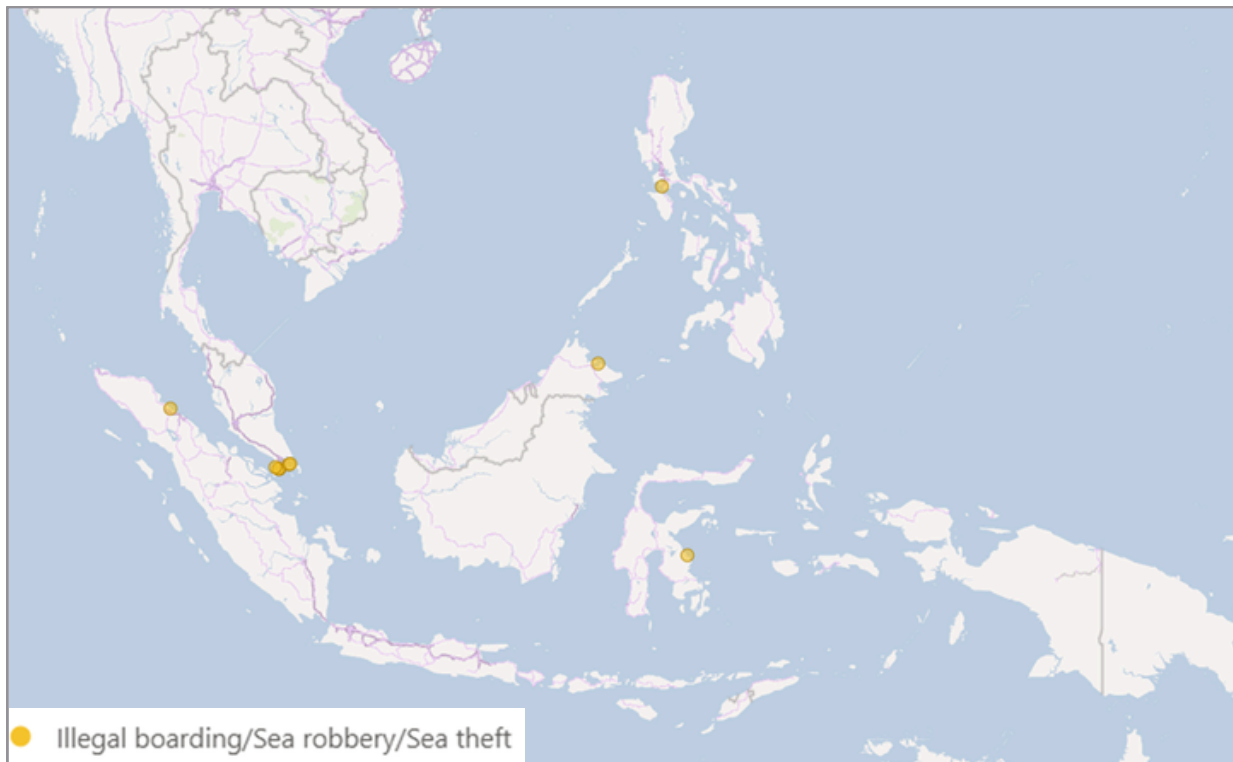
SOUTHEAST ASIA AND PACIFIC



During **April 2026**, **10 maritime robbery incidents** were reported in the Southeast Asia and Pacific region, marking an **upward trend compared to March**, during which 4 incidents were recorded.

Among the incidents of the month were recorded **5 *Illegal Boarding/Sea Thefts***, **4 *Illegal Boarding/Sea Robberies*** and **1 *Illegal Boarding***.

ARMED ROBBERY INCIDENTS



Mapping of incidents in Southeast Asia and the Pacific in April 2026

LOWLANDS ISLAND - 04/09 - Phillip Channel, Singapore - 01°03N 103°39E - *Illegal Boarding/Sea Robbery*

The Panamanian-flagged bulk carrier **LOWLANDS ISLAND** was rammed while transiting the Phillip Channel in the Strait of Singapore at 03:40 LT.

While navigating the southbound lane of the traffic separation scheme (TSS), heading east, **4 individuals armed with knives** were spotted in the engine room. No individuals were found, but **engine spare parts were reported stolen**.

MV FENG HAI - 04/12 - Belawan, Indonesia - 03°47'N 098°42'E - *Illegal Boarding/Sea Robbery*

On April 13, 2026, the Panamanian-flagged cargo ship **MV FENG HAI** was boarded at the Belawan container terminal in Indonesia.

While the ship was docked, **4 individuals boarded the vessel, armed with knives and firearms, and threatened the security personnel**. Several items were stolen. All crew members are safe.

BALENO 8 - 04/17 - Batangas, Philippines - 13°44N 121°02E - *Illegal Boarding/Sea Robbery*

The Philippine-flagged passenger ferry **BALENO 8** reported being rammed off Batangas, Philippines, at an undetermined time on April 17, 2026.

5 individuals armed with knives boarded the ship while it was at sea. They threatened the crew and stole items from the ship. They were subsequently apprehended by local authorities.

TAIPAN - 04/21 - Phillip Channel, Singapore - 01°03N 103°37E - *Illegal Boarding/Sea Robbery*

The Marshall Islands-flagged oil tanker **TAIPAN** was struck while navigating the southern lane of the Singapore Strait TSS, 7 nm southwest of Pulau Takong Kecil, Indonesia, at 00:40 LT.

The crew spotted **4 individuals armed with knives** in the engine room. They stole spare engine parts and fled. All crew members are safe and sound.

EUROPE



In **April 2026**, the **security situation in Europe remains deteriorated**, with **37 Conflict Spillovers** incidents (compared to 27 in March and 11 in February), mainly concentrated in the **Black Sea** and the **Baltic Sea**, and still linked to the **Russo-Ukrainian conflict**.

The **attack vectors remain the same** (UAVs, USVs, and ballistic missiles), while the priority targets have shifted. **Ukraine is increasingly targeting Russian energy port infrastructure and offshore drilling platforms** (11 cases this month) rather than ships suspected of being affiliated with the dark fleet (1 case this month).

Damage to ships in the Black Sea is often the result of collateral damage following coastal land attacks (port areas). It can also result from direct attacks targeting commercial vessels (carrying grain, military equipment, etc.) at sea.

In the **Eastern Mediterranean**, although only **1 case of Conflict Spillover** has been recorded, the situation remains volatile and could potentially deteriorate again, depending on the evolution of the US-Iran conflict.

CONFLICT SPILLOVERS - ATTACKS AGAINST PORT AND ENERGY INFRASTRUCTURE

During the month of April, **13 cases of Conflict Spillovers** were reported **against port infrastructure** and **6 cases against energy infrastructure**. These incidents were concentrated solely in the Black Sea and the Baltic Sea.

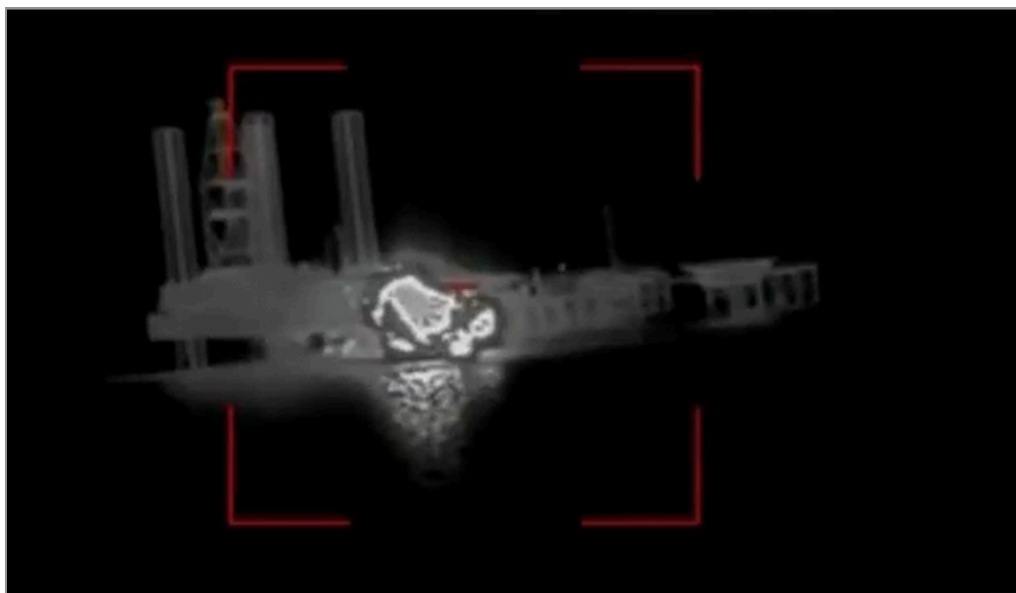
- **On the Ukrainian side**, the targeted areas are as follows: **Odessa** (04/02, 04/22, 04/26, 04/27); **Izmail** (04/10, 04/15, 04/17); **Pivdennyi** (04/10, 04/18).
- **On the Russian side**, the targeted areas are as follows: **Primorsk** (04/05); **Novorossiysk** (04/06); **Ust-Luga** (04/07); **Vysotsk** (04/18); **Tuapse** (04/16, 04/20, 04/23, 04/28).

The fact that Vysotsk was hit despite its **remote location** (970 km from the Ukrainian border) can be explained by the **probable use of long-range drones** by the Ukrainians.

There were **5 Ukrainian attacks against Russian energy infrastructure during the month of April: Primorsk (04/05), Novorossiysk (04/06), Feodosia (04/08), Tuapse (04/16), Sevastopol (04/18).**

In comparison, there were **4 Ukrainian attacks against Russian energy infrastructure in March**, 1 in February, 5 in January, 2 in December, and 3 in November. In addition, **1 ship affiliated with the Russian dark fleet** was struck by the Ukrainian navy in the **Black Sea**. This difference can likely be **explained by the temporary lifting of U.S. sanctions on Russian oil announced on March 16** and intended to last until May 16.

The Russian **MODU SIVASH** jack-up drilling vessel (04/05) in the **Black Sea** and the **LSP-1 and LSP-2 offshore oil platforms (04/09)** in the **Caspian Sea** were also targeted. The **weapons** used were primarily **UAVs, USVs, and cruise missiles**.



Attack on the MODU SIVASH in the Black Sea (04/05) - Ukrainian Navy

■ **CONFLICT SPILLOVERS - SHIPS HIT BY STRIKES OR ATTACKS**

VOLGO BALT 138 - 04/02 - Strillkove, Ukraine - 45°55N 035°01E - Conflict Spillover

The Russian cargo ship **VOLGO BALT 138** was **sunk in the Sea of Azov** following a **Ukrainian drone attack** on **April 2**. Of the 12 crew members, 9 evacuated in a life raft and were rescued near the village of Strillkove; **3 died**. The ship was transporting grain between occupied Ukrainian territories and Russia.

UNKNOWN SHIP - 04/04 - Taganrog, Russia - 47°10N 039°01E - Conflict Spillover

A **Russian bulk carrier** was damaged by debris from **Ukrainian UAV drones** targeting the city of Taganrog early in the morning of **April 4**. The drones were intercepted by Russian air defenses. The debris caused **minor damage and a small fire**. The number of casualties remains unknown.

SLAVYANIN - 04/06 - Kerch Strait, Ukraine - 45°23N 036°41E - Conflict Spillover

The Russian rail ferry **SLAVYANIN** was **sunk in the Kerch Strait** early in the morning of **April 6** following an **attack by Ukrainian UAV drones** while en route between Russia and Crimea. It was carrying oil, weapons and military equipment and made regular crossings between the two areas. **The vessel had previously been attacked in March 2026**. The number of casualties remains unknown.

NIKA SPIRIT - 04/08 - Port of Izmail, Ukraine - 45°22N 028°52E - Conflict Spillover

Russian UAV drones struck the Ukrainian port of Izmail on the **night of April 7-8**. The Russian oil tanker **NIKA SPIRIT**, detained by Ukrainian authorities since July 24, 2019, **was hit**. The extent of the damage is unknown. Military and civilian infrastructure was also damaged. The attack resulted in **1 death and 3 injuries**.

LADY MARIS - 04/14 - Black Sea - 46°12N 030°43E - Conflict Spillover

The Liberian-flagged bulk carrier **LADY MARIS** was struck by **Russian UAV drones** on **April 14**, causing **fires on board**. The ship was en route to Chornomorsk to load Ukrainian corn. No injuries were reported.

EXCELLION - 04/14 - Port of Izmail, Ukraine - 45°23N 028°50E - Conflict Spillover

The Panamanian-flagged cargo ship **EXCELLION** was damaged following an attack by **Russian UAV drones** in the port of Izmail on the **night of April 13-14**. The ship had already been struck in the same area on August 20, 2025. No injuries were reported.

DORADO CHEM - 04/16 - Port of Novorossiysk, Russia - 44°42N 037°49E - Conflict Spillover

The Liberian-flagged tanker **DORADO CHEM** was damaged in the port of Novorossiysk following a **strike by Ukrainian UAV drones**. The ship's captain, a Turkish national, was injured.

AJAX - 04/24 - Port of Odessa, Ukraine - Conflict Spillover

The cargo ship **AJAX**, flying the flag of Saint Kitts and Nevis, **was struck by Russian drones** at an undetermined time on April 24, 2026, off the coast of Odessa. A **fire broke out on board**, and the **navigation system malfunctioned**. The fire was brought under control by the crew. No injuries were reported.

RAMCO - 04/27 - Port of Odessa, Ukraine - Conflict Spillover

The cargo ship **RAMCO**, flying the Nauruan flag, **was hit by a Russian drone attack** off the coast of Odessa at an undetermined time on April 27, 2026. A **fire broke out on board** and was brought under control. No injuries were reported.

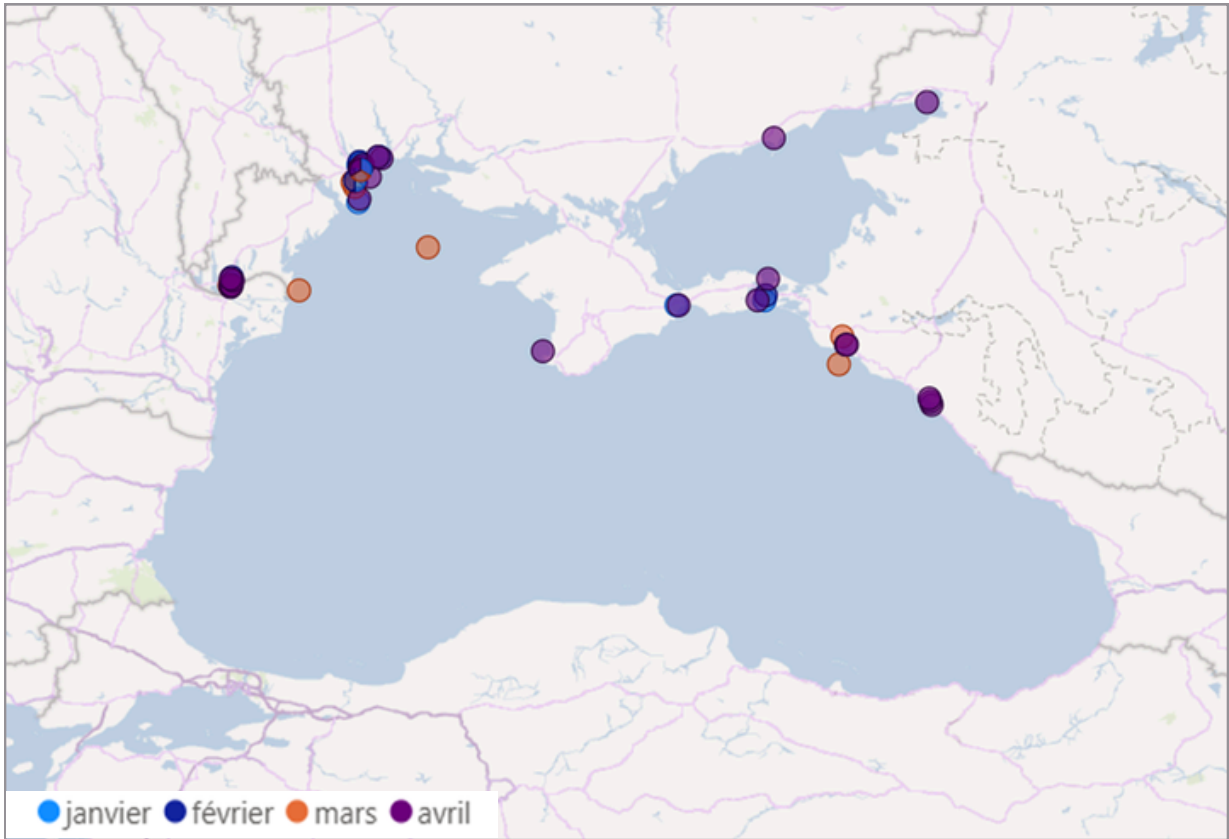
KIRAN MARMARA - 04/29 - Black Sea - Conflict Spillover

The Maltese-flagged bulk carrier **KIRAN MARMARA** was **struck by a Russian UAV drone** off the coast of Odessa on the morning of April 29. **The attack caused a fire**. No injuries were reported.

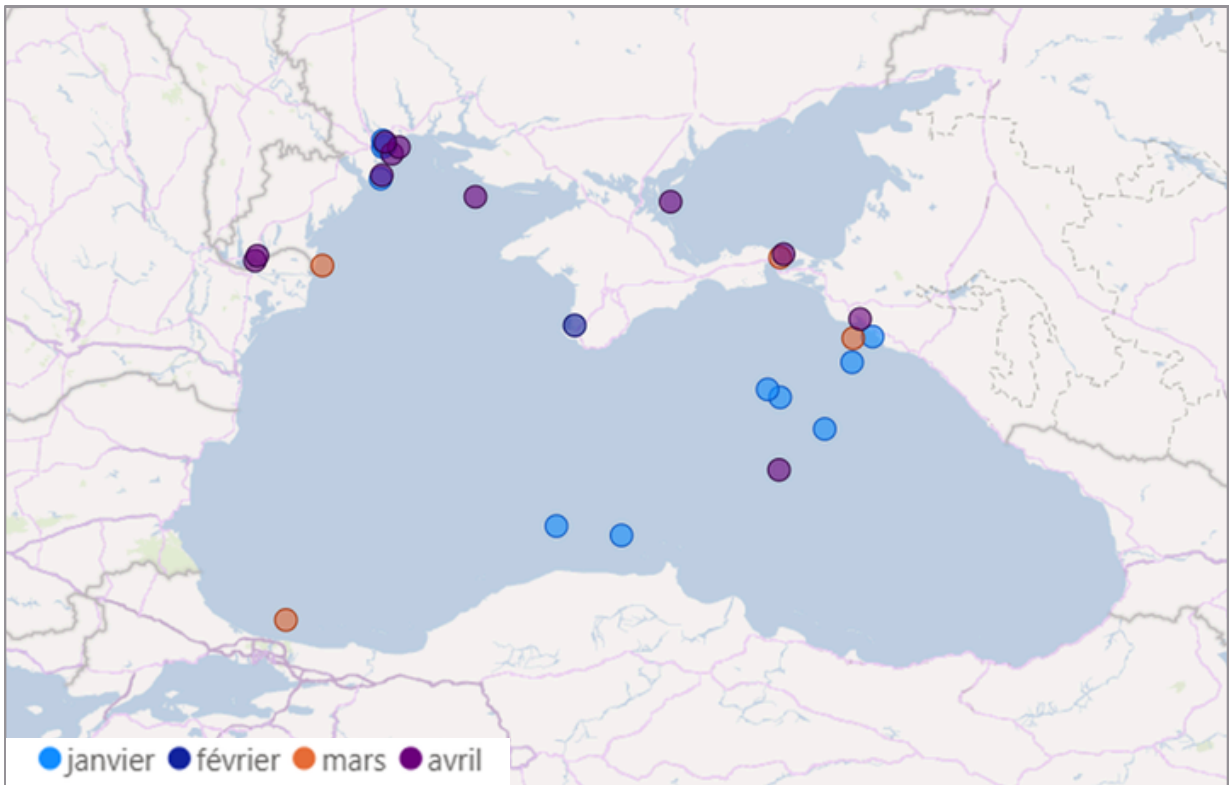
KEY EVENT: TANKER OF THE DARK FLEET STRUCK AT SEA

MARQUISE - 04/29 - Black Sea - 43°12N 36°41E - Conflict Spillover

The oil tanker **MARQUISE** was **struck by two Ukrainian USV drones** on the morning of April 29, 120 nm southwest of Tuapse. The vessel was flying the Cameroonian flag, and its **AIS was switched off at the time of the attack**. It has been under European Union sanctions since 2025 and is **suspected of being affiliated with the Russian dark fleet**. It was at anchor at the time of the attack, possibly awaiting a transfer of oil to another vessel. The **stern was damaged, including the rudder and the engine room**. The ship's current status is unknown, as is the number of casualties. This is the **twentieth Ukrainian attack on a Russian oil tanker in the Black Sea since January 2025**.



Mapping of ports and infrastructure affected in the Black Sea and Sea of Azov in April 2026



Mapping of ships hit in the Black Sea and the Sea of Azov in April 2026

KEY EVENT: EUROPEAN COERCIVE MEASURES AGAINST THE DARK FLEET

FLORA 1 – 04/03 – Baltic Sea - 55°01'N 013°47'E – *Conflict Spillover/Law Enforcement*

The tanker **FLORA 1** was **raided** on April 3 at 4:00 AM by the Swedish Coast Guard as **part of Operation Klöver**. It was **suspected of flying a false Cameroonian flag** and of **causing an oil spill in the Swedish Exclusive Economic Zone (EEZ)** near the island of Gotland. The **vessel is under European Union sanctions and suspected of being part of the Russian dark fleet**. The ship was released on April 4 after Cameroonian authorities confirmed the validity of its flag. The **FLORA 1's involvement in the oil spill is possible** due to **its shipping route and its age** (built in 2005), coupled with **poor maintenance**. This is the **fifth case** of a vessel suspected of being affiliated with the Russian dark fleet and likely involved in a marine pollution incident in European waters.

Meanwhile, on **April 23**, the EU adopted its **twentieth round of sanctions against Russia**. The sale of oil tankers to Russian companies is now prohibited. Furthermore, the United Kingdom declared that it can now legally board and seize vessels affiliated with the dark fleet entering its territorial waters.



Boarding of the Swedish Coast Guard aboard the FLORA 1 - Swedish Coast Guard

KEY EVENT: ISRAELI DRONES STRIKE THE PORT OF TYRE

The only incident in the Mediterranean in April was a **Spillover attack** in the **port of Tyre, Lebanon**. An **Israeli drone strike** took place on the morning of April 4th to **eliminate a Hezbollah-affiliated target**. **Several fishing vessels were damaged** and a **pleasure craft was sunk**. The toll is of **1 dead** and **11 wounded**.

The **absence of further incidents** in the Mediterranean can be explained by **several factors**: the **cessation of Iranian strikes on Middle Eastern countries**, and the **concentration of Ukrainian strikes on Russian energy infrastructure rather than on ships of the dark fleet**. Due to the multiple breaches of the truce by Israel and Hezbollah despite the ceasefire agreement, **similar incidents could potentially occur**.

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