



Weekly Report

22/04/26



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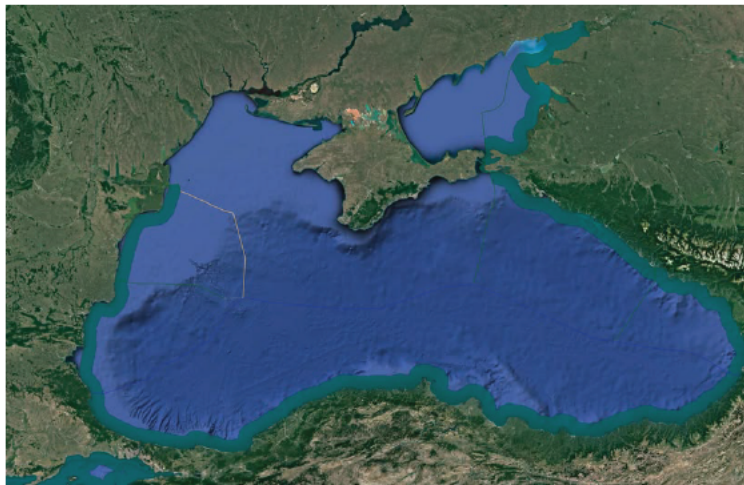
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About Africa Risk Compliance

Headquartered in Exeter and London, UK and with branch offices in Lomé, Togo, Cotonou, Benin and Lagos and Port Harcourt, Nigeria, Africa Risk Compliance Limited (ARC) was established to bring together a team of Africa and maritime security experts to address challenges faced by those operating in Africa. With roots in the security sector, our key service offering is the management and arrangement of security in the complex jurisdictions of the nations around the Gulf of Guinea.

In 2021, ARC expanded its service offering to provide a management service to arrange embarked armed guards in the Indian Ocean, and since 2021, risk management services to counter the threat of drug smuggling on merchant vessels, and journey management and on-shore vehicle services in Nigeria.

Black Sea



Current Threat Levels

Black Sea

Drones: **MEDIUM**

Missiles: **MEDIUM**

Mines: **HIGH**

Electronic Interference: **HIGH**

Sea of Azov

Drones: **MEDIUM**

Missiles: **MEDIUM**

Mines: **HIGH**

Electronic Interference: **HIGH**

Security Incidents

Since start of 2026	19
Since start of 2025	37
Since February 2022	87

Incidents Involving Sea Mines

Since start of 2026	0
Since start of 2025	9
Since February 2022	43

Reports 16 – 22 April 2026

16 April 2026. UAV Attack. Tuapse Port, Russia. The Tuapse Oil Refinery was hit by UAVs in a Ukrainian attack. Damage to residential buildings nearby and civilian casualties were reported. A tanker was hit by a UAV during the attack, causing a fire on board and one injury.

19 April 2026. UAV Attack. Tuapse Port, Russia. Ukrainian forces launched a UAV attack on Tuapse Port. The attack reportedly targeted the port and a nearby refinery. Fires were reported at port terminals, and three people were injured.

17 April 2026. UAV Attack. Sevastopol Port, Russia. The Ukrainian military carried out a UAV attack on Sevastopol Port. Two Russian military vessels were reportedly hit in the strike. Details on casualties and damage were not reported.

Maritime Threats

Since the start of this conflict in February 2022, we have recorded more than 70 maritime security incidents in the Black Sea involving merchant vessels. These incidents include missile attacks, drone attacks, and vessel detentions. The recent pattern of attacks indicate that both Ukraine and Russia have been focused on targeting energy infrastructure, with many strikes targeting facilities at or near ports. Vessels have suffered collateral damage in several of these attacks. Vessels sailing off the coasts of Russia and Ukraine have also been directly targeted in recent incidents.

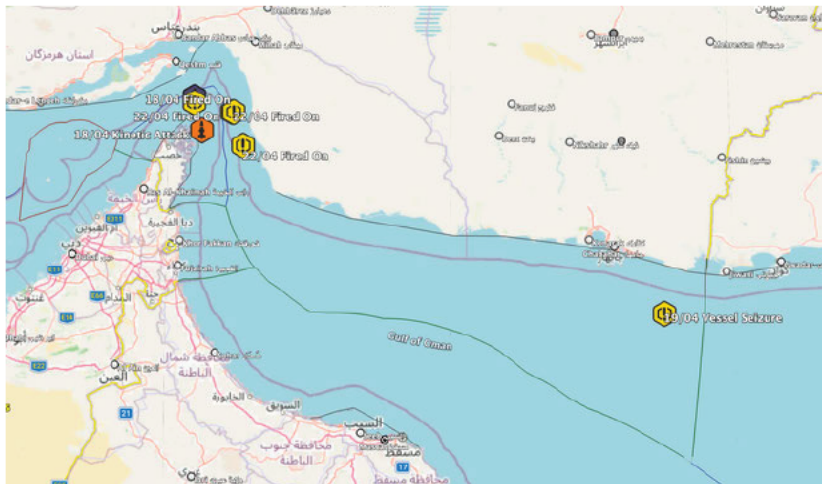
Sea mines have also been a threat to vessels in the Black Sea. Russian forces planted hundreds of sea mines in Ukrainian waters. Many of these mines have since become untethered and drifted, posing a risk to merchant vessels across the Black Sea and to civilians on the coast. Since the start of the war,



war, we have recorded more than 40 incidents involving sea mines, with the majority outside Ukraine. Reports of sea mines have been made as far as Romania. Vessels in the Black Sea should remain vigilant, avoid floating objects, maintain lookouts, and monitor local navigation warnings. Suspicious objects observed in the region should be reported with photo and video evidence if possible.

The Black Sea remains unpredictable and is high-risk area for all vessels. Crew are advised to operate at MARSEC Level 3 when operating in the Black Sea and ensure they are prepared to respond to any potential threats or emergencies. This is particularly important for calls to any Russian or Ukrainian ports, as circumstances can change quickly and without warning. The threat of collateral damage in ports in Ukraine and Russia is particularly high, as port cities continue to be key targets in this conflict. For Ukrainian ports, the risk is higher at night as Russian forces typically carry out attacks under cover of darkness.

Arabian Gulf Region



Current Threat Levels

Conflict

Arabian Gulf: **CRITICAL**

Gulf of Oman: **CRITICAL**

Strait of Hormuz: **CRITICAL**

Reports 16 – 22 April 2026

18 April 2026. Fired On. 20nm NE of Oman. A tanker transiting east through the Strait of Hormuz was reportedly approached by two small IRGC boats. One of the small boats fired on the tanker without warning on VHF, damaging the bridge windows. The tanker turned around and sailed back toward the Arabian Gulf. AIS data shows that the vessel attempted to use the internationally-recognised transit separation scheme (TSS) in the attempt to sail through the Strait of Hormuz.

18 April 2026. UAV Attack. 25nm NE of Oman. A containership attempting to exit the Arabian Gulf through the Strait of Hormuz was reportedly pursued by IRGC boats. The IRGC fired warning shots at the vessel, but the vessel refused to turn around and increased speed. The IRGC fired at the vessel again using AK-47s and RPGs. A UAV was then fired at the vessel, causing a fire on board and damage to two containers.

18 April 2026. Kinetic Attack. 3nm E of Oman. The Master of a cruise ship in the Strait of Hormuz reported an unconfirmed projectile object landing in the water about 150m from the vessel. The vessel left the area and no damage or injuries were reported. Prior to the incident, the Master reportedly received VHF messages from the IRGC threatening to attack the vessel.

19 April 2026. Vessel Seizure. 45nm SE of Chabahar, Iran. An Iranian containership was intercepted by US forces whilst transiting toward the Strait of Hormuz in the Gulf of Oman. US forces reportedly warned the vessel that it was violating the US blockade on the Strait of Hormuz. The vessel was ordered to stop and change course, but the Iranian crew refused to comply. US forces then shot several 127mm rounds at the vessel, causing damage to the engine room. The vessel was boarded and seized, and US forces conducted an inspection. The containership is reportedly under US sanctions.

22 April 2026. Fired On. 15nm NE of Oman. The Master of a containership reported being approached by one IRGC gun boat. The gun boat fired on the containership, causing severe damage to the bridge but no fire. The crew were reported safe. There was no VHF warning prior to the attack. Reports state the vessel was seized by the IRGC, but this has not been confirmed.

22 April 2026. Fired On. 8nm W of Iran. The Master of a containership reported that the vessel was fired on and intercepted. Reports state the vessel was seized by the IRGC and rerouted to the coast of Iran. The crew are reported safe and there is no damage to the vessel.



22 April 2026. Fired On. 15nm NE of Oman. A containership was fired on by an IRGC boat whilst transiting through the Strait of Hormuz toward the Gulf of Oman. The vessel continued the transit, stopping at Khor Fakkan, UAE. The vessel did not sustain any damage and the crew was reported safe.

Maritime Threats

US-Israel Conflict with Iran

On 28 February 2026, the US and Israel launched coordinated attacks against Iran. The strikes came after inconclusive indirect talks between the US and Iran days prior. In response, Iran has carried out a series of retaliatory strikes across the region. Several Gulf states have reported attacks targeting strategic areas within their respective territories. Targets have included bases used by American forces, energy infrastructure, and port facilities. Though many projectile weapons have been intercepted by regional air defence systems, the attacks have caused damage and casualties across the Gulf.

A two-week ceasefire agreed between the US and Iran was set to expire on 22 April 2026, but hours before this deadline the US unilaterally announced an extension until Iran submits a proposal to end the conflict. Still, the situation is highly unpredictable and the ceasefire remains fragile. Spillover effects in the maritime space that threaten commercial vessels are still a possibility. **Vessels are advised to avoid transit in the Arabian Gulf, the Strait of Hormuz, the Gulf of Oman, and the Northern Arabian Sea.**

Kinetic Activity

ARC has now recorded 36 incidents involving vessels and kinetic weapons in the Gulf of Oman, the Strait of Hormuz, and the Arabian Gulf during this conflict. These incidents include:

- Vessels directly hit by missiles or drones
- Collateral damage of vessels caused by debris from intercepted weapons
- Unexploded ordinance landing on vessels
- Kinetic weapons landing in the water near vessels

These events have resulted in damage to vessels and casualties among seafarers. Iran's Islamic Revolutionary Guard Corps (IRGC) have claimed responsibility for several confirmed attacks targeting merchant vessels, stating that the vessels were linked to the US. However, not all the vessels targeted to date have had explicit links to the US or Israel, suggesting that all vessels are vulnerable to attack. Ports and energy facilities in Gulf states have also been targeted repeatedly by Iran.

Over the last week there have been reports of kinetic weapons fired at vessels that the IRGC believes are in violation of their blockade of the Strait of Hormuz. Such attacks represent an escalation in Iran's efforts to enforce the blockade. Iran is highly likely to continue attacking vessels in the strait until a durable ceasefire is agreed. Given the fragility of the ceasefire, a resumption in kinetic attacks targeting vessels across the region is likely to resume if the US and Iran do not arrive at a sustainable agreement for peace.

The Strait of Hormuz

The security environment in the Strait of Hormuz remains highly volatile, with the US and Iran's competing blockades posing a direct threat to commercial vessels. Although Iran briefly declared the waterway open in response to the Israel-Lebanon ceasefire, this decision was quickly reversed due to



the ongoing US naval blockade of the strait. Iran's enforcement of their blockade has been particularly aggressive, with the IRGC firing on three vessels in the Strait of Hormuz on 22 April 2026. At least one of these vessels was seized by Iran, and reports suggest that in at least one of these incidents shots were fired at the vessels without prior VHF warning. The US has also continued enforcement of its own blockade of the strait and has reportedly ordered at least 27 vessels to change course since the blockade began. The US has also fired on and seized a tanker in the Gulf of Oman after the vessel refused to comply with orders to stop and change course.

Though the ceasefire was unilaterally extended by the US, there has been no deadline given for this pause in hostilities. Minimal progress has been made toward resolving the core disputes of this conflict, and uncertainty surrounds potential US-Iran talks. Given the uncertainty, these overlapping blockades and the associated risks to shipping are likely to persist in the short to medium term.

Electronic Interference

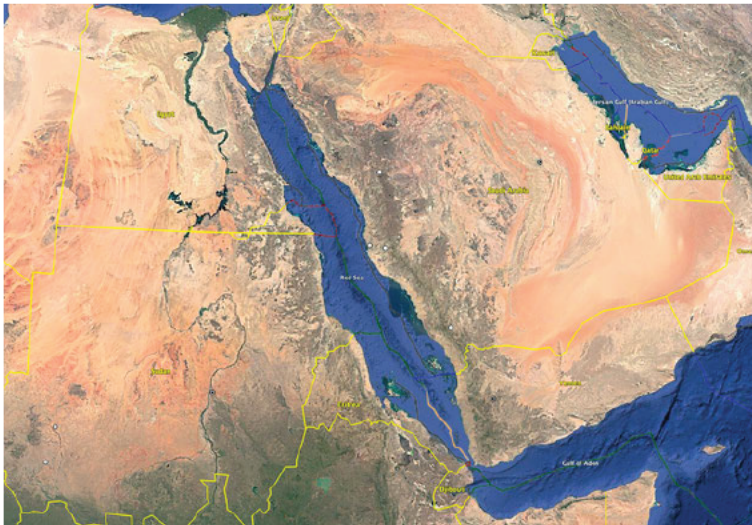
Electronic interference is continuing to affect navigational instruments in the Arabian Gulf, the Strait of Hormuz, and the Gulf of Oman, though the number of reported incidents has decreased in recent weeks. The issue has affected hundreds of vessels in the region since the conflict started.

Electronic interference causes disruption to GPS, AIS, and other PNT systems lasting for several hours. The issue is common in conflict zones and is typically an attempt either to disrupt military equipment that relies on GPS or to tamper with a vessel's navigation systems to divert it of course. The issue has been a long-standing problem in the region as a result of elevated tensions. Merchant vessels are not usually the direct target of electronic interference but are typically indirectly affected by efforts to compromise military equipment.

Threats to Shipping

Due to the fragile and volatile nature of the ceasefire agreement, and the risk of spillover effects in the maritime space, ***the threat to vessels in the Arabian Gulf, the Strait of Hormuz, the Gulf of Oman, and the Northern Arabian Sea is assessed to be critical.*** This area has been included in the Joint War Committee's Listed Areas due to the high threat level. There remains an elevated risk of missile and drone strikes in the region, particularly for vessels transiting through the Strait of Hormuz. These vessels are also at risk of harassment, attack by firearms and RPGs, and seizure. Vessels near the strait in the Arabian Gulf or the Gulf of Oman are advised to steer clear of military vessels, maintain heightened situational awareness, and exercise caution with any VHF communications received. Due to ongoing issues with electronic interference, vessels are advised to monitor all electronic navigational aids and use non-electronic means of position fixing as a backup. Any suspicious activity or incidents should be reported immediately.

The Red Sea



Current Threat Levels

Conflict

Gulf of Aden: **HIGH**

Red Sea: **HIGH**

Reports 16 – 22 April 2026

Nothing to report.

Maritime Threats

Houthi Attacks in the Red Sea

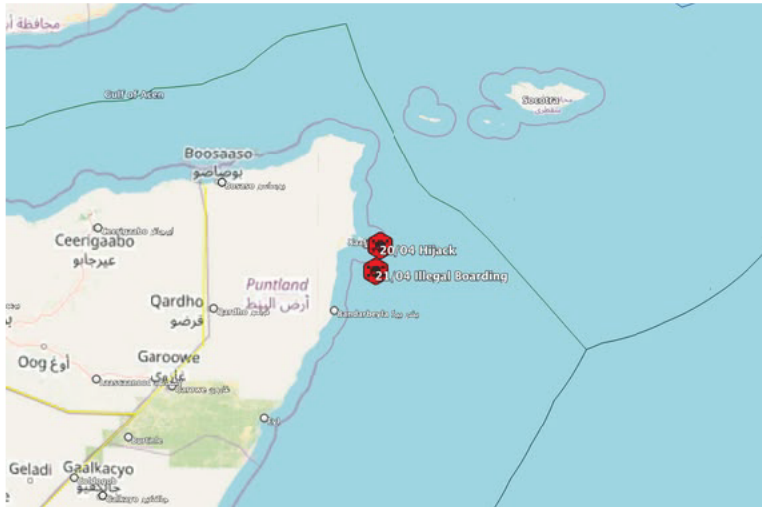
The threat in the Red Sea, the Bab el-Mandeb Strait, and the Gulf of Aden is assessed to be high due to the possibility of Houthi attacks against vessels. Transit through this region should also be avoided. Vessels in the area may also be affected by electronic interference.

On 28 March 2026, the Houthis officially entered the US-Israel-Iran conflict with a ballistic missile attack targeting Israel. This development, and the numerous threats against shipping issued by the militant group in recent weeks, prompted concerns of a resumption in hostilities against vessels in the Red Sea region. Houthi leadership has repeatedly threatened to restart attacks in the Red Sea, but there is no evidence to suggest that the Houthis have targeted any vessels since the conflict started in late February. It is unclear when or whether the Houthis will start targeting merchant vessels again, and it is also unclear whether the temporary ceasefire will affect the group's decision. The threat is still considered elevated as the militant group has expressed a willingness to carry out attacks and retains the capability to do so.

The Houthis have not specified a target profile for any future attacks as they have in previous campaigns against shipping, but it is highly likely that vessels with US and Israeli links will be targeted once again. Still, the threat of attack applies to all vessels in the Red Sea, the Bab el-Mandeb, and the Gulf of Aden given the Houthis' track record of attacking vessels based on incorrect or outdated information.



Somalia-Based Piracy



Current Threat Levels

Piracy

Red Sea: **LOW**

IRTC: **LOW**

Arabian Sea: **MEDIUM**

Indian Ocean: **MEDIUM**

Reports 16 – 22 April 2026

20 April 2026. Hijack. 7nm E of Xaafuun, Somalia. A fishing vessel was armed, boarded, and seized by a 11 armed members of a suspected pirate group in Somali waters.

21 April 2026. Illegal Boarding. 24nm SE of Xaafuun, Somalia. A tanker was reportedly boarded by six armed perpetrators whilst underway off Somalia. The pirates were on board four small craft. The crew reportedly mustered in the citadel. Authorities are investigating the incident.

Maritime Threats

The risk of piracy is currently assessed as moderate in the Indian Ocean. The risk is higher in the waters closer to the coast of Somalia. It is advised that vessels exercise caution in the region, maintain a heightened security posture, and report any suspicious activity.

There has been a notable increase in pirate activity off Somalia. Recent developments point to a potential resurgence in Somalia-based piracy, with six incidents recorded so far in 2026. Events have been concentrated along the northeastern coastline between the towns of Bargaal and Eyl. A recent increase in activity off Xaafuun suggests that the piracy hotspot in the region may have moved north from Eyl, a coastal town that was a known piracy hub over the last two years. A piracy incident reported far offshore in late March indicates that pirate groups in the region retain the intent and capability to operate at extended distances from the coast. The threat of piracy therefore applies to vessels up to 500nm from the coast of Somalia.

Pirate groups that operate off Somalia are known to hijack fishing vessels during disputes with international fishing fleets or as part of opportunistic attacks for resource theft. Pirates are known to use these motherships to locate larger vessels to target, either by using the fishing vessel's AIS or by sailing through regular vessel traffic. Once a target has been identified, the perpetrators deploy skiffs to carry out an attack. Attacks typically involve the perpetrators firing at the targeted vessel and attempting to overpower the crew. Vessels that are successfully hijacked are typically held in Somali territorial waters. Pirate groups are usually armed with AK-47s and/or rocket-propelled grenades (RPGs); however, their primary intention is to intimidate the crew in order to seize control of the vessel and later demand ransom in exchange for the crew's release.



Yemeni Ports and HRA Floating Armoury Updates

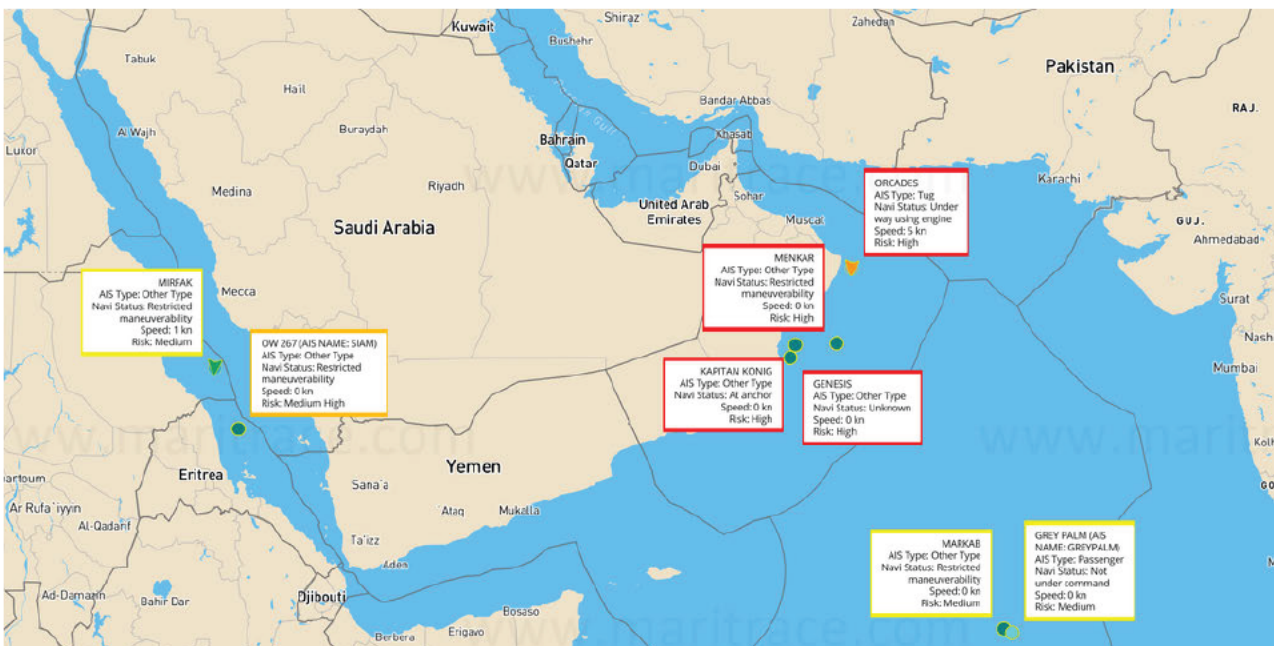
Yemeni Ports status' as of 22 April 2026

Gulf of Aden Ports	Status	Red Sea Ports	Status
Ash Shihr	Temporarily closed	Mokha	Closed
Mukalla	Operational	Hodiedah	Operational
Nishtun	Operational	Saleef	Operational
Balhaf	Closed	Ras Isa (shore tanks)	Operational
Rudhum	Temporarily closed	Ras Isa (SPM)	Operational
Aden	Operational		



HRA Floating Armoury Updates

Due to the increased risk associated with transit through the Red Sea and the Gulf of Aden, most platforms and PMSCs have requested that clients inform them of any Israeli links to their vessels.





Drug Smuggling from Latin America

Drug Smuggling Incidents from Ports in Latin America from 2025

Argentina

San Lorenzo	1
Unspecified	2

Brazil

Paranaguá	20
Santos	15
Rio de Janeiro	1
Itapoa	4
Pecem	2
Salvador	2
Natal	1
Villa do Conde	1
Mucuripe	1
Porto da Madeira	1
Itajaí	1
Fortaleza	1
Unspecified	20

Chile

Arica	1
San Vicente	1
Unspecified	3

Colombia

Cartagena	4
Buenaventura	3
Santa Marta	3
Barranquilla	2
Unspecified	6

Costa Rica

Limon	7
Puerto Caldera	1
Unspecified	3

Ecuador

Guayaquil	20
Posorja	9
Puerto Bolivar	2
Unspecified	22

Dominican Republic

Santo Domingo	2
Haina	1
Caucedo	1
Unspecified	2

Guatemala

Puerto Quetzal	1
Unspecified	2

Mexico

Unspecified	1
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Nicaragua

Unspecified	1
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Panama

Colón	2
Balboa	4
Cristobal Anch	2
Panama City	1
Unspecified	11

Peru

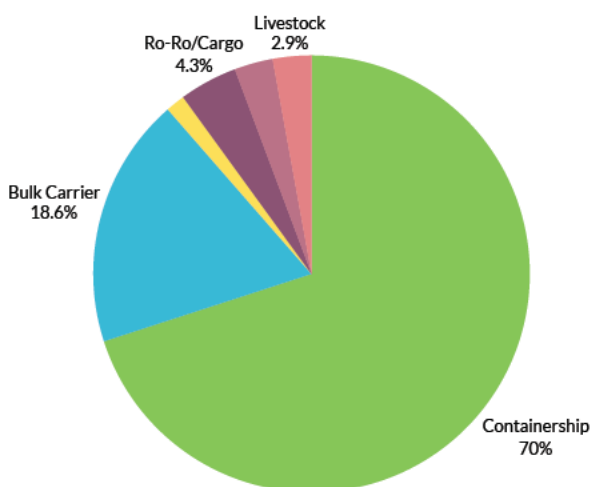
Paita	3
Unspecified	5

Uruguay

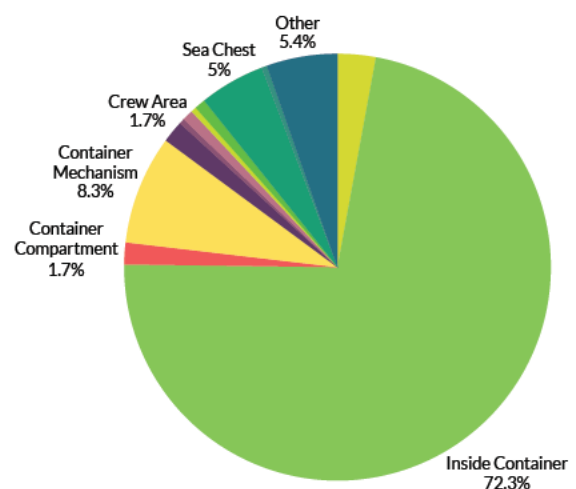
Montevideo	2
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Unidentified South American Ports: 87

Vessels Implicated in Drug Smuggling



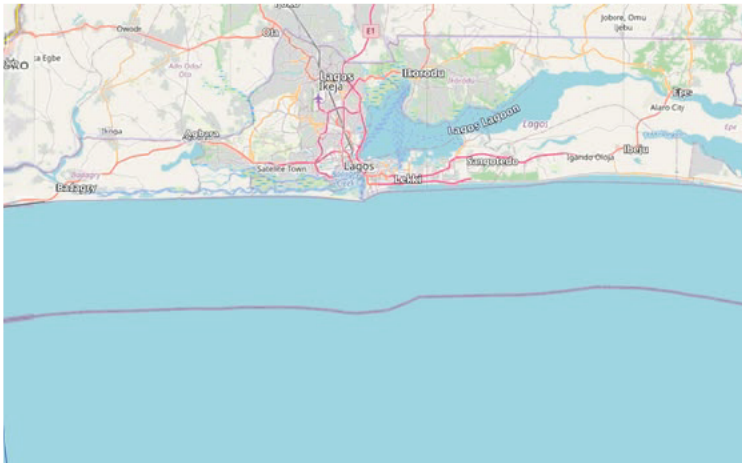
Popular Hiding Spots on Board



N.B. Figures are based on current information at time of publication of this report, and may change over time as further information on previous incidents is received. The figures represent the number of incidents of drug smuggling/trafficking on merchant vessels from ports in Latin America to ports globally.



Lagos, Nigeria



Current Threat Levels

Theft, Robbery, and Stowaways
STS and NPA Anchorage: **HIGH**
Port Area: **HIGH**

Piracy & Kidnap for Ransom
STS and NPA Anchorage: **MEDIUM**
Port Area: **LOW**

Reports 16 – 22 April 2026

Nothing to report.

Maritime Threats

Lagos has consistently seen a high number of stowaway incidents on vessels in anchorage and at berth. There have been an increasing number of incidents involving stowaways using small craft to follow vessels and board via the rudder when at anchorage after a vessel has left berth. All vessels should carry out stowaway searches prior to departure and watch for small boats around the rear of the vessel following departure from port.

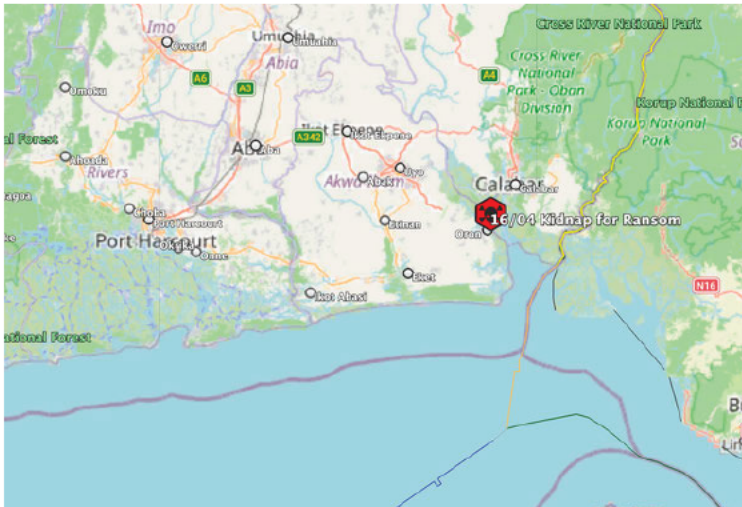
There has been a recent increase in theft and robbery incidents at Lagos Port. If spotted by crew and alarm raised, thieves and robbers will usually flee without altercation or threat to crew. Terminals inside the port have poor security infrastructure, so vessels at berth are easy targets for thieves, robbers and stowaways. It is recommended that vessels maintain a vigilant watch, especially at night and dawn and dusk when visibility is poor. Ships should also stow and lock away any tools, ropes and valuables on deck.

Last Incident

15 March 2025. Theft (Successful). Lagos Port, Nigeria. A bulk carrier was boarded by sea robbers whilst berthed at Eko Terminal. The perpetrators boarded by the river side and stole paint cans before escaping on a local canoe. Crew was reported safe.



Offshore and Niger Delta, Nigeria



Current Threat Levels

- Delta Creeks and Rivers: HIGH**
- Bonny River: HIGH**
- Escravos/Forcados: HIGH**
- Calabar River: HIGH**
- Offshore Brass: HIGH**
- Offshore Bonny: HIGH**
- Deep Offshore Bonny: HIGH**
- Deep Offshore Lagos: HIGH**

Reports 16 – 22 April 2026

16 April 2026. Kidnap for Ransom. Calabar River. A passenger boat was attacked whilst in transit from Calabar to Oron. At least 20 passengers were reportedly abducted.

Maritime Threats

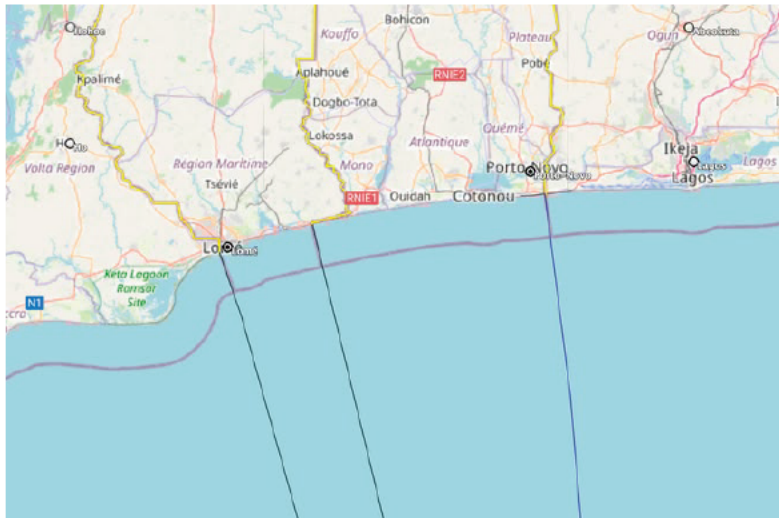
Despite a significant reduction in piracy incidents off Nigeria, reports of pirate activity indicate that the threat level across Nigeria’s EEZ is still considered high. Pirate attacks have demonstrated that the perpetrators have an excellent understanding of the geographical limits of security escorts and local Naval forces, and they have the ability to board vessels sailing at good speed using light-weight aluminium ladders. There remains a high threat to all vessels up to 250nm from the coast of Nigeria. Merchant vessels avoiding Nigerian waters should remain extremely vigilant as pirates have shown themselves capable of operating at significant distances from the shore, including outside of Nigerian waters.

There is also a threat of piracy in the Bonny River area and the waterways south of Calabar, as several kidnapping incidents have been reported over the past year. Though passenger vessels have been the primary targets in these attacks, the incidents point to ongoing pirate activity that could affect merchant vessels.

Last Incident

8 March 2026. Hijack. Ibaka/Calabar Channel, Nigeria. The Nigerian Navy reported that suspected pirates intercepted and hijacked a passenger vessel in transit from Ibaka, Akwa Ibom to Bakassi, Cameroon. The pirates had held the passengers hostage with the intention of kidnapping them. The Nigerian Navy intervened and rescued the hostages. The suspects fled into the creeks.

Benin and Togo



Current Threat Levels

Theft, Robbery & Stowaway

Lomé: **MEDIUM**

Cotonou: **MEDIUM**

Piracy & Kidnap for Ransom

Lomé: **MEDIUM**

Offshore Togo: **HIGH**

Cotonou: **MEDIUM**

Offshore Benin: **HIGH**

Reports 16 – 22 April 2026

Nothing to report.

Maritime Threats

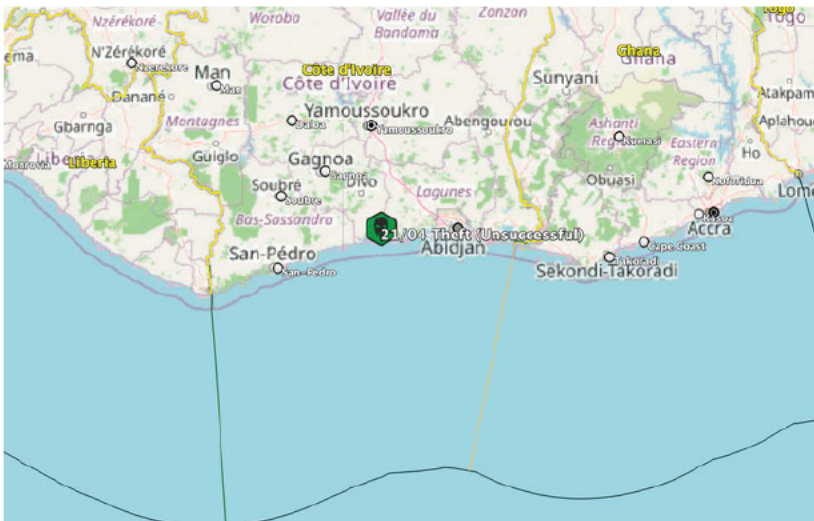
There remains a high threat in the waters offshore Benin and Togo, where vessels often drift awaiting berthing instructions, or carry out STS bunker operations. Recent pirate activity suggests that pirate group operations may be moving further west, and therefore the threat in these waters has increased. The threat area deep offshore Benin should be considered particularly elevated, as there are minimal options for security services or effective response in the event of an incident offshore. Vessels should move further south and west to avoid this area, or move straight into anchorages where there is a greater Navy presence and maritime security services available.

Last Incident

21 October 2025. Suspicious Approach. 33nm S of Cotonou, Benin. A tanker was reportedly approached by a small craft. There were no weapons or equipment seen on the craft, which was described as a wooden boat. Three individuals on board wearing casual clothing and lifejackets reportedly spoke in an aggressive manner and in English over VHF. The crew carried out security procedures and maintained continuous lookout for two hours. The Master carried out evasive manoeuvres and sent an alert. A Benin Navy vessel was dispatched to provide assistance, and the small craft sailed away once the naval vessel arrived. The vessel was in transit from Warri, Nigeria to Lomé, Togo at the time of the incident. Details suggest that the individuals on board the small craft may have been local fishermen and not perpetrators attempting to carry out an attack.



Western Gulf of Guinea



Current Threat Levels

Senegal: LOW
Guinea: LOW
Sierra Leone: LOW
Liberia: LOW
Côte d'Ivoire: MEDIUM
Ghana: MEDIUM

Reports 16 – 22 April 2026

21 April 2026. Theft (Unsuccessful). Abidjan Anchorage, Côte d'Ivoire. A supply vessel was boarded by one person whilst anchored at Abidjan Anchorage. An alarm was raised on board when a small boat was seen near the vessel and one unauthorised individual was seen on deck. The individual jumped overboard and swam to the small boat after hearing the alarm. Nothing was stolen on board and the crew was reported safe.

Maritime Threats

There is an elevated risk of theft, robbery and stowaways at all ports in West Africa. Guinea in particular has a history of violent robbery incidents. Ghana's Takoradi port has a consistent record of security incidents at anchorage, with robbers and thieves targeting vessels for opportunistic theft of valuable items. Most flee once an alarm has been raised and they are aware they have been spotted by the crew. All incidents should be reported to local authorities. The piracy risk in this area of the Gulf of Guinea is assessed to be medium, with a relatively higher threat in the eastern half of Ghana due to its closer proximity to piracy hotspots in the region.

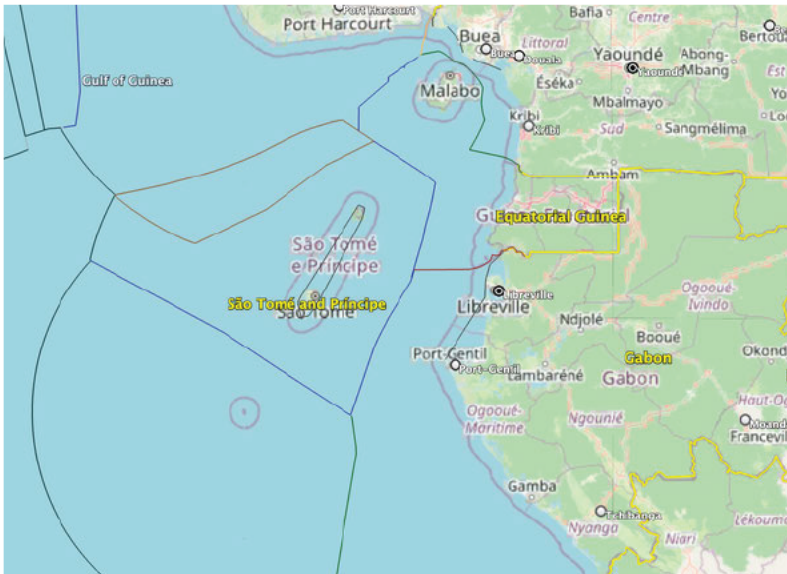
There have historically been a number of security incidents against local fishing vessels in this area. Local reporting and type of attacks suggest either fishing disputes or the involvement of drug smuggling gangs, with some vessels involved in these attacks previously being detained for drug smuggling.

Last Incident

21 March 2026. Armed Robbery (Successful). Abidjan Anchorage, Côte d'Ivoire. Four perpetrators armed with knives reportedly boarded a supply vessel whilst in anchorage. An alarm was raised once the perpetrators were seen on board. The perpetrators escaped after stealing a fast rescue craft and some paint cans. The crew were reported safe.



Cameroon to Gabon



Current Threat Levels

Theft, Robbery & Stowaway

Cameroon: **MEDIUM**

Eq Guinea: **LOW**

Sao Tome & Principe: **LOW**

Gabon: **MEDIUM**

Piracy & Kidnap for Ransom

Cameroon: **HIGH**

Eq Guinea: **HIGH**

Sao Tome & Principe: **HIGH**

Gabon: **HIGH**

Reports 16 – 22 April 2026

Nothing to report.

Maritime Threats

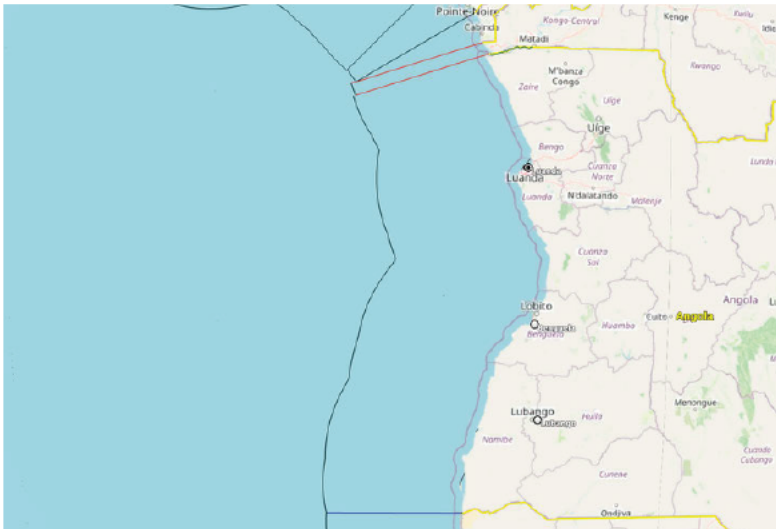
There is a high risk of piracy attack and kidnap in the waters of countries outside of Nigeria, especially Cameroon, São Tomé and Príncipe, Equatorial Guinea, and Gabon. Several incidents have been reported in these waters over the last year, indicating that the hotspot for piracy in the region has shifted south of Nigeria. In recent attacks, pirates have demonstrated their reach outside of the EEZ. Such attacks have occurred at a great distance from Naval resources and commercial security services, meaning that pirates are able to stay on board or longer periods of time to carry out attacks. Vessels should avoid "no-mans-land" areas, such as the waters south of Bioko Island, where security is very thin and there is a lack of commercial assets.

Last Incident

11 January 2026. Kidnap for Ransom. 31nm NE of Port Gentil. Gabon. A fishing vessel was boarded by at least three armed suspects. The suspects kidnapped nine of the 12 crew members on board. Following the attack, the vessel and the three remaining crew members were escorted to the port of Libreville by a Gabonese naval vessel.



Congo to Angola



Current Threat Levels

Theft, Robbery & Stowaway

Rep of Congo: **MEDIUM**

DR of Congo: **MEDIUM**

Angola: **HIGH**

Piracy & Kidnap for Ransom

Rep of Congo: **MEDIUM**

DR of Congo: **MEDIUM**

Angola: **MEDIUM**

Reports 16 – 22 April 2026

Nothing to report.

Maritime Threats

There is a medium threat of piracy in this region. Niger Delta-based pirates have demonstrated the capability to operate at significant distances offshore, though there have not been any piracy incidents recently reported in this area. Small product and bunker tankers should be extra vigilant, as they provide relatively low freeboard, cargo that is attractive for the black market, and crew to kidnap. These vessels also often spend a significant amount of time in the region, possibly allowing pirate group networks to collect intelligence in preparation for future attacks.

Thefts and robberies remain a consistent threat at anchorages in the region. Angola’s ports in Luanda and Soyo have seen some of the highest numbers of theft incidents in the region in the last year.

Last Incident

5 February 2026. Theft (Unsuccessful). 50nm W of Cabinda, Angola. An FPSO off Cabinda reported one intruder attempted to board by climbing a mooring chain. The individual was not armed and was trying to board from a local fishing boat with five fishermen on board. Crew spotted the intruder before he could board, and he jumped into the water to flee.



Recent History and Trends - Gulf of Guinea

Number of incidents in the last six months:

Angola	4
Cameroon	1
Côte d'Ivoire	4
Equatorial Guinea	2
Gabon	1
Ghana	4
Nigeria	9

Terminals & Anchorages with the most incidents in last six months:

Takoradi Anchorage	4
Lagos Port	4
Luanda Anchorage	4
Abidjan Anchorage	4
Lagos Anchorage	1

Stowaway Statistics – Number of Incidents (based on IMO and local reports)

	Last 3 months	Last 6 months	Last 12 months
Abidjan	0	1	2
Dakar	0	1	3
Douala	3	4	4
Freetown	0	0	2
Lagos	1	4	15
Lomé	0	1	2
Onne	0	0	1
Owendo	0	1	1
Port Harcourt	0	2	3
San Pedro	1	1	1

Gulf of Guinea Security Incidents

Incidents this month (last 30 days)	2
Incidents since start of 2026	12
Incidents since start of 2025	64

Crew & Passengers Kidnapped

This month (last 30 days)	0
Since start of 2026	27
Since start of 2025	140

Incidents involving security forces and merchant vessels since start of 2021

Embarked Navy Guards	23	Success Rate of Protecting Vessel	94%
Armed Escort Vessel	8	Success Rate of Protecting Vessel	100%

Attack success rate since 2020 (no crew kidnapped and vessel not hijacked)

Year	Total No. of Attacks	Vessel Escaped	Attack failure rate
2022	19	8	42.11%
2023	20	6	30%
2024	12	3	25%
2025	10	4	40%
2026	1	0	0%

N.B. Figures show total number of piracy attacks targeting merchant vessels (not armed robbery/theft), total number of incidents where vessel escaped (no crew kidnapped or vessel hijacked) and the resulting failure rate of pirates' attacks. Figures show rates as of publication date of this report.

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