



ICC INTERNATIONAL MARITIME BUREAU

PIRACY AND ARMED ROBBERY

AGAINST SHIPS

REPORT FOR THE PERIOD

1 January – 31 December 2014

WARNING

The information contained in this document is for the internal use of the recipient only. Unauthorised distribution of this document, and/or publication (including publication on a Web site) by any means whatsoever is an infringement of the Bureau's copyright.

**ICC International Maritime Bureau
Cinnabar Wharf
26 Wapping High Street
London E1W 1NG
United Kingdom**

Tel :+44 207 423 6960

Fax:+44 207 423 6961

Email imb@icc-ccs.org

Web: www.icc-ccs.org

January 2015

INTRODUCTION

The ICC International Maritime Bureau (IMB) is a specialised division of the International Chamber of Commerce (ICC). The IMB is a non-profit making organisation, established in 1981 to act as a focal point in the fight against all types of maritime crime and malpractice. The International Maritime Organization (IMO) in its resolution A 504 (XII) (5) and (9) adopted on 20 November 1981, has *inter alia*, urged governments, all interests and organization to co-operate and exchange information with each other and the IMB with a view to maintaining and developing a coordinated action in combating maritime fraud.

This report is an analysis of world-wide reported incidents of piracy and armed robbery against ships from 1 January to 31 December 2014.

Outrage in the shipping industry at the alarming growth in piracy prompted the creation of the IMB Piracy Reporting Centre (PRC) in October 1992 in Kuala Lumpur, Malaysia.

The key services of the PRC are:

- Issuing daily status reports on piracy and armed robbery to ships via broadcasts on the Inmarsat-C SafetyNET service
- Reporting piracy and armed robbery at sea incidents to law enforcement, MRCCs and the IMO
- Helping local law enforcement apprehend pirates and assist in bringing them to justice
- Assisting shipowners whose vessels have been attacked or hijacked
- Assisting crewmembers whose vessels have been attacked
- Providing updates on pirate activity via the Internet
- Providing free updates to CSOs and ship managers in-charge of the safety and security of their vessels
- Publishing comprehensive quarterly and annual reports detailing piracy statistics

The services of the PRC are provided free of charge to all ships irrespective of their ownership or flag.

The IMB also locates ships seized by pirates and recovers stolen cargos on a chargeable basis.

The IMB Piracy Reporting Centre can be contacted at:

ICC International Maritime Bureau (Asia Regional Office)

PO Box 12559, 50782 Kuala Lumpur, Malaysia

Tel ++ 60 3 2078 5763

Fax ++ 60 3 2078 5769

E-mail: imbkl@icc-ccs.org

24 Hours Anti-Piracy HELPLINE Tel: ++ 60 3 2031 0014

Piracy report on the Internet: The IMB posts updates of attacks on the Internet at www.icc-ccs.org. By posting the information on the internet, ship owners and authorities ashore as well as ships at sea can access these updates regularly and make informed decisions on the risks associated with certain sea areas.

Sometimes, incidents occurring in the previous quarter(s) are reported to the Centre after a time lag. This late reporting of incidents results in changes to the figures in the tables. The Centre has, as at 31 December 2014, received reports of 245 incidents but may receive details of more in the coming months relating to the same period.

Because of the recent debate concerning Malacca Straits, narrations of incidents in this area are shown as separate categories. Similarly incidents off Somalia are also shown as separate categories.

Attacks in the Gulf of Aden and off the east coast of Somalia have been grouped together in the narrations for easy reading.

DEFINITIONS OF PIRACY & ARMED ROBBERY

Piracy is defined in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) and Armed Robbery defined by the International Maritime Organisation (IMO) in its 26th Assembly session as Resolution A.1025 (26).

Article 101 of UNCLOS defines Piracy as:

Definition of Piracy consists of any of the following acts:

a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed-

(i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;

(ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;

(b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

(c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

The IMO defines Armed Robbery in Resolution A.1025 (26) “Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships” as:

Armed robbery against ships” means any of the following acts:

.1 any illegal act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, within a State’s internal waters, archipelagic waters and territorial sea;

.2 any act of inciting or of intentionally facilitating an act described above

FUNDING

The Piracy Reporting Centre (PRC) funded purely on donations wishes to thank the following organisations that have financially contributed towards the Centre's 24 hour manned service:

- ANIA
- Assuranceforeningen Skuld
- Assuranceforeningen Gard
- Britannia Steam Ship Insurance Association Limited
- Charles Taylor Consulting / Standard Club
- Den Norske Krigsforsikring for Skib
- Japan P&I Club
- Just Ships
- Steam Ship Insurance Management Services Limited
- Taipei Economic & Cultural Office in Malaysia
- The North of England P&I Association Ltd
- Tsakos Shipping

The PRC is additionally non-financially supported by:

- ExactEarth (www.exactearth.com)
- Vesseltracker (www.vesseltracker.com)

TABLE 1: Locations of ACTUAL and ATTEMPTED attacks, January – December: 2010 – 2014

Locations		2010	2011	2012	2013	2014	
S E ASIA	Indonesia	40	46	81	106	100	
	Malacca Straits	2	1	2	1	1	
	Malaysia	18	16	12	9	24	
	Myanmar (Burma)		1				
	Philippines	5	5	3	3	6	
	Singapore Straits	3	11	6	9	8	
	Thailand	2				2	
FAR EAST	China	1	2	1			
	South China Sea	31	13	2	4	1	
	Vietnam	12	8	4	9	7	
INDIAN SUB	Bangladesh	23	10	11	12	21	
CONTINENT	India	5	6	8	14	13	
SOUTH AMERICA	Brazil	9	3	1	1	1	
	Colombia	3	4	5	7	2	
	Costa Rica	1	3	1			
	Dominican Republic			1	1		
	Ecuador	3	6	4	3		
	Guyana	2	1		2	1	
	Haiti	5	2	2			
	Peru	10	2	3	4		
	Venezuela	7	4			1	
	AFRICA	Algeria			1		
		Angola		1			1
		Benin		20	2		
Cameroon		5		1		1	
Dem. Republic of Congo		3	4	2		1	
Dem. Rep. of Sao Tome & Principe						1	
Egypt		2	3	7	7		
Gabon					2	1	
Ghana			2	2	1	4	
Guinea		6	5	3	1		
Gulf of Aden*		53	37	13	6	4	
Ivory Coast		4	1	5	4	3	
Kenya			1	1	1		
Liberia		1				1	
Mauritania					1		
Morocco					1	1	
Mozambique				2	2	1	
Nigeria		19	10	27	31	18	
Red Sea*		25	39	13	2	4	
Sierra Leone			1	1	2	1	
Somalia*	139	160	49	7	3		
Tanzania	1		2	1	1		
The Congo	1	3	4	3	7		
Togo		6	15	7	2		
REST OF	Arabian Sea*	2					
WORLD	Iraq	2					
	Mediterranean Sea		1				
	Oman		1*			2	
Total at year end		445	439	297	264	245	

All incidents with * above are attributed to Somali pirates

CHART A: The following six locations recorded 75% attacks from a total of 245 reported attacks for the period.

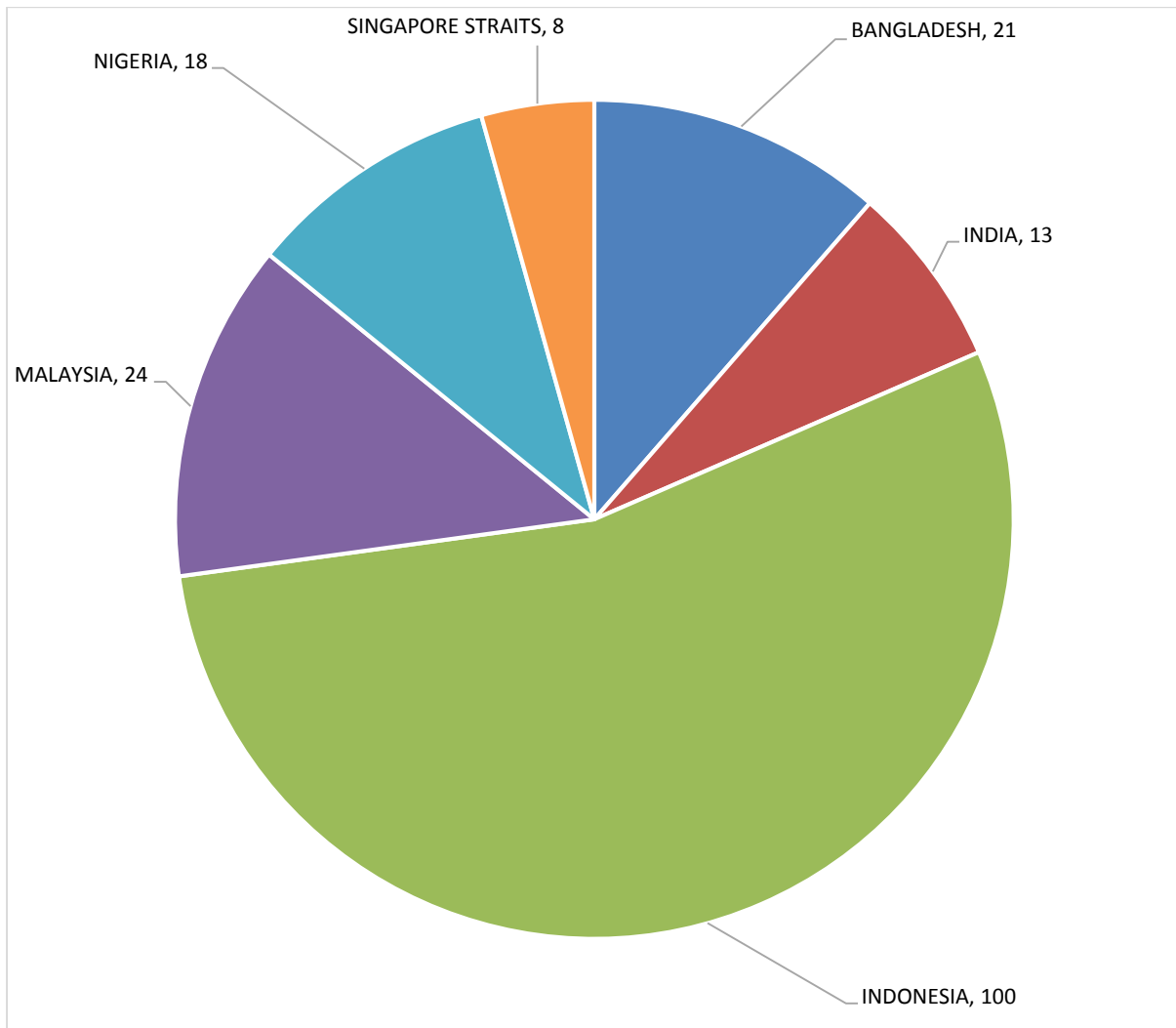


CHART B: Monthly comparison of incidents during January – December 2014

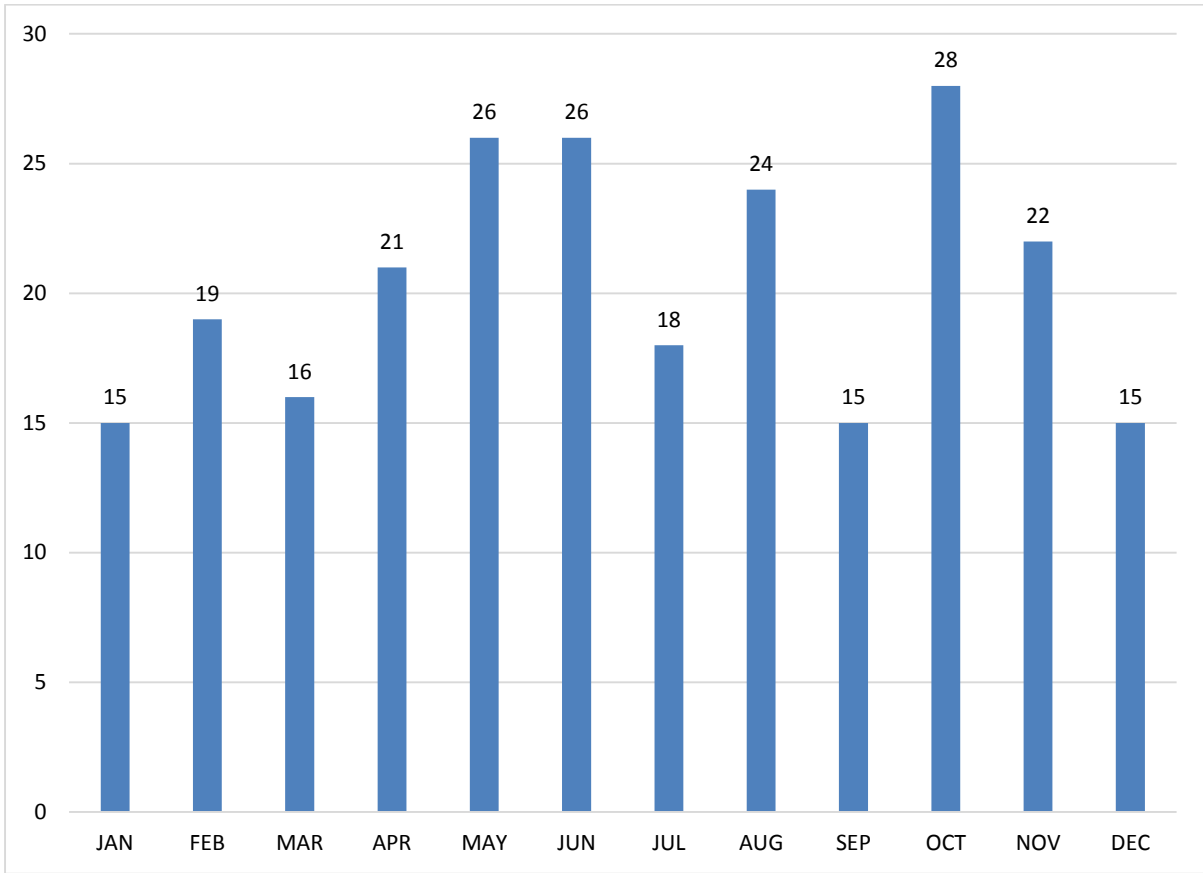


Chart C: Total incidents as per region of the world January – December 2014

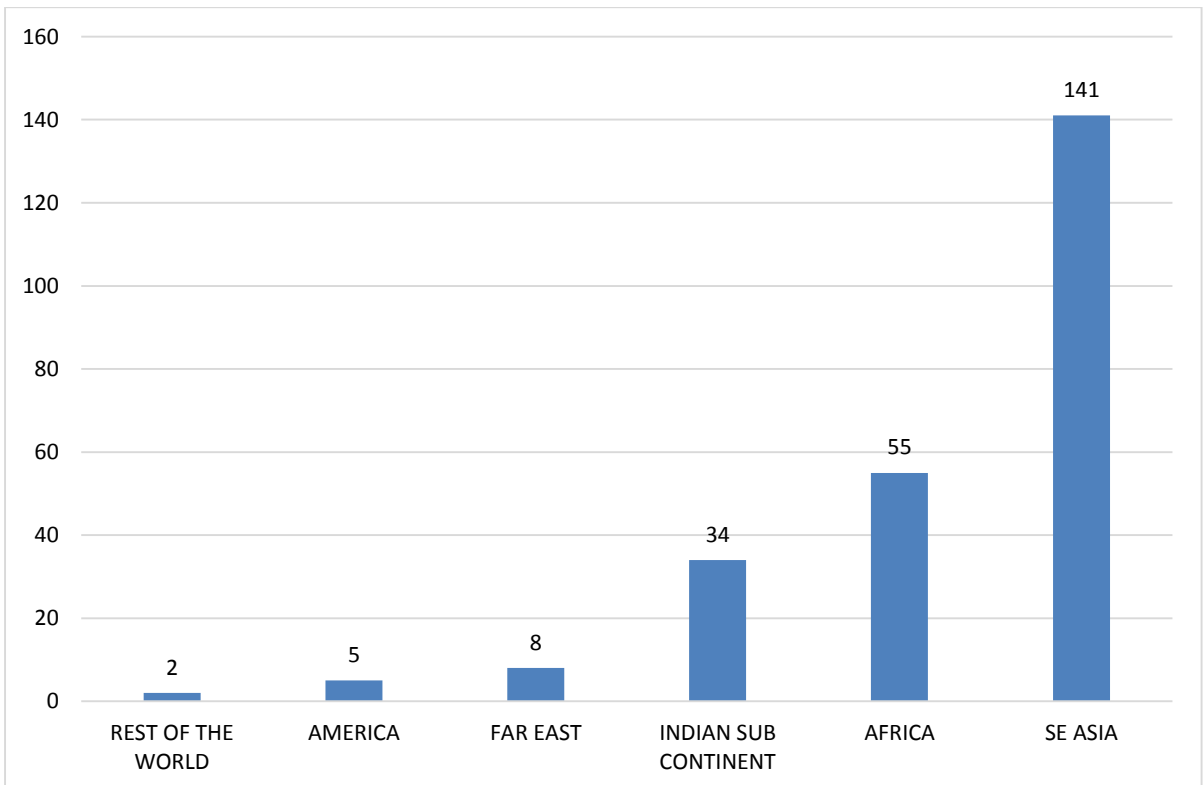


TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – December 2014

Location	ACTUAL ATTACKS		ATTEMPTED ATTACKS	
	Boarded	Hijacked	Fired Upon	Attempted
S E ASIA Indonesia	86	6		8
Malacca Straits		1		
Malaysia	15	7		2
Philippines	4		2	
Singapore Straits	8			
Thailand	1	1		
FAR EAST South China Sea		1		
Vietnam	7			
INDIAN Bangladesh	20			1
SUB CONT India	12			1
SOUTH AMERICA Brazil	1			
Colombia	2			
Guyana	1			
Venezuela	1			
AFRICA Angola		1		
Cameroon	1			
Dem. Republic of Congo				1
Dem. Rep. of Sao Tome & Principe			1	
Gabon	1			
Ghana	1	3		
Gulf of Aden*				4
Ivory Coast	3			
Liberia	1			
Morocco	1			
Mozambique	1			
Nigeria	7	1	7	3
Red Sea*				4
Sierra Leone	1			
Somalia*			2	1
Tanzania	1			
The Congo	7			
Togo				2
REST OF WORLD Oman			1	1
Sub total	183	21	13	28
Total	245			

All incidents with * above are attributed to Somali pirates

**TABLE 3: Ports and anchorages, with three or more reported incidents.
January - December 2014**

Country	Location	1.1.2014 to 31.12.2014
Bangladesh	Chittagong	18
India	Kandla	6
India	Kochi	3
India	Visakhapatnam	3
Indonesia	Belawan	9
Indonesia	Jakarta / Tanjung Priok	9
Indonesia	Karimun Besar / Kecil	18
Indonesia	Muara Berau	6
Indonesia	Pulau Bintan	35
Malaysia	Tanjung Piai	3
Nigeria	Lagos	3
Singapore Straits	Singapore Straits	8
The Congo	Pointe Noire	7
Vietnam	Vung Tau	4

TABLE 4: Status of ships during ACTUAL attacks, January - December 2014

LOCATION	BERTHED	ANCHORED	STEAMING	NOT STATED
S E ASIA				
Indonesia	4	62	26	
Malacca Straits			1	
Malaysia		10	12	
Philippines		4		
Singapore Straits			8	
Thailand			2	
FAR EAST				
South China Sea			1	
Vietnam		5	2	
INDIAN				
Bangladesh		17	3	
SUB CONT				
India		12		
SOUTH AMERICA				
Brazil		1		
Colombia		2		
Guyana	1			
Venezuela		1		
AFRICA				
Angola		1		
Cameroon	1			
Gabon			1	
Ghana		2	2	
Ivory Coast		2	1	
Liberia	1			
Morocco	1			
Mozambique	1			
Nigeria	1	2	5	
Sierra Leone	1			
Tanzania	1			
The Congo		7		
Sub Total	12	128	64	-
Total		204		

TABLE 5: Status of ships during ATTEMPTED attacks, January – December 2014

LOCATION	BERTHED	ANCHORED	STEAMING	NOT STATED
S E ASIA				
Indonesia		8		
Malaysia		1	1	
Philippines			2	
INDIAN				
Bangladesh		1		
SUB CON				
India		1		
AFRICA				
Dem. Republic of Congo		1		
Dem. Rep. of Sao Tome and Principe			1	
Gulf of Aden*			4	
Nigeria		2	8	
Red Sea*			4	
Somalia*			3	
Togo		2		
REST OF WORLD				
Oman			2	
Sub Total	-	16	25	-
Total			41	

All incidents with * above are attributed to Somali pirates

TABLE 6: Types of arms used during attacks, January - December 2010 - 2014

Types of Arms	2010	2011	2012	2013	2014
Guns	243	245	113	71	62
Knives	88	69	73	81	83
Not stated	108	117	104	109	93
Other weapons	6	8	7	3	7
Total	445	439	297	264	245

TABLE 7: Comparison of the type of attacks, January - December 2010 – 2014

Category	2010	2011	2012	2013	2014
Attempted	89	105	67	28	28
Boarded	196	176	174	202	183
Fired upon	107	113	28	22	13
Hijack	53	45	28	12	21
Total	445	439	297	264	245

TABLE 8: Types of violence to crew, January – December 2010 – 2014

Types of Violence	2010	2011	2012	2013	2014
Assaulted	6	6	4	-	1
Hostage	1174	802	585	304	442
Injured	37	42	28	21	13
Kidnap/Ransom	27	10	26	36	9
Killed	8	8	6	1	4
Missing	-	-	-	1	1
Threatened	18	27	13	10	9
Total	1270	895	662	373	479

TABLE 9: Type of violence to crew by location, January – December 2014

Location	Hostage	Threatened	Assault	Injured	Killed	Kidnap	Missing
S E ASIA Indonesia	90	4	1	6			
Malacca Straits	18					3	
Malaysia	121	2		2	1		
Philippines	15				2		1
Singapore Straits	2	1					
Thailand	31						
FAR South China Sea	18						
EAST Vietnam				1			
INDIAN Bangladesh	3	1		2			
SUB CONT India		1					
AFRICA Angola	26			1			
Ghana	86						
Ivory Coast	16						
Nigeria	15			1	1	6	
Sierra Leone	1						
Sub total	442	9	1	13	4	9	1
Total	479						

TABLE 10: Types of arms used by geographical location, January – December 2014

LOCATIONS	Guns	Knives	Other Weapons	Not Stated
S E ASIA Indonesia	15	43	4	38
Malacca Straits	1			
Malaysia	12	2		10
Philippines	3	1		2
Singapore Straits		5		3
Thailand	2			
FAR EAST South China Sea	1			
Vietnam		2		5
INDIAN Bangladesh		15	1	5
SUB CONT India		3	1	9
SOUTH AMERICA Brazil		1		
Colombia				2
Guyana		1		
Venezuela		1		
AFRICA Angola	1			
Cameroon		1		
Dem. Republic of Congo				1
Dem. Rep. of Sao Tome & Principe	1			
Gabon			1	
Ghana	3			1
Gulf of Aden*	2			2
Ivory Coast	2	1		
Liberia				1
Morocco				1
Mozambique		1		
Nigeria	13	1		4
Red Sea*	1			3
Sierra Leone		1		
Somalia*	2			1
Tanzania				1
The Congo	1	3		3
Togo		1		1
REST OF WORLD Oman	2			
Sub total	62	83	7	93
Total			245	

All incidents with * above are attributed to Somali pirates

TABLE 11: Types of vessels attacked, January – December 2010 – 2014

Type	2010	2011	2012	2013	2014
Barge / Barge Carrier			2		
Bulk Carrier	80	100	66	53	55
Cement Carrier	2				1
Container	74	62	39	30	20
Crane Ship	1				
Deck Cargo Ship		1			
Dhow	4	1	5	1	
Diving Support Vessel		1			
Dredger	1				
Drilling Ship		1			
General Cargo	63	35	15	17	14
Guard Vessel			1		
Heavy Load Carrier	1	2			1
Landing Craft	2		1	1	
Livestock Carrier	1	2		1	1
Naval Auxiliary	1		1		
Offshore Processing Ship					1
Passenger	1	1			1
Patrol Boat	1				
Pipe Layer Crane Vessel	1		1		
Refrigerated Cargo	4	4	2	2	
Research Ship	1		1		2
RORO	6	3	2	1	2
Salvage Vessel			1		
Seismographic Research	2	1			
Supply Ship		1	8	5	3
Support Ship			1		1
Tanker Asphalt /Bitumen	2	1		3	4
Tanker Bunkering			2		2
Tanker Chem / Product	96	100	76	82	86
Tanker Crude Oil	43	61	32	39	24
Tanker LNG	1		2		1
Tanker LPG	7	6	10	9	13
Trawler/Fishing	19	11	5	2	3
Tug	20	32	23	18	7
Vehicle Carrier	5	7			2
Warship	2				
Water barge					1
Wood Chips Carrier	1	1	1		
Yacht	1	4			
Not stated	2	1			
Total at year end	445	439	297	264	245

CHART D: Type of vessels attacked January – December 2014

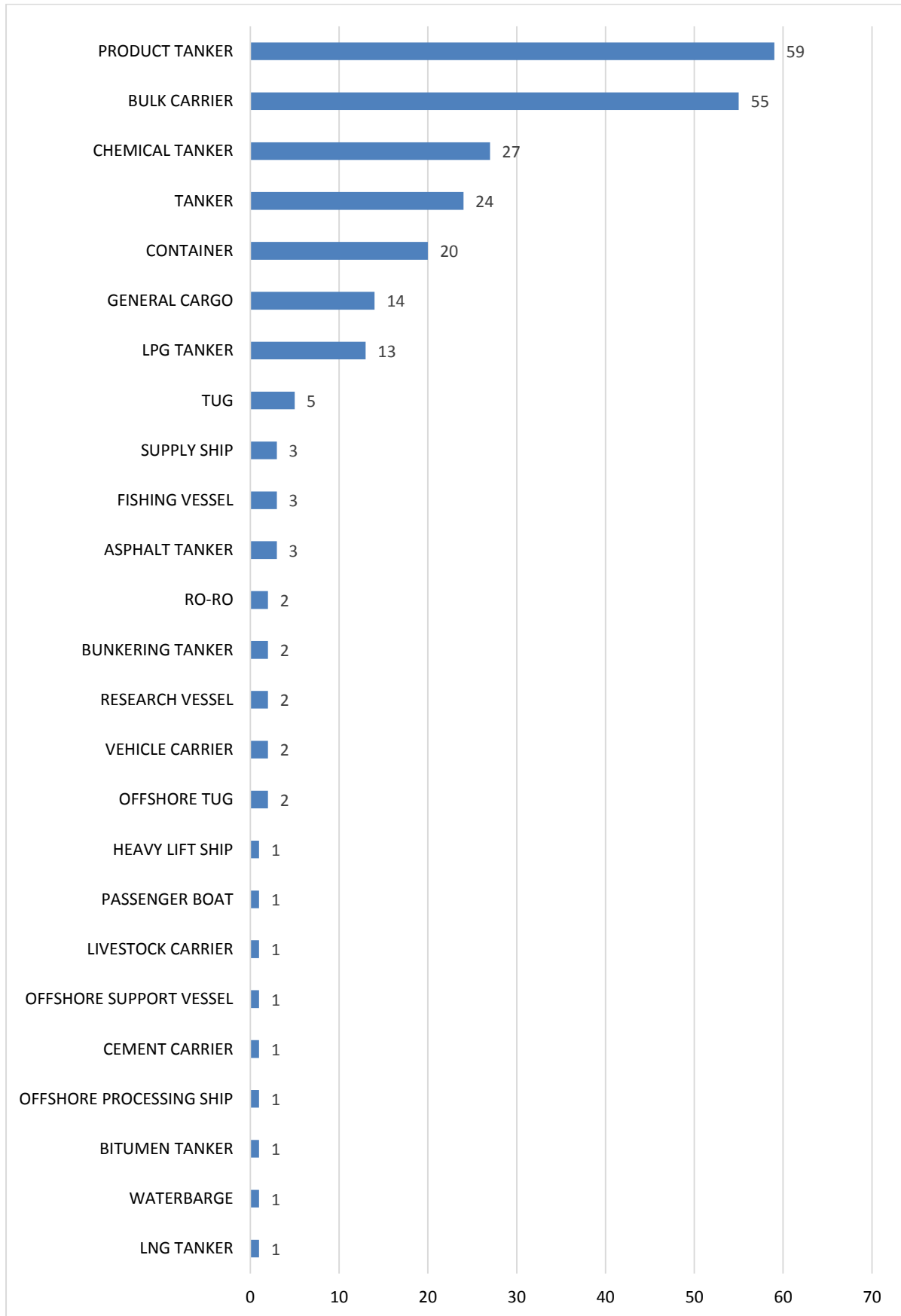


TABLE 12: Nationalities of ships attacked, January - December 2010 – 2014

Flag State	2010	2011	2012	2013	2014
Algeria		1			
Antigua Barbuda	24	16	5	7	5
Australia		1			
Austria		1			
Bahamas	10	11	16	7	4
Bangladesh	1		1		
Barbados	1	2		1	
Belgium		2			
Belize	2				
Bermuda	1				1
Bolivia			1		
Bulgaria	1				
Cayman Island		1	1	2	
Chile				1	
China	4	4		2	1
Comoros	1	2	1	1	
Croatia				1	
Curacao			3		
Cyprus	9	8	1	1	2
Denmark	4	7	7	6	4
Dominica		1			1
Egypt	1				
Ethiopia		2	1		
France	4	6		1	
Gabon				1	
Germany	5	5	4		
Ghana					1
Gibraltar	3	2	2	3	1
Greece	3	12	3	3	4
Honduras			1		2
Hong Kong (SAR)	18	21	17	20	16
India	7	4	7	4	4
Indonesia	3	5	2		2
Iran	1			1	
Isle of Man	6	3	4	2	3
Italy	8	8	5	4	7
Jamaica	1				
Japan		1			
Kenya	2				
Kiribati	1	1		1	1
Korea North	2		1		
Korea South	4	1	1		1
Liberia	57	57	45	43	20
Libya		2		1	
Lithuania	1				
Luxemburg	2	1	2	2	
Malaysia	14	14	12	10	9
Malta	19	25	8	8	6
Marshall Islands	36	45	21	31	36
Moldavia		1			
Mongolia		3	1		2
Mozambique	1				
Netherlands	3		1	2	7
Netherlands Antilles	1				
Nigeria			1	2	3
Norway	5	8	3	4	4
Oman			3		
Pakistan	1				

Panama	82	71	49	32	44
Philippines	1	4	4	2	3
Qatar	1				
Russia			1		
Saudi Arabia	1	1			2
Seychelles	2	1			
Sierra Leone	2			1	1
Singapore	40	32	43	39	32
South Africa	1				
Spain	4	2	2		
Sri Lanka		1			
St. Kitts & Nevis	1	1	3		1
St. Vincent & Grenadines	5	4	2	4	
Switzerland				1	1
Taiwan	6	1			
Tanzania	1				
Thailand	7	1	1	5	6
Togo		1			
Turkey	3	6	1	2	
Tuvalu	1	1	2		
UAE	1	6			
United Kingdom	6	6	3	2	
USA	4	5	2	2	2
Vanuatu	1	1		1	
Vietnam	2	3		1	5
Yemen	5	5	3		
Not Stated	1	2			1
Total year end	445	439	297	264	245

CHART E: Flag States whose ships attacked 12 times or more, January – December 2014

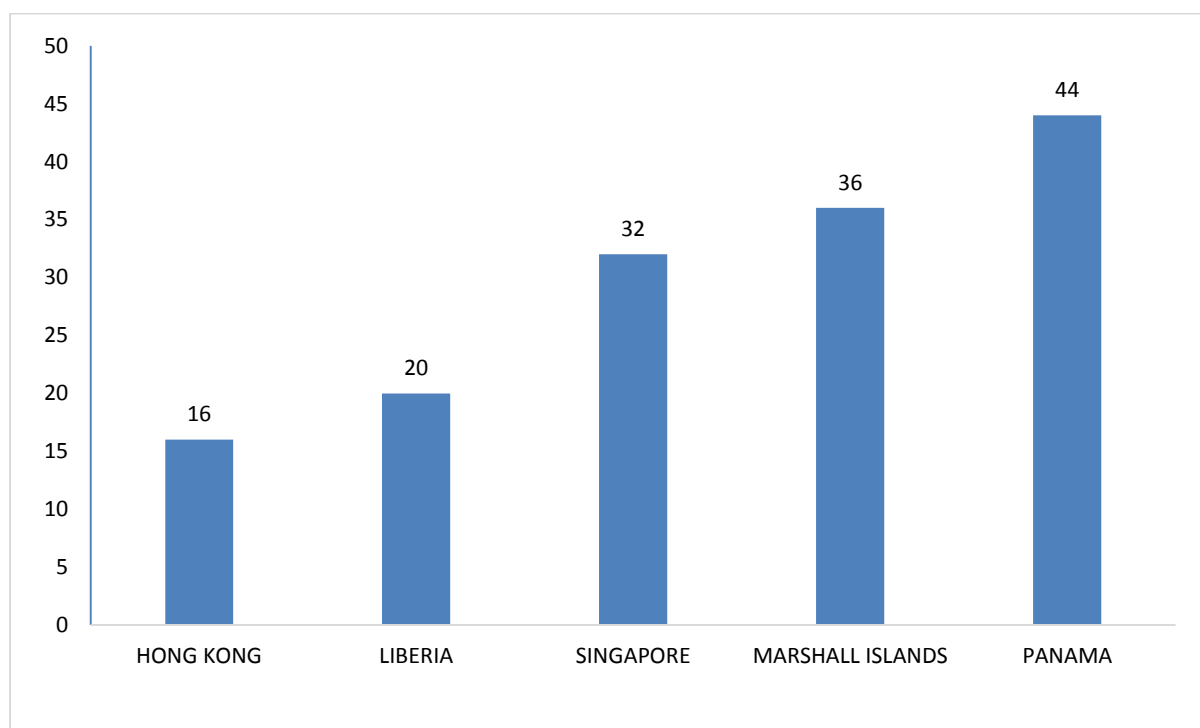
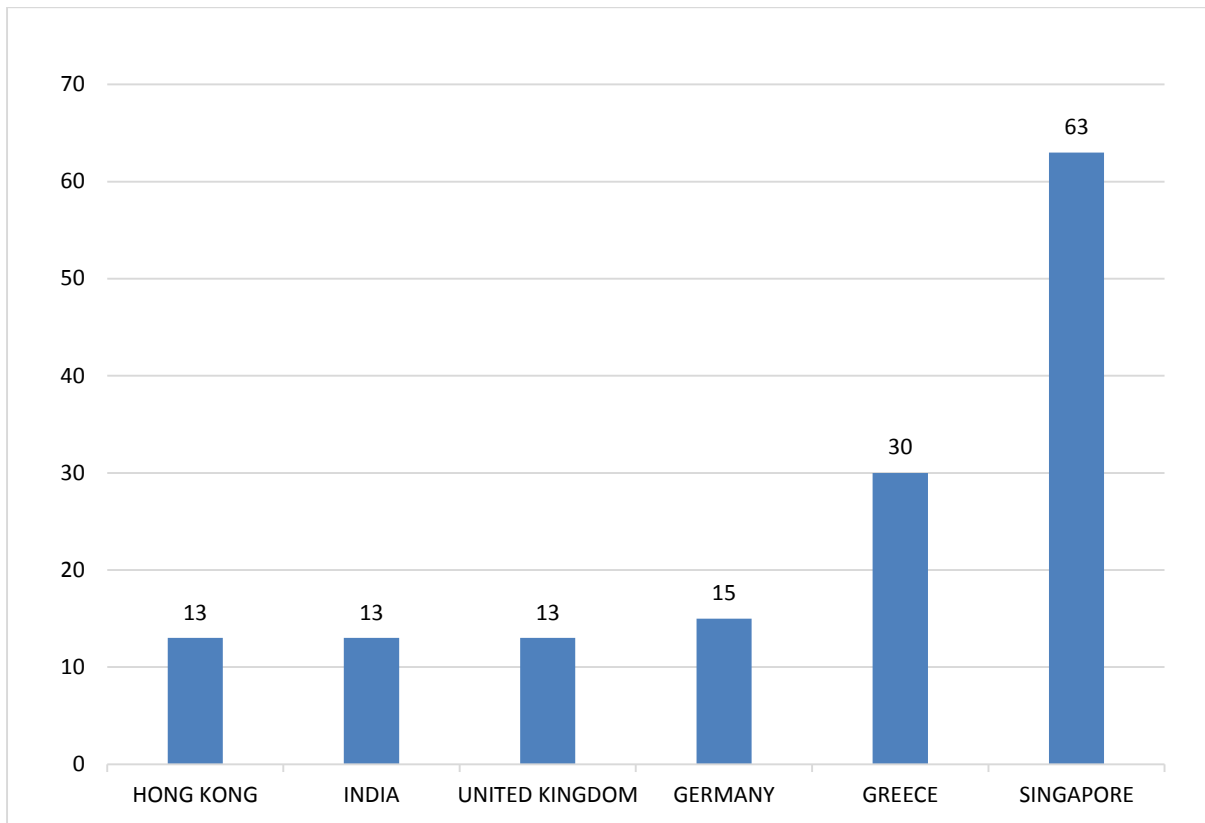


TABLE 13: Countries where victim ships controlled / managed, January – December 2014

Country	No of Ships
Belgium	1
China	5
Cyprus	3
Denmark	8
Egypt	1
France	1
Germany	15
Ghana	1
Greece	30
Hong Kong	13
India	13
Indonesia	1
Italy	7
Japan	7
Korea South	4
Malaysia	11
Monaco	2
Netherlands	8
Nigeria	2
Norway	7
Philippines	3
Portugal	1
Romania	1
Singapore	63
Switzerland	1
Taiwan	2
Tanzania	1
Thailand	6
Turkey	3
UAE	4
Ukraine	1
United Kingdom	13
USA	2
Vietnam	4
Total	245

CHART F: Managing countries whose ships attacked 12 times or more, January –December 2014



SOMALIA / GULF OF ADEN ATTACK FIGURES UPDATE

From 1 January to 31 December 2014, the IMB PRC has received reports of 11 incidents including two incidents in which vessels were fired upon.

The combined efforts of the Navies in the region, along with the increased hardening of vessels and BMP4 compliance, employment of Privately Contracted Armed Security Personnel (PCASP), and the the stabilizing factor of the central government within Somalia have resulted in the huge drop in attacks.

As the IMB PRC continues to monitor the situation in the region it cautions ship owners and Masters against complacency. Somali pirates still have the capability and capacity to carry out attacks. The IMB PRC believes that a single successful hijacking of a merchant vessel, will rekindle the Somali pirates' appetite to resume its piracy efforts.

As of 31 December 2014, suspected Somali pirates held 33 crewmembers for ransom.

PIRACY AND ARMED ROBBERY PRONE AREAS AND WARNINGS

Mariners are warned to be extra cautious and to take necessary precautionary measures when transiting the following areas:

SOUTH EAST ASIA AND INDIAN SUB CONTINENT

Bangladesh: Robbers targeting ships preparing to anchor. Most attacks reported at Chittagong anchorages and approaches. Attacks in Bangladesh have fallen significantly over the past few years because of the efforts by the Bangladesh Authorities.

Indonesia: Tanjung Priok – Jakarta, off Bintan Island, Muara Berau, off Karimun island and Belawan anchorage and surrounding waters. Pirates / robbers normally armed with guns / knives and / or machetes. Generally be vigilant in other areas. Many attacks may have gone unreported. Pirates / robbers normally attack vessel during the night. When spotted and alarm sounded, the pirates / robbers usually escape without confronting the crew.

The Indonesian Marine Police have advised all ships intending to anchor to do so at / near the following areas where Indonesian Marine Police will conduct patrols for greater protection.

1. Belawan: 03:55.00N-098:45.30E
2. Dumai: 01:42.00N-101:28.00E
3. Nipah: 01:07.30N-103:37.00E
4. Tanjung Priok: 06:00.30S-106:54.00E
5. Gresik: 07:09.00S-112:40.00E
6. Taboneo: 04:41.30S-114:28.00E
7. Adang bay: 01:40.00S-116:40.00E
8. Muara Berau: 00:17.00S-117:36.00E
9. Muara Jawa: 01:09.00S-117:13.00E
10. Balikpapan: 01:22.00S-116:53.00E
11. Bintan Island: 01:21.00N-104:29.00E

Ships are advised to maintain strict anti-piracy watch and measures and report all attacks and suspicious sightings to the local authorities and IMB Piracy Reporting Centre. The IMB PRC will also liaise with the local authorities to render necessary assistance.

Malacca Straits: Although the number of attacks have dropped substantially due to the increase and aggressive patrols by the littoral states authorities since July 2005, ships are advised to continue maintaining strict anti-piracy / robbery watches when transiting the Straits. Currently, there are no indications as to how long these patrols will continue or reduce.

Malaysia: Tanjung Piai: Increased in the number of attacks recently.

Singapore Straits: Vessels are advised to remain vigilant and to continue maintaining adequate anti-piracy / robbery watch and measures. Pirates / robbers attack ships while underway or while at anchor especially during the night.

South China Sea: Although attacks have dropped significantly in the vicinity off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to continue to remain vigilant. A number of hijackings of product tankers occurred off the coast of Malaysia, Indonesia and Singapore in the South China Sea.

Vietnam: Vung Tau: Increased in attacks especially at anchorages recently.

AFRICA AND RED SEA

Africa:-

Nigeria (Lagos): Pirates / robbers are often well armed, violent and have attacked, hijacked and robbed vessels / kidnapped crews along the coast, rivers, anchorages, ports and surrounding waters. Attacks reported up to about 170nm from coast. In many incidents, pirates hijack the vessels for several days and stole ship and crew properties and part cargo usually gas oil. A number of crewmembers were also injured and kidnapped in past attacks.

Generally, all waters in Nigeria remain risky. Vessels are advised to be vigilant, as many attacks may have gone unreported.

Benin (Cotonou): Although the number of attacks has dropped significantly, the area remains risky. Past attacks showed that the pirates / robbers in this area are well armed and are violent and in some incidents have fired upon and hijacked ships. The pirates force Masters to sail to unknown location where ship's properties and sometimes part cargo is stolen (gas oil). Crewmembers have been injured in the past. Recent patrols by Benin and Nigerian Authorities has resulted in a drop in the number of attacks. However, vessels are advised to continue to be vigilant and maintain strict anti-piracy / robbery watches and measures.

Togo (Lome): Attacks have dropped but the area remains a concern and risky. Pirates / robbers in the area are well armed, violent and dangerous. Attacks can occur at anchorages and off the coast and usually at night. Some attacks resulted in vessels being hijacked for several days and ransacked and part cargo stolen (gas oil).

Ivory Coast: Abidjan: Attacks dropped but remains risky.

The Congo: Pointe Noire

Egypt: Past attacks reported at Suez and Alexandria anchorages. No recent attacks but vessels advised to remain vigilant.

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: Attacks related to Somali pirates have reduced. However, the risk of being approached or attacked still exists. Vessels are advised and encouraged to remain vigilant and comply with all BMP4 procedures. The threat of these attacks still exist in the waters off southern Red Sea / Bab el Mandeb, Gulf of Aden including Yemen and the northern Somali coast, Arabian sea / off Oman, Gulf of Oman and off the eastern and southern Somali coast. In the past vessels have been attacked off Kenya, Tanzania, Seychelles, Madagascar, Mozambique as well as in the Indian ocean and off the west and south coasts of India and west Maldives. Incidents have also been reported close to the east African coastlines.

Somali pirates tend to be well armed with automatic weapons and RPG and sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows, to conduct attacks far from the Somali coast. Masters and ship owners are encouraged to follow the latest BMP procedures and ensure that the vessel is hardened prior to entering the High Risk Area. While transiting through these waters it is essential to maintain a 24-hour visual and radar watch. Early sightings / detection enable an accurate assessment, keeping in mind the warnings and alerts for the area, allowing the Masters and PCASP to make informed decisions to keep clear of small boats, dhows, fishing vessels and if necessary take evasive actions, increase speed and request assistance as needed.

Masters are reminded that fishermen in this region may try to protect their nets by attempting to aggressively approach merchant vessels. Some of the fishermen may be armed to protect their catch and they should not be confused with pirates.

SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS

Ecuador: Guayaquil. Attacks stopped but ships advised to be vigilant.

Reporting of incidents

Ships are advised to maintain strict anti-piracy watches and report all piratical attacks (actual and attempted) and suspicious sightings to the IMB Piracy Reporting Centre, Kuala Lumpur, Malaysia.

Tel: +60 3 2078 5763 Fax: +60 3 2078 5769 E-mail: imbkl@icc-ccs.org

The Centre's 24 Hours Anti-Piracy HELPLINE is: +60 3 2031 0014

IMB Maritime Security Hotline

The International Maritime Bureau (IMB) has also launched a dedicated hotline for seafarers, port workers, shipping agents, shipyard personnel, brokers, stevedores, and all concerned parties to report any information that they may have seen / heard / known etc. relating to maritime crime and security including terrorism, piracy and other illegal activities.

All information received will be treated in strict confidence and will be passed on to relevant Authorities for further action. Maritime crime and security concerns us all and with your help, we can try to minimize the risks and help save lives and property.

The Maritime Security Hotline can be contacted 24 hours every day at:

Tel: +60 3 2031 0014 Fax: +60 3 2078 5769 E-mail: imbsecurity@icc-ccs.org

REMEMBER: Your information may save lives. All information will be treated in strict confidence.

OBSERVATIONS

Narrations of the 245 attacks for 01 January to 31 December 2014 are listed on pages 34 to 70. The following serious incidents, in chronological sequence are described in more detail.

Angola:

Armed pirates boarded and hijacked a Liberian flagged Tanker, MT Kerala anchored off Luanda, Angola, on 18 January 2014. The pirates sailed the vessel and stole large quantities of the tanker's gas oil cargo in three separate STS operations. The tanker was subsequently released off Nigeria and the Master made contact with the Owners on 26 January 2014. Interpol and US NCIS later boarded the tanker to conduct investigations. One crewmember was injured during the incident.

Ghana:

On 05 June 2014, armed pirates attacked and hijacked a Ghanaian flagged Fishing Vessel, FV Marine 711 underway off Ghana at approximately 1800 LT. They took hostage all 41 crewmembers and tied their hands. The pirates then cut off all power supplies to the communication equipment and forced the Master to sail the vessel towards Nigeria in an attempt to hijack other vessels. However, fearing that the Nigerian Navy was in pursuit, the pirates disembarked and escaped within 24 hours. The crew and fishing vessel arrived at a safe port.

On 05 June 2014, armed pirates attacked and hijacked a Liberian flagged Product Tanker, MT Fair Artemis while underway, around 45nm south of Accra, Ghana in the early morning hours. The pirates stole the vessel's oil cargo, crew and ship's properties and released the vessel after a week. The tanker thereafter arrived at a safe port. All crew reported safe.

On 25 July 2014, a Kiribati flagged Product Tanker MT Hai Soon 6, was attacked and boarded by armed pirates around 45nm South of Anloga, Ghana at approximately 2340 LT. Ten pirates armed with guns in a wooden boat attacked and successfully hijacked the anchored tanker conducting bunkering operations. The pirates took hostage all 21 crewmembers and sailed the tanker to an unknown location. The tanker being bunkered reported the incident to the IMB PRC, which immediately notified all the regional Authorities and broadcast an alert to all ships to lookout for the hijacked tanker. The Owners were unable to communicate or track the tanker until 03 August 2014, when the pirates released the tanker, around 60nm east of Lagos. All crewmembers were reported safe. The pirates stole part of the oil cargo by transferring into another vessel.

Indonesia:

On 28 May 2014, armed pirates attacked and hijacked a Thai flagged Product Tanker, MT Orapin 4 while underway, around 23nm NE of Pulau Bintan, Indonesia at approximately 0205 LT. The tanker laden with fuel cargo departed Singapore on 27 May 2014 with ETA discharge port, Pontianak as 29 May 2014. The Owners lost contact with the tanker and reported to IMB Piracy Reporting Centre, which immediately notified all Authorities. A broadcast was transmitted to all ships to lookout and report sightings of the missing tanker. On 01 June 2014, the tanker safely arrived at Sriracha port in Thailand. Information from the crew indicated that pirates had hijacked the vessel and stolen its oil cargo. Prior to escaping the pirates stole crew and ship's property and damaged the tanker's communication equipment. All crew reported safe.

On 10 June 2014, a Malaysian Tug TB Manyplus 12 and Barge Hub 18 were attacked and hijacked by armed pirates while underway, around 27nm West of Pulau Merundung, Indonesia at approximately 0200 LT. Fifteen armed pirates in two speedboats attacked and boarded the tug towing a barge loaded with containers. The pirates armed with guns and long knives took hostage all 11 crewmembers, blindfolded, tied them up and locked them in a room. The pirates then repainted the tug, stole cash and crew belongings and damaged some containers on the barge. They hijacked the tug and left the crewmembers on the barge, drifting. On 22 June 2014, two Vietnamese fishing boats rescued the crew. The Philippines Navy towed the barge to Palawan port for investigations. The tug is still missing.

On 04 July 2014, at approximately 1938 LT, armed pirates attacked and hijacked a Honduras flagged Product Tanker MT Moresby 9 while underway around 34nm WNW of Anambas Island, Indonesia. The pirates took all crewmembers as hostage and damaged all the communication equipment. They hijacked the tanker and sailed it to an unknown location. Owners reported the incident to the Authorities who searched the area. On 05 July 2014, the Owners advised that they had established contact with the hijacked tanker. The pirates had stolen part of the oil cargo and escaped. The Malaysian Maritime Enforcement Agency (MMEA) are investigating the incident.

On 09 July 2014, nine armed pirates attacked a Malaysian flagged General Cargo vessel, MV Harbour Hornbill, while underway, around 37nm WSW of Pulau Merunding, Indonesia. The pirates boarded the vessel, took the Master hostage, stole his personal properties and cash and escaped. The Master sustained serious head injuries while under captivity. Investigations are ongoing.

On 15 July 2014 at approximately 2345 LT, armed pirates attacked and hijacked a Malaysian flagged Product Tanker, MT Oriental Glory, while underway around 44nm NE of Pulau Bintan, Indonesia. The laden tanker was enroute from Singapore to Sandakan, Malaysia. The pirates damaged the tanker's communication equipment, stole part of the oil cargo and escaped. They also damaged the main engine. Three crewmembers were injured during the incident.

On 17 September 2014 at approximately 2200 LT, a Thai Product Tanker MT Orapin 2 was attacked by pirates while underway around 20nm NE of Tg. Berakit, Bintan Island, Indonesia. Eight masked pirates armed with guns and knives successfully boarded the tanker, which was enroute from Singapore to Timor Leste. They took hostage all 14 crewmembers and sailed the tanker to an unknown location. The pirates transferred the oil cargo into two unknown tankers and escaped after stealing ship's properties and crew's valuables and cash. They also damaged the communication equipment. The Master sustained minor head injury. The tanker then sailed to a safe port.

On 09 October 2014, an Indonesian flagged Product Tanker MT Srikandi 515 was attacked and hijacked by 10 armed pirates while enroute from Sampit to Gresik, Indonesia. Owners were unable to contact the tanker. On 23 October 2014 all 11 crewmembers, while adrift in a liferaft, were rescued by local fishermen and landed safely at Chendering, Kuala Trengganu, Malaysia. On 27 November 2014, the Thai Authorities located the hijacked tanker, 10nm off the coast of Narathiwat province, Thailand. The tanker was escorted to Songkhla, Thailand for further investigations. All persons on board were detained for questioning.

Ivory Coast:

On 16 November 2014, a Swiss flagged Bitumen Tanker was attacked and boarded by around eight to 10 armed pirates while anchored at position Latitude 05:12 North and Longitude 004:02 West, Abidjan Outer Anchorage, Ivory Coast at approximately 0001 UTC. They tried to hijack the tanker but the Second Engineer managed to immobilise the main engine before jumping overboard to escape. After several failed attempts to start the main engine, they stole ship and crew properties and damaged the ship's equipment before disembarking. They were violent towards the crewmembers who suffered injuries. Master reported the incident to local Authorities and port Administration. The Second Engineer was rescued by local fishermen and safely landed back on the tanker. The tanker was shifted to the inner anchorage to provide support and medical assistance to the crew members.

Malacca Straits:

On 22 April 2014 at approximately 0055 LT, ten armed persons attacked and hijacked a St Kitts and Nevis flagged Product Tanker, MT Naniwa Maru No.1 while underway, around 3nm WNW of the One Fathom Bank, Malacca Straits. They stole the vessel's oil cargo by transferring it into an unknown tanker, damaged the communication equipment, kidnapped three crewmembers and escaped. The tanker and remaining crew arrived at a safe port.

Malaysia:

On 17 April 2014, 16 armed pirates attacked and hijacked a Thai flagged Product Tanker, MT Sri Phang-Nga while underway at position Latitude 01:59.8 North and Longitude 104:25.4 East, around 26nm SSW of Pulau Aur, Malaysia at approximately 2010 LT. The pirates stole the vessel's oil cargo by transferring it into an unknown tanker. They then stole crew and ship's properties, damaged the communication equipment and escaped. The Master and crewmembers managed to repair the damage and proceeded to a safe port.

On 25 May 2014, eight armed pirates attacked and hijacked a Singaporean flagged Asphalt Tanker, MT New Glory while underway at position Latitude 01:51 North and Longitude 104:31 East, around 30nm south of Pulau Aur, Malaysia at approximately 0520 LT. The vessel remained hijacked for approximately seven hours during which time the pirates stole crew and ship's properties and damaged the tanker's equipment before escaping. All crew reported safe and the tanker continued her voyage to next port.

On 07 June 2014, around 20 armed pirates attacked and hijacked a Malaysian flagged Product Tanker, MT Budi Mesra Dua while underway at position Latitude 03:57 North and Longitude 111:57 East, around 80nm NW of Bintulu port, Malaysia at approximately 2330 LT. The pirates took hostage the Master and Chief Officer and locked up the rest of the crew in a cabin. The tanker's oil cargo was transferred into an unknown bunker barge, which came alongside the vessel. The pirates stole crew and ship's properties and cash and ordered the Master to sail towards Labuan where they disembarked and escaped in a wooden speedboat.

On 14 June 2014, armed pirates attacked and hijacked a Honduran flagged Bunkering Tanker MT Ai Maru while underway at position Latitude 02:04.5 North and Longitude 104:38.5 East, around 32nm ENE of Tanjung Sedili, Malaysia at approximately 2114 LT. The IMB PRC received a message that a loaded bunkering tanker had been hijacked by pirates while enroute to the Gulf of Thailand. The IMB PRC Duty Officer immediately relayed the message to regional Authorities requesting them to render assistance to the crew and tanker. The Authorities dispatched a patrol boat to investigate. Seeing the patrol boat approaching, the pirates escaped. It was reported that the pirates had stolen part of the gas oil cargo and destroyed the tanker's communication equipment.

On 28 August 2014 at approximately 2040 LT, pirates attacked a Thai Product Tanker MT V.L. 14, while underway, around 30nm north of Pulau Tioman, Malaysia. Six armed pirates successfully boarded the tanker enroute from Singapore to Thailand. They took hostage all 14 crewmembers and locked them in the engine room. The pirates then sailed the tanker to an unknown location where they transferred the oil cargo into two unknown vessels. Before leaving the tanker, the pirates destroyed all the navigational and communication equipment and released the crew. The crew managed to repair the damaged equipment and sailed the tanker to a safe port.

On 15 October 2014, a Thai flagged Product Tanker MT Suratchanya was attacked and hijacked by armed pirates while underway at position Latitude 01:26 North and Longitude 104:29 East, around 11nm East of Tanjung Punggai, Johor, Malaysia, at approximately 2215 LT. About nine persons armed with guns and knives in a speed boat attacked and successfully boarded the tanker. They took control of the bridge, took the crew as hostage and reported Bangkok as the next port of call to the Traffic Control. They then destroyed the ship's communication equipment. At about 2345 LT, they altered the tanker's course and headed south. Master managed to activate the SSAS alarm resulting in the Owners notifying the relevant Authorities. On 17 October 2014, they disembarked and released the crew after stealing the crew's cash and valuables and the tanker's gas oil cargo. The gas oil cargo was transferred into another unknown tanker. Master then contacted the Owners and reported the situation and that all crew were safe. On 20 October 2014, the tanker arrived at Sri Racha port where the local Authorities boarded for investigation.

On 21 October 2014, a Hong Kong flagged Product Tanker MT Yufeng 6 was attacked and hijacked by armed pirates while underway at position Latitude 01:48 North and Longitude 104:31 East, around 24nm ESE of Tg. Sedili Besar, Malaysia at approximately 0300 LT. They took hostage all crew members and ordered the Master to anchor the tanker. The pirates enquired about the palm oil cargo on board. Realising that the cargo was unsuitable for their purposes, the pirates damaged the deck machinery, stole ship's cash and crew valuables and left at 0610 LT. The crew managed to repair the damaged deck machinery to heave up the anchor. The MMEA dispatched a patrol boat to the location for investigation. No injuries to crew reported.

On 07 December 2014, a Vietnam flagged Asphalt Tanker MT VP Asphalt 2 was attacked by seven armed pirates while underway at position Latitude 02:15.15 North and Longitude 104:49.30 East, around 20nm SE of Pulau Aur, Johor, Malaysia, at approximately 0530 LT. The tanker was enroute from Singapore to Vietnam. The pirates boarded and checked the cargo on board. After the pirates had left, the crew found the Third Engineer in his cabin bleeding from his head. It appeared that he had been shot. The Master reported to POCC Singapore and requested for medical assistance. A medical evacuation was carried out and the Third Engineer admitted to the hospital where doctors pronounced him dead. The remaining crew are safe and the Authorities boarded the tanker for investigation.

Nigeria:

Eight armed pirates in a high-powered boat attacked a Panamanian Chemical Tanker MT Cher, while underway around 75nm WSW of Brass, Nigeria at approximately 1055 LT on 06 February 2014. The tanker raised the alarm, made evasive manoeuvres, sent distress message and activated the SSAS alert. The pirates manoeuvred alongside the tanker and boarded using a long ladder. The crew cut off the power supply to the vessel and retreated into the citadel. After around five hours, the crew emerged and noticed that the pirates had used sledgehammers to break into stores and cabins and loot ship and crew property. The tanker's communication equipment was destroyed. The crew managed to start the emergency generators and other necessary machinery, informed the Owners and sailed to Lagos.

On 04 March 2014, a Marshall Island Bulk Carrier was attacked and fired upon by armed pirates while underway at position Latitude 04:00.2 North and Longitude 005:16.6 East, around 58nm WSW of Brass, Nigeria at approximately 1915 UTC. Armed pirates in two skiffs chased and fired upon and attempted to board the bulk carrier underway. The ship raised the alarm and the non-essential crew mustered in the citadel. The Master increased speed, took evasive manoeuvres and activated the SSAS Alert. Due to the hardening measures taken,

the pirates aborted the attempt and moved away. The ship sustained bullet marks along the accommodation area due to the firing.

On 06 March 2014 a Nigerian flagged Supply Ship Prime Lady was attacked and hijacked by armed pirates while drifting at position Latitude 04:11 North and Longitude 005:44 East, around 30nm WxS of Brass, Nigeria at approximately 1912 LT. Seven pirates in a speedboat armed with machine guns, revolvers and knives approached the drifting vessel and hijacked her. They took all the crewmembers as hostage and used the vessel as a mother vessel to lookout for another vessel to hijack. After around 20 hours when the pirates found no suitable vessel, they forced their way into the locked cabins and stores and stole crew and ship properties. Some of the crewmembers were beaten up during the incident while one crewmember missed being shot.

On 29 April 2014, armed pirates attacked and boarded a Marshall Islands flagged Tanker, MT SP Brussels while underway at position Latitude 04:56 North and Longitude 004:49 East, around 35nm west of Bayelsa province coast, Nigeria at approximately 1931 UTC. As the pirates boarded the tanker, the on board armed security team fired at the pirates. Most of the crew including the security guards managed to retreat into the citadel. Head count inside the citadel indicated two crewmembers missing. When the security guards and crewmembers emerged from the citadel, they found that the Chief Engineer had been killed and the Third Officer injured. Two pirates had also been killed. The tanker headed towards Lagos for investigations.

On 02 June 2014, armed pirates approached and fired upon a Chinese flagged Bulk Carrier anchored at position Latitude 04:49 North and Longitude 008:18 East, Calabar River, Nigeria at approximately 1740 UTC. The boats aborted the attack and moved away upon seeing armed security on board the vessel.

On 26 August 2014 at approximately 1720 UTC, pirates attacked a Nigerian flagged Product Tanker MT Sea Sterling underway, around 33nm SW of Bayelsa Coast, Nigeria. Six pirates in a speedboat armed with AK47 guns opened fire on the tanker causing damage to the lifeboats, bridge and deck structures. The on board Nigerian Naval security team returned fire. Master sent distress signal, raised a SSAS alert, informed vessels in the vicinity via VHF and contacted nearby Nigerian Naval vessel. Pirates boarded the tanker but failed to hijack her. All crew safe.

On 11 October 2014, a Nigerian flagged Passenger Boat was attacked by armed persons while underway at Nembe Kiberi-Bio area, Bayelsa State, Nigeria at approximately 1635 LT. The armed persons attacked the Passenger Boat transiting between Ogbia and Okpoama-Brass. The passengers were robbed of their cash and valuables and two women and children were kidnapped. The hostages were released the following day. No shots were fired and the other passengers were reported safe.

Oman:

On 30 March 2014, a Panamanian flagged Tanker, MT Album was attacked and fired upon by six armed persons in a skiff, while underway around 8nm ENE of Musandam Island, Oman at approximately 1415 LT. Alarm raised, crew mustered, fire pump activated and the tanker altered course to move away from the skiff. Upon hearing the alarm and seeing the crew alertness, the armed persons aborted the attempt and moved away.

Philippines:

On 10 June 2014 at approximately 1930 LT, three armed persons approached and fired upon a Philippine flagged Fishing Vessel, FV Ronald while underway off Margosatubig, Zamboanga Del Sur, Philippines. One fisherman jumped overboard and managed to swim to safety. When the speedboat departed, the fisherman was rescued. He noticed his boat and companion were missing. The Coast Guard carried out a search and the boat was located off the coast of Igat Island, Margosatubig. The body of the fisherman was found off the coast of Purok Gumamela, Barangay, Igat Island, Margosatubig, Zamboanga. Local Authorities are carrying out investigations.

On 05 July 2014 at approximately 2200 LT, a Philippines flagged Fishing Vessel FV Glenn Mar-B was attacked by armed pirates while underway near Mapun de Tawi-Tawi, Philippines. Armed persons in a motor boat approached and fired at the fishing boat engaged in fishing activities. It was reported that the Captain of the fishing boat was found dead and one fisherman missing. The incident was reported to the Philippines Coast Guard.

Somalia:

On 17 January 2014, a Marshall Islands flagged Product Tanker MT Nave Atropos was attacked and fired upon by armed pirates while underway at position Latitude 15:06 North and Longitude 054:23 East, around 115nm south of Salalah, Oman, Off Somalia at approximately 1804 UTC. Armed pirates in a skiff launched from a mother vessel nearby chased and fired upon the tanker underway. The Master raised the alarm, increased speed, altered

course, and activated SSAS Alert, contacted UKMTO and all non-essential crewmembers were mustered in the citadel. The on board armed security team returned fire resulting in the pirates aborting the attack. A coalition helicopter arrived to assist.

On 13 February 2014, a Sierra Leone flagged Ro-Ro ship MV Andrea was attacked and fired upon by armed pirates while underway at position Latitude 01:07 North and Longitude 044:34 East, around 32nm east of Barawe, Somalia at approximately 1430 UTC. Five pirates armed with guns chased and fired upon the ship underway carrying UN cargo. Lockdown was initiated and the on board armed security team returned fire. After 20 minutes, the pirates aborted the attempt and moved away. On deck containers sustained bullet holes damaged. Ship and crew reported safe.

South China Sea:

On 03 October 2014, a Vietnam flagged Product Tanker MT Sunrise 689 was attacked and hijacked by around seven to 10 armed pirates while underway near Anambas Islands, South China Sea. The tanker departed from Singapore on 02 October 2014 and was attacked while enroute to the discharge port in Vietnam. They took hostage all 18 crewmembers, damaged all communication and navigational equipment and transferred the oil cargo into another unknown tanker. The tanker and crew were released on 09 October 2014. The crew then sailed to Vietnam where Authorities boarded for investigation. All crew were reported safe.

Thailand:

On 22 September 2014 at approximately 2130 LT, pirates attacked a Malaysian flagged Product Tanker MT Pentrader underway, around 38nm SW of Phuket, Thailand. Seven pirates armed with guns in a speedboat from a mother vessel boarded and hijacked the tanker in ballast that was enroute to Penang, Malaysia. The pirates were violent, took hostage all 10 crewmembers, tied their hands, and stole their cash and valuables. The pirates then took the cadet and one AB and forced them to transfer the tanker's bunkers into the waiting mother vessel. Conversations between the pirates indicated that the mother vessel was to be used to target other vessels in the vicinity. The pirates damaged the navigation and communication equipment before releasing the crew and escaping. The crew thereafter managed to sail the tanker to a safe port.

ACKNOWLEDGEMENT

The IMB appreciates the assistance and vital cooperation provided by the Coalition naval forces / EU naval force (EUNAVFOR ATALANTA) / MSCHOA / US Navy / French Alindien / NATO / UKMTO / Indian Navy / Iranian Navy / Malaysian Navy / Russian Navy / Chinese Navy / South Korean Navy / Japanese Maritime SDF / Singapore Navy/ Royal Thai Navy / and Yemeni Coast Guard and Navy for assisting the many vessels that have been attacked in the past by suspected Somali pirates both in the Gulf of Aden and off eastern / southern Somali coast, Indian Ocean, Arabian Sea and other areas. The positive actions by the Navies including pre-emptive and disruptive counter piracy tactics had resulted in the drop in the number of attacks.

TRENDS

A total of 245 incidents of Armed Robbery and Piracy have been reported to the IMB Piracy Reporting Centre (PRC) in 2014. This figure represents a continued and welcome decrease in reported attacks for the fourth consecutive year.

The 2014 incidents are broken down as 183 vessels boarded, 28 attempted attacks, 21 hijackings and 13 vessels fired upon. Some 442 crew members have been taken hostage, 13 injured, nine kidnapped from their vessels and four crew fatalities.

Whilst the number of overall incidents has decreased year on year, there has been a noticeable upward trend in the number of vessels successfully hijacked, with 21 in 2014 compared to 12 in 2013. This increase is attributed entirely to the rise in small coastal tanker hijackings in SE Asian waters in 2014.

A total of 15 such tankers and a tug have been hijacked in SE Asia in 2014. The pirates are targeting gas oil from the tankers. This is evidenced by the fact that bitumen tankers were boarded on two occasions and the pirates departed after the cargoes were confirmed. There is also evidence to suggest that the level of violence has increased – as in December, a crew member from one of the above bitumen tankers was shot during the incident and subsequently died from his injuries.

As a country Indonesia accounts for 100 reports compared to 106 in 2013. The 2014 incidents are broken down as 86 vessels boarded, eight attempted attacks and six hijackings. Of the vessels boarded 68 were either berthed or at anchor. Except for the six vessels hijacked in the South China Sea, the overwhelming majority of attacks are armed robberies or attempted robberies around the Indonesian archipelago. The IMB commends the efforts taken by the Indonesian Marine Police in addressing the major problem areas stemming the increase in attacks in the identified hotspots. IMB and the Indonesian Marine Police work closely in responding to new trends as they are identified.

IMB acknowledges the challenges faced by Malaysian Maritime Enforcement Agency and the Indonesian Marine Police in the waters around Pulau Bintan and the South China Sea where 11 vessels were hijacked.

There is also a noticeable trend in Vietnam with seven vessels boarded in 2014. Five of the incidents occurred in the last quarter of 2014, with three occurring in the port of Vung Tau.

A total of 41 incidents have been confirmed to the IMB PRC in West Africa. Nigeria accounted for 18 reported attacks including seven vessels fired upon. The attack distances from the Nigerian coast have increased to over 200 miles in 2014. Fourteen of the Nigerian attacks were against tankers and vessels associated with the oil industry. The target of the hijackings are mainly product tankers from which the cargo is stolen and transhipped to smaller tankers. The waters west and WSW of Brass terminal and off Bayelsea remain a high risk area and was a local hotspot in February and March where at least three vessels were either hijacked or boarded with crew retreating into a citadel. In June and July three vessels were hijacked in and around Ghanaian waters, one of which was a fishing vessel intended to be used as a platform to hijack tankers off Nigeria. The hijacking of vessels appear to have subsided in the last quarter of 2014. In 2014 six crew were kidnapped from their vessel off Nigeria, although the true figure is thought to be considerably higher.

There is considerable under reporting of incidents in the Gulf of Guinea. Bergen Risk Solutions of Norway, for example, have reported a little more than double these incidents in West Africa.

Five vessels were hijacked in the region. This includes three tankers, one supply and a fishing vessel - with the last reported hijacking at the end of July 2014.

Seven vessels were also boarded whilst anchored at Pointe Noire, The Congo, with ship and crew properties the targets for the robbers.

Somali piracy continues to witness a year on year reduction with 11 reported incidents for 2014. This is broken down as nine attempted attacks and two vessels fired upon. Skiffs with armed persons and long ladders have been sighted and reported. The threat of Somali piracy remains and masters are reminded to continue to be aware of the threat and to adhere to the latest Best Management Practices.

The number of reported incidents from Bangladesh has increased to 21 in 2014 compared to 12 in 2013. Seventeen anchored and three vessels underway were boarded with one attempted attack. The majority of incidents are low level thefts from vessels, although in one report three crew were taken hostage and two crew injured in two separate incidents. The Bangladesh Coast Guard has been proactive and responded to many calls of assistance from ship Masters.

The IMB Piracy Reporting Centre is the world's only independent office to receive reports of pirate attacks 24-hours-a-day from across the globe. IMB strongly urges all shipmasters and owners to report all actual, attempted and suspected piracy and armed robbery incidents to the local authorities as well as the IMB Piracy Reporting Centre. This first step in the response chain is vital to ensuring that adequate resources are allocated by authorities to tackle piracy. Transparent statistics from an independent, non-political, international organization can act as a catalyst to achieve this goal.

PIRACY NEWS

Human Rights and Piracy

Two European states have recently been ordered to pay thousands of Euros in compensation to Somali pirates as their human rights had been disregarded at the time of their arrest. On 04 December 2014, the European Court of Human Rights (ECHR) ordered France to pay compensation – ranging from USD 2,500 to USD 6,100 – to nine Somali pirates involved in incidents against two French flagged vessels. At the time of the attacks in 2008, Somali pirates were acting with almost total impunity. The robust action of the French Authorities in retrieving the ransom and arresting the pirates, on the ground in Somalia should once again be commended. The compensation order was made as France failed to present the pirates “without delay” after transferring them 4,000 miles to French territory in order to hear the charges before a judge. In this case, the pirates were held for an additional 48 hours prior to being presented before a judge, a period of detention which constituted a “violation of their rights to freedom and security”. The ECHR also ordered France to pay the pirates’ legal cost of between USD 3,750 and USD 11,250.

There then followed on 08 December a similar ruling from the Danish High Court over the detention of a pirate gang involved in the unsuccessful hijacking of a Danish Product Tanker in November 2013. On 10 November 2013, the Danish Navy intercepted a suspected mother ship in the vicinity of an aborted piracy attack and arrested nine suspected Somali pirates. The pirates – who claimed to be fishermen that had unfortunately lost their equipment – were kept on the vessel and presented before a Danish magistrate on 23 November 2013 via a video link. In comparison with the conditions the pirates were used to in Somalia, no doubt the Dames were splendid hosts during the period of incarceration on board the naval ship. Nevertheless, this 13 days ordeal was considered deplorable by the Danish attorney general, who awarded each of the pirates USD 3,270 for false imprisonment as the Danish Constitution dictates that “you cannot be held for more than 24 hours without charges being brought”.

The context of these crimes should not be forgotten. These criminals were responsible for unacceptable high levels of unprovoked violence, kidnappings, sometimes torture and murder against seafarers simply going about their lawful business upon the high seas.

Both France and Denmark – and many other nations – have been instrumental in responding to and containing the threat of Somali piracy. No one would wish to deny the pirates their human rights, but these were unprecedented cases. Navies and Special Forces were, at that time struggling to respond to a crime for which governments and legal systems had no adequate responses. It is not the size of the compensation payments but the principle that the courts failed to recognise the special circumstances involving the prosecution of a case of piracy and particularly the uniqueness of Somali piracy.

These crimes take place far away from the immediate reach of law enforcement agencies. They are unable to respond as the crime unfolds. There are no resources available to conduct a prompt forensic examination, take statements or preserve evidence leading to the arrest of the criminals. There are few eye witnesses who will be available promptly to testify as often they have either sailed away on their vessels or been hijacked to spend many long months in captivity in Somalia in appalling conditions. Finally, releasing the suspected pirates to return to Somalia to re-equip and resume their pirate activity will only encourage further attacks.

In these circumstances, if justice is to be served then courts should apply the provisions of the European Human Rights legislation with a proper understanding of the context and a strong dose of common sense in their deliberations.

Some may argue that in awarding relatively small penalties they have done just that. We hope it does not discourage European Navies in the future from taking the kind of actions necessary to keep piracy suppressed along these vital international sea routes. That would be deplorable. And we certainly hope it does not send a clear signal to the pirates that crime pays.

Indonesian Marine Police (IMP) and IMB collaboration shows positive results for 2014.

Eleven designated areas patrolled by the IMP:

	Locations	2013 Total	1st Q 2014	2nd Q 2014	3rd Q 2014	4th Q 2014	2014 Total
1	Belawan: 03:55.00N - 098:45.30E	18	3	4	2	-	9
2	Dumai: 01:42.00N - 101:28.00E	12	1	-	-	-	1
3	Nipah: 01:07.30N - 103:37.00E	14	-	-	-	-	-
4	Tanjung Priok: 06:00.30S - 106:54.00E	6	3	3	2	1	9
5	Gresik: 07:09.00S - 112:40.00E	4	1	-	-	-	1
6	Taboneo: 04:41.30S - 114:28.00E	8	1	-	-	1	2
7	Adang Bay: 01:40.00S - 116:40.00E	4	-	-	-	-	-
8	Muara Berau: 00:17.00S - 117:36.00E	4	1	-	3	2	6
9	Muara Jawa: 01:09.00S - 117:13.00E	4	-	-	-	-	-
10	Balikpapan: 01:22.00S - 116:53.00E	5	-	1	-	-	1
11	Bintan Island: 01:21.00N - 104:29.00E	-	3	14	10	8	35

Attacks have dropped in most of the 11 areas designated by the IMP, for ships to anchor / wait before berthing. Compared to incident levels reported in 2013, the patrols conducted by the IMP have shown positive effects with considerable reductions in reported incidents.

Attacks off Bintan Island have however, increased and remain a cause of concern. The IMP and the IMB PRC have had another meeting in Q4 2014 to discuss the issue and identify ways to address this problem.

Merchant ships are requested to observe the designated anchorage areas, which are patrolled by the IMP. This helps to maximize the resources available to protect the ships. In addition, all vessels are advised to maintain strict anti-piracy and robbery watches and report, immediately, all attacks and suspicious sightings to the local Authorities as well as the IMB PRC, who will also liaise with local and regional Authorities to render necessary assistance.

The IMB PRC will continue to monitor all the areas concerned and will continue to work with the IMP to assist ships and create a safer environment for seafarers and ships.

Hijackings of small product tanker continues in South East Asia

The hijacking of small product tankers, below 6000 GRT, carrying Gas Oil / Diesel Oil continues to increase. In 2014 there were 15 reported hijackings plus another two incidents in which the pirates did not steal the cargo as the type of cargo carried was 'wrong'. In one recent incident a crew was killed. Without a strong deterrent, it appears the hijackings may continue. The IMB calls on all Regional Authorities to work together to identify and arrest these criminals and see an end to this crime.

The IMB PRC has notified the regional Authorities and INTERPOL on all these incidents.

The hijackings follow a specific modus operandi; armed pirates seize a small tanker and siphon off its cargo to other bunker barges or small tankers in a ship-to-ship operation. Before releasing the vessel the navigational equipment is destroyed but the crew are usually not harmed.

Pirates in this region tend to abort their approach if they are spotted and the alarm raised. The IMB advises all ships, in this region, particularly small product tankers, to carry out a risk assessment to ensure effective protection and hardening. This should include anti-piracy watches.

Vessels are advised to monitor the IMB PRC satellite broadcast warnings via INMARSAT C EGC Safety Net and to report all attacks and suspicious sightings to local Authorities and to the IMB PRC.

UN Security Council authorises naval ships to patrol waters off Somalia

The UN Security Council has unanimously voted on the continued presence of international naval ships to patrol the sea lanes off Somalia and protect ships and humanitarian aid from pirates. The resolution adopted in mid-November said counter-piracy efforts by states, regions, organisations, the maritime industry and others “have resulted in a sharp decline in pirate attacks as well as hijackings since 2011.”

“This positive trend shows that the international community’s counter-piracy strategy is working, however, we need to remain vigilant as the underlying causes of piracy remain.” said a spokesperson for Britain’s UN Mission,

The council urged all 193 UN member states to criminalise piracy under their domestic laws and called for prosecution of all those involved in pirate attacks and the immediate release of all seafarers being held.