



**ICC INTERNATIONAL MARITIME BUREAU**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS**

**REPORT FOR THE PERIOD**

**1 January – 31 March 2016**

**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: +44 207 160 5249  
Email: [imb@icc-ccs.org](mailto:imb@icc-ccs.org)  
Web: [www.icc-ccs.org](http://www.icc-ccs.org)**

April 2016

## 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 March 2016.

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 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
- 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 cargoes 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](mailto: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](http://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 March 2016, received reports of 37 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 because of the increasing serious incidents off Somalia, incidents in this area 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 26<sup>th</sup> 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
- Britannia Steam Ship Insurance Association Limited
- Gard AS
- Japan P&I Club
- The Standard Club Europe Ltd
- Steam Ship Insurance Management Services Limited
- Taipei Economic & Cultural Office in Malaysia
- The North of England P&I Association Ltd
- Justships Ltd
- Tsakos Shipping

The PRC is additionally non-financially supported by:

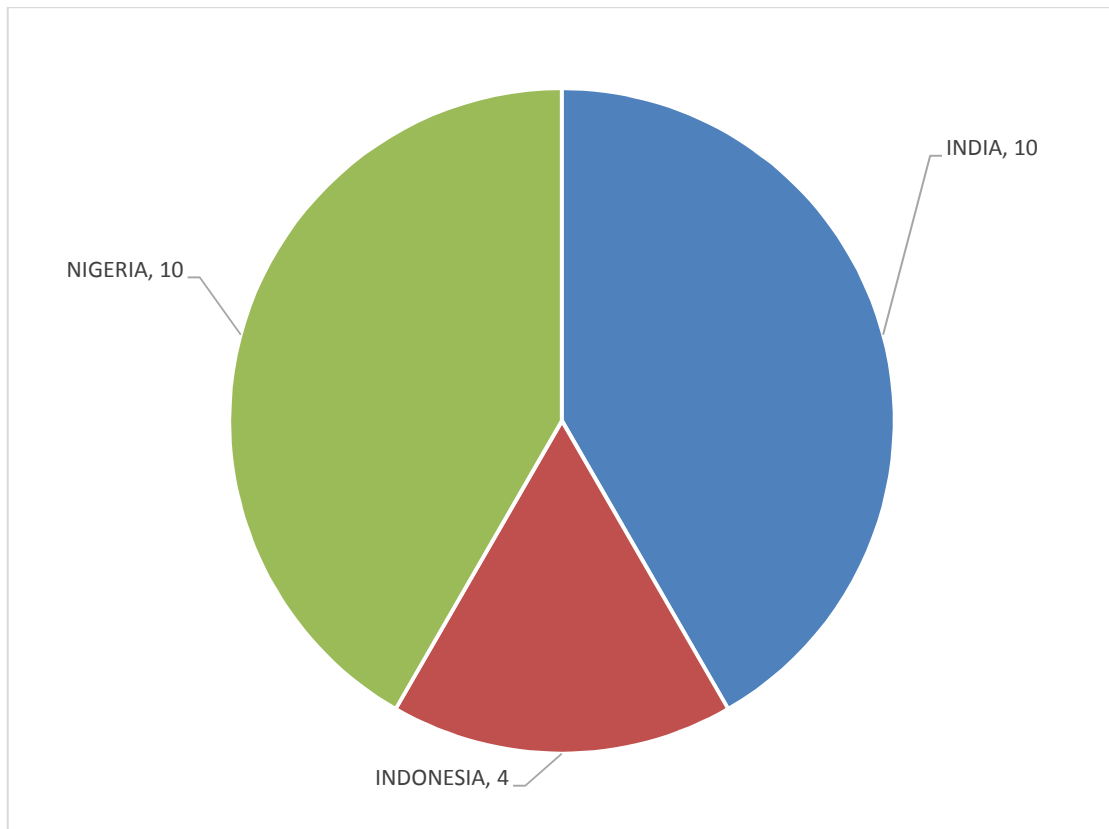
- ExactEarth ([www.exactearth.com](http://www.exactearth.com))
- Vesseltracker ([www.vesseltracker.com](http://www.vesseltracker.com))

TABLE 1: Locations of ACTUAL and ATTEMPTED attacks January - March 2011 – 2016

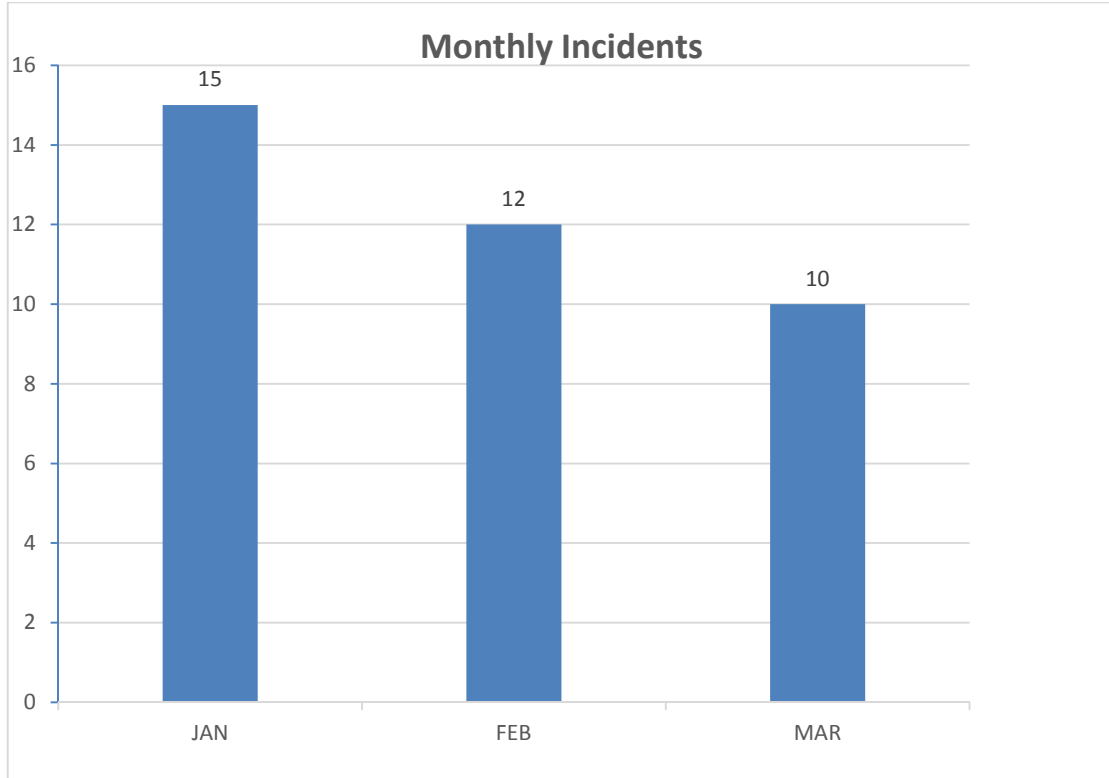
Locations	2011	2012	2013	2014	2015	2016
<b>S E ASIA</b> Indonesia	5	18	25	18	21	4
Malacca Straits					1	
Malaysia	9	2			3	
Philippines	1	2	1		2	2
Singapore Straits	4	2	2	5	2	
Thailand					1	
<b>FAR EAST</b> China						1
South China Sea	4		1			
Vietnam	2	3	1		8	2
<b>INDIAN</b> Bangladesh	4	3	4	4	1	
<b>SUB CONTINENT</b> India	3	3	4	2	2	10
<b>AMERICAS</b> Brazil	1	1				
Colombia		1	2		1	
Costa Rica	2					
Guyana			1			1
Haiti		1				
Peru	1	2	2			2
Venezuela						1
<b>AFRICA</b> Angola				1		
Benin	1	1				
Cameroon				1		
Dem. Rep. of Congo		1				2
Egypt			1			
Gabon				1		
Ghana		2			2	
Guinea	1					
Gulf of Aden*	10	8	2	2		
Ivory Coast	1	3	3		1	1
Kenya						1
Liberia				1		
Mauritania			1			
Mozambique		1				
Nigeria	5	10	11	6	7	10
Red Sea*	2	7		1		
Somalia	85	28	3	2		
Tanzania		1	1	1		
The Congo		2	1	3	1	
<b>REST OF</b> Mediterranean Sea	1					
<b>WORLD</b> Oman				1		
Papua New Guinea					1	
<b>Sub total</b>	<b>142</b>	<b>102</b>	<b>66</b>	<b>49</b>	<b>54</b>	<b>37</b>
<b>Total at year end</b>	<b>439</b>	<b>297</b>	<b>264</b>	<b>245</b>	<b>246</b>	

All incidents with \* above are attributed to Somali pirates

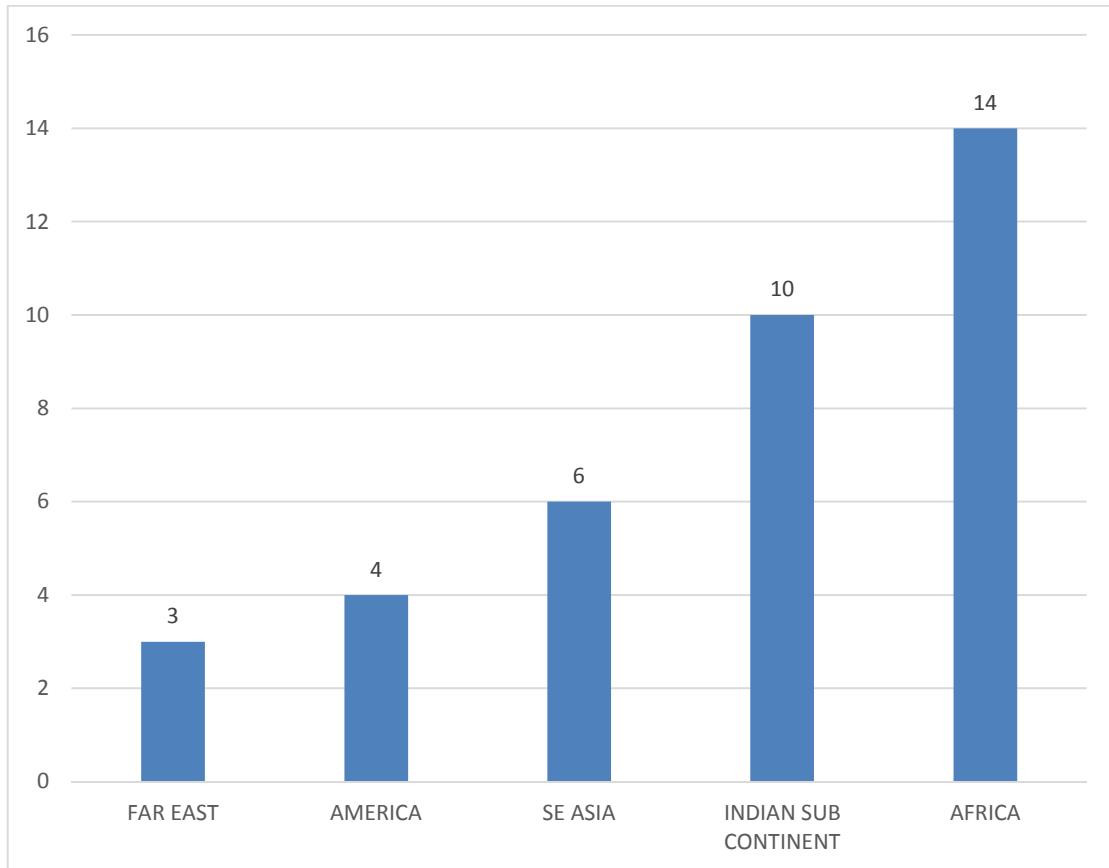
**CHART A: The following three locations were responsible for two thirds of the total 37 reported incidents for the period.**



**Chart B: Monthly comparison of incidents during January - March 2016**



**Chart C: Total incidents as per region of the world January – March 2016**



**TABLE 2: ACTUAL and ATTEMPTED attacks by location, January - March 2016**

Location	ACTUAL ATTACKS				ATTEMPTED ATTACKS	
	Boarded	Hijacked	Detained	Missing	Fired Upon	Attempted Boarding
<b>S E ASIA</b> Indonesia	3					1
Philippines	1	1				
<b>FAR</b> China	1					
<b>EAST</b> Vietnam	2					
<b>INDIAN SUB CONT</b> India	10					
<b>AMERICAS</b> Guyana	1					
Peru	2					
Venezuela	1					
<b>AFRICA</b> Dem. Rep. Congo	2					
Ivory Coast		1				
Kenya	1					
Nigeria	5	1			2	2
<b>Sub total</b>	<b>29</b>	<b>3</b>			<b>2</b>	<b>3</b>
<b>Total</b>	<b>37</b>					

**TABLE 3: Ports and anchorages, with three or more reported incidents, January – March 2016**

Country	Location	01.01.2016 to 31.03.2016
India	Kandla	7

**TABLE 4: Status of ships during ACTUAL attacks, January – March 2016**

LOCATION	BERTHED	ANCHORED	STEAMING	NOT STATED
<b>S E ASIA</b> Indonesia	1	2		
Philippines		1	1	
<b>FAR EAST</b> China		1		
Vietnam		2		
<b>INDIAN SUB CONT</b> India	1	8	1	
<b>AMERICAS</b> Guyana		1		
Peru		2		
Venezuela		1		
<b>AFRICA</b> Dem. Rep. Congo		2		
Ivory Coast			1	
Kenya	1			
Nigeria			6	
<b>Sub total</b>	<b>3</b>	<b>20</b>	<b>9</b>	<b>-</b>
<b>Total for three months</b>	<b>32</b>			



**TABLE 5: Status of ships during ATTEMPTED attacks, January – March 2016**

LOCATION	BERTHED	ANCHORED	STEAMING	NOT STATED
S E ASIA Indonesia		1		
AFRICA Nigeria			4	
<b>Sub Total</b>		<b>1</b>	<b>4</b>	<b>-</b>
<b>Total for three months</b>		<b>5</b>		

**TABLE 6: Types of arms used during attacks, January - March 2011 – 2016**

Types of Arms	2011	2012	2013	2014	2015	2016
Guns	88	48	20	14	13	12
Knives	16	21	19	17	21	9
Not stated	35	31	26	16	17	16
Other weapons	3	2	1	2	3	-
<b>Total for three months</b>	<b>142</b>	<b>102</b>	<b>66</b>	<b>49</b>	<b>54</b>	<b>37</b>

**TABLE 7: Comparison of the type of attacks, January - March 2011 – 2016**

Type of Attack	2011	2012	2013	2014	2015	2016
Attempted	34	32	4	5	4	3
Boarded	45	45	51	37	42	29
Fired upon	45	14	7	5	-	2
Hijack	18	11	4	2	8	3
<b>Sub total</b>	<b>142</b>	<b>102</b>	<b>66</b>	<b>49</b>	<b>54</b>	<b>37</b>
<b>Total at year end</b>	<b>439</b>	<b>297</b>	<b>264</b>	<b>245</b>	<b>246</b>	

**TABLE 8: Types of violence to crew, January - March 2011 – 2016**

Types of Violence	2011	2012	2013	2014	2015	2016
Hostage	344	212	75	46	140	28
Kidnap	6	3	14	2	5	26
Threatened	4	4	3	3	1	1
Assaulted	2	1	-	-	13	1
Injured	34	9	3	1	3	2
Killed	7	4	1	-	1	-
<b>Total for three months</b>	<b>397</b>	<b>233</b>	<b>96</b>	<b>52</b>	<b>163</b>	<b>58</b>

**TABLE 9: Type of violence to crew by location, January – March 2016**

Location	Hostage	Threat	Assaulted	Injured	Killed	Kidnap
<b>S E ASIA</b> Indonesia			1			
Philippines						10
<b>AFRICA</b> Ivory Coast	16					2
Kenya		1				
Nigeria	12			2		14
<b>Sub total</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>2</b>		<b>26</b>
<b>Total</b>	<b>58</b>					

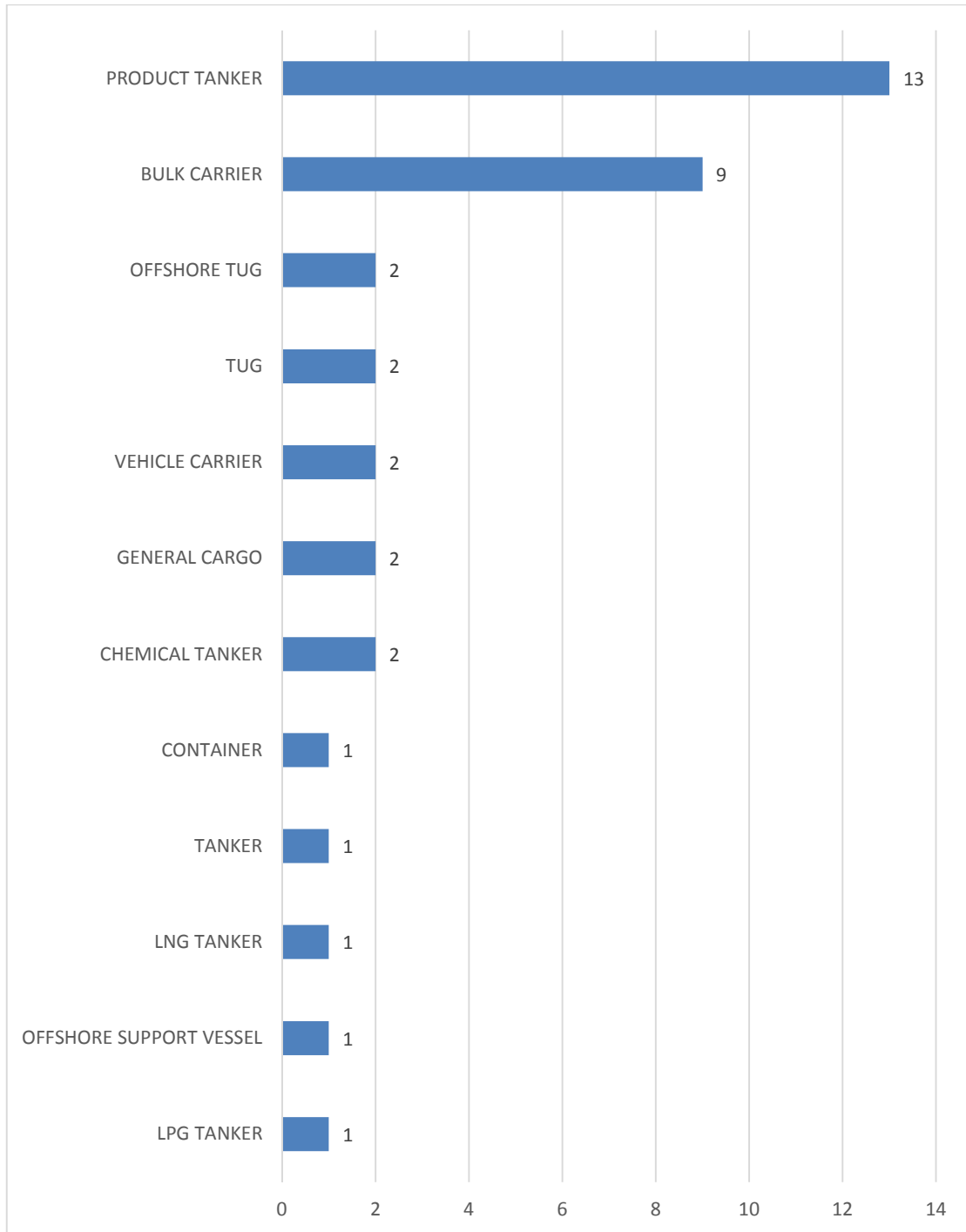
**TABLE 10: Types of arms used by geographical location, January - March 2016**

LOCATIONS	Guns	Knives	Other Weapons	Not Stated
<b>S E ASIA</b> Indonesia		1		3
Philippines	1			1
<b>FAR EAST</b> China				1
Vietnam		1		1
<b>INDIAN SUB CONT</b> India		2		8
<b>AMERICAS</b> Guyana		1		
Peru		1		1
Venezuela				1
<b>AFRICA</b> Dem. Rep. Congo		2		
Ivory Coast	1			
Kenya		1		
Nigeria	10			
<b>Sub total</b>	<b>12</b>	<b>9</b>	<b>-</b>	<b>16</b>
<b>Total for three months</b>	<b>37</b>			

**TABLE 11: Types of vessels attacked, January – March 2011 – 2016**

Type	2011	2012	2013	2014	2015	2016
Bulk carrier	32	21	16	9	22	9
Container	17	17	7	5	4	1
Dhow	1	4				
General cargo	10	6	7	7	1	2
Guard vessel		1				
Hopper Dredger					1	
Heavy Load carrier	1					
FPSO					1	
Livestock carrier	2					
Naval Auxiliary ship		1				
Offshore Support vessel						1
Passenger boat					1	
Pipe Layer vessel		1			1	
Refrigerated		2	1		2	
Research ship		1				
RORO	1	2		2		
Supply ship	1	3	4	2	1	
Tanker Bunkering					1	
Tanker Chem / Product	24	24	17	13	9	15
Tanker Crude Oil	30	11	8	7	2	1
Tanker LNG						1
Tanker LPG	1	4	3	2	1	1
Trawler / Fishing	2	2	1		1	
Tug	12	2	2	2	4	4
Vehicle carrier	4				1	2
Wood Chips carrier	1				1	
Yacht	3					
<b>Total for three months</b>	<b>142</b>	<b>102</b>	<b>66</b>	<b>49</b>	<b>54</b>	<b>37</b>
<b>Total at year end</b>	<b>439</b>	<b>297</b>	<b>264</b>	<b>245</b>	<b>246</b>	

**Chart D: Type of vessels attacked January – March 2016**

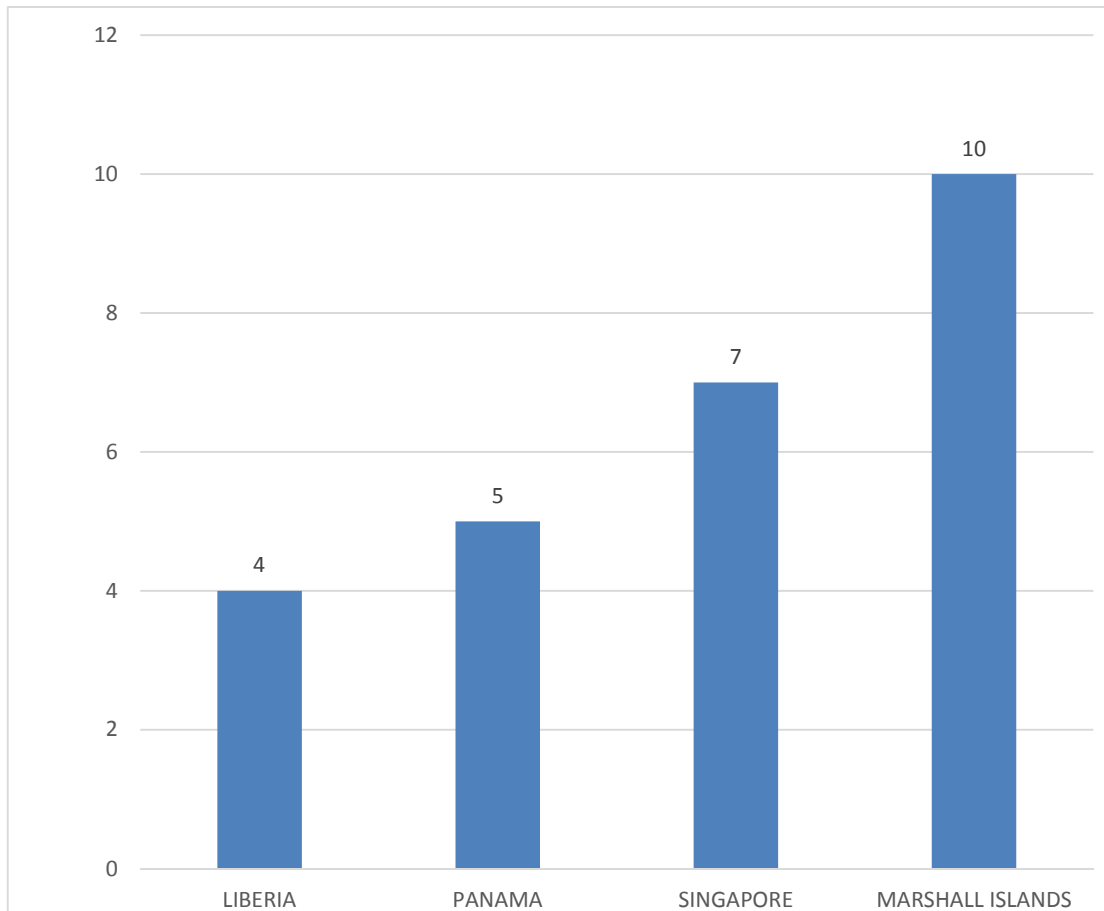


**TABLE 12: Nationalities of ships attacked, January - March 2011 – 2016**

Flag State	2011	2012	2013	2014	2015	2016
Algeria	1					
Antigua and Barbuda	4	2	2	2	1	
Bahamas	4	5	2	1	1	
Belgium	2				1	
Belize					1	
Bolivia		1				
Cayman Island		1				
China	1		2			
Comoros	2					
Cook Islands					1	
Croatia			1			1
Curacao		1			1	
Cyprus	3	1				
Denmark	4	3	2	1		1
Dominica	1					
Ethiopia	1	1				1
France	2					
Germany	1	2				
Ghana					1	
Gibraltar		1	1	1		
Greece	4	2			2	
Hong Kong (SAR)	6	5	4	2	3	1
India	3	4				1
Indonesia	2				1	1
Iran			1			
Isle of Man	1	1		1	1	
Italy	1	2		2		
Japan	1					
Liberia	12	19	15	7	4	4
Libya	2					
Luxemburg	1		2		1	
Malaysia	4	1	2	1	3	
Malta	7	3	3	1	2	1
Marshall Islands	15	5	7	8	8	10
Mongolia	2					
Netherlands		1		2		
Nigeria				1	1	2
Norway	4	1	1	2		1
Oman		2				
Panama	21	17	9	6	11	5
Papua New Guinea					1	

Philippines	2	1				
Saudi Arabia				1		
Sierra Leone				1		
Singapore	8	14	6	6	6	7
Spain	1	1				
St Vincent Grenadines	1		3			
St. Kitts & Nevis	1	1				
Thailand	1	1			2	
Togo	1					
Turkey	3	1	1			
UAE	4					
United Kingdom	2		1			1
USA	2		1	1		
Vanuatu					1	
Vietnam	1			1		
Yemen	3	2				
Not Stated				1		
<b>Total for three months</b>	<b>142</b>	<b>102</b>	<b>66</b>	<b>49</b>	<b>54</b>	<b>37</b>
<b>Total at year end</b>	<b>439</b>	<b>297</b>	<b>264</b>	<b>245</b>	<b>246</b>	

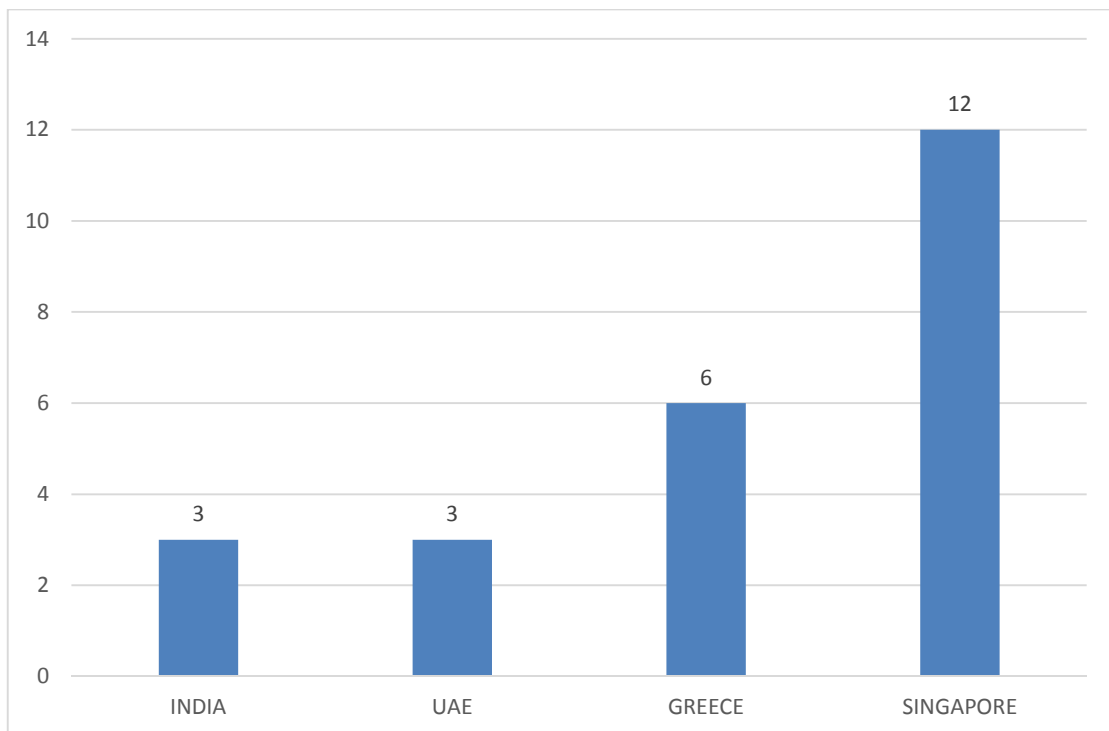
**Chart E: Flag States whose ships have been attacked three or more times from January – March 2016**



**TABLE 13: Countries where victim ships controlled / managed,  
January – March 2016**

Country	No of Ships
Cyprus	2
Denmark	1
Ethiopia	1
Germany	1
Greece	6
Hong Kong	1
India	3
Indonesia	1
Monaco	1
Nigeria	1
Norway	2
Singapore	12
UAE	3
United Kingdom	2
<b>Total</b>	<b>37</b>

**Chart F: Managing countries whose ships have been attacked three or more times from January – March 2016**



***OFF SOMALIA / GULF OF ADEN ATTACK FIGURES UPDATE***

**From 1 January to 31 March 2016, the IMB PRC has receive no new incidents.**

**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 stabilizing factor of the central government within Somalia has resulted in this positive sign.**

**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' passion to resume its piracy efforts.**

**As of 31 March 2016, suspected Somali pirates continue to hold 29 crew members 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 usually target 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.

**China:** Tianjin/Caofeidian – New area has emerged. Incidents mostly at anchorage area.

**India:** Sikka and Kandla – Incidents reported at port and anchorage areas.

**Indonesia:** Tanjung Priok – Jakarta, off Bintan Island, Dumai, off Karimun Island, Nipah, Pulau Takong Kecil 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.

Recent meetings and continued dialog between the Indonesian Marine Police (IMP) and the IMB PRC resulted in positive actions by the Indonesian Authorities which has so far resulted in a reduction of incidents.

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 PRC. 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.

**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 Tioman / off Pulau Aur / off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels

are advised to continue to remain vigilant. In the past, a number of hijackings of small product tankers occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend started in April 2014. The arrests of some of the criminals by local Authorities in Malaysia and Indonesia has led to a reduction in such hijackings, with the last successful hijacking in August 2015. The IMB PRC continues to monitor the situation.

**Vietnam:** Vung Tau – Increased in attacks especially at anchorages.

## **AFRICA AND RED SEA**

### **Africa:-**

**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.

**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. In the past, attacks reported up to about 170nm from coast. In many past incidents, pirates hijacked the vessels for several days and ransacked the vessels and stole part cargo usually gas oil. A number of crewmembers were also injured and kidnapped in past attacks. Generally, all waters in/off Nigeria remain risky. Vessels are advised to be vigilant, as many attacks may have gone unreported.

(Off Bayelsa/Brass/Bonny Island): Recently, there is a dramatic increase in attacks / hijackings / kidnapping of crews off these areas. Vessels are advised to take additional measures in these high risk waters.

**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 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 remain 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.

**Guinea:** (Conakry)

**The Congo:** (Pointe Noire)

## **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](mailto: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](mailto:imbsecurity@icc-ccs.org)

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

## **OBSERVATIONS**

*Narrations of the 37 attacks for 01 January to 31 March 2016 are listed on pages 27 to 34. The following serious incidents, in chronological sequence are described in more detail.*

### **Ivory Coast:**

On 11 February 2016, a Panamanian flagged Product Tanker MT Maximus was attacked and hijacked by armed pirates while underway at position Latitude 04:00 North and Longitude 004:00 West, around 77nm south of Abidjan, Ivory Coast at approximately 2000 UTC.

Fourteen pirates armed with guns attacked and hijacked the tanker. All 18 crew members were taken hostage. The pirates ransacked all cabins and stole crew personal effects. Eight pirates then disembarked the tanker on the high seas with two kidnapped crew members. A Togo Navy patrol boat managed to intercept and took a picture of the tanker. The pirates had repainted the tanker's name and provided false information to the Togo Navy. The picture was sent to the Owners for verification. As the tanker sailed into the Nigerian EEZ waters, the Togo Navy handed over the coordination to the Nigerian Navy who had dispatched a warship to shadow the tanker. On 20 February 2016, the Nigerian Navy boarded the tanker. After an exchange of gunfire, the pirates surrendered and the crews were rescued. One pirate was reportedly killed. The two kidnapped crew members were released on 20 March 2016. Throughout the incident, the IMB PRC liaised and shared information among the Regional Authorities, vessel owner and flag state.

### **Nigeria:**

On 29 January 2016, a Liberian flagged Product Tanker MT Leon Dias was attacked and hijacked by armed pirates while underway at position Latitude 02:30 North and Longitude 005:35 East, around 110nm SSW of Bayelsa, Nigeria at approximately 2236 UTC.

Pirates armed with guns attacked and hijacked the tanker. The tanker loaded with gas oil was en route from Lome to Bata. The Owner lost communication with the tanker and reported to the IMB PRC, who immediately contacted and liaised with local and regional Authorities. The pirates shot and seriously injured one crew member during the incident. They destroyed and damaged the tanker's communication equipment and kidnapped five crew members before escaping. The remaining crew members managed to sail the tanker to Benin where a Navy patrol boat assisted in the evacuation of the injured crew. The tanker was escorted to Cotonou anchorage for investigation.

On 11 February 2016, a Marshall Islands flagged Product Tanker MT Nave Jupiter was attacked by armed pirates while underway at position Latitude 03:35 North and Longitude 005:42 East, around 54nm SW of Brass, Nigeria at approximately 1510 LT.

The tanker was sailing from Bonny to Amsterdam when she spotted two skiffs approaching from the stern. Master quickly raised the alarm, increased speed, commenced evasive manoeuvres and contacted the CSO. Owners contacted the IMB PRC. The IMB PRC immediately liaised with the Nigerian Authorities, who advised an armed patrol boat had been dispatched to the location.

As the skiffs closed in, weapons and ladders were sighted. The pirates opened fire at the tanker's superstructure and threw handmade explosive devices onto the main deck which luckily did not explode. Three pirates managed to board the tanker using a ladder and fired several rounds. Non-essential crew retreated into the citadel. Master continued with evasive manoeuvres. The pirates cut off the fuel to the main engines and generators. Master then instructed the bridge team to go to the citadel.

The pirates later tried to gain access to the citadel but failed. Before escaping, the pirates damaged all communication equipment and stole crew personal effects. The Nigerian Navy arrived and boarded the tanker and rescued the crew members. The tanker thereafter sailed to a safe port.

On 05 March 2016, a Panamanian flagged Chemical Tanker MT Madonna 1 was attacked by armed pirates while underway at position Latitude 04:05 North and Longitude 006:41 East, around 32 nm SW of Bonny Island, Nigeria at approximately 1607 UTC.

About 10 armed pirates in a black speed boat attacked and opened fire at the tanker. They managed to successfully board the tanker using a grappling hook and ladder. The tanker activated the alarm and non-essential crew members retreated to the citadel. Pirates then kidnapped four crew members and escaped. On 27 March 2016, the four kidnapped crew members were released safely most likely after a ransom was paid.

On 26 March 2016, a Liberian flagged Product Tanker MT Sampatiki was attacked by armed pirates while underway at position Latitude 04:20 North and Longitude 005:10 East, around 31 nm SW of Bayelsa Coast, Nigeria at approximately 0040 LT.

Eight pirates armed with guns attacked, fired at the tanker and successfully boarded the tanker. They ransacked all the cabins, stole crew personal belongings and kidnapped five crew members including the Master.

**Philippines:**

On 25 March 2016, an Indonesian flagged tugboat TB Brahma 12 and barge Anand 12 were attacked and hijacked by armed persons while steaming at position Latitude 04:48.56 North and Longitude 119:12.53 East, around 11 nm WSW of Omapoy Island, Philippines at approximately 1629 LT.

Armed persons boarded the tug towing a barge laden with coal. They hijacked the tug and cast off the barge. They then ransacked the tug and damaged all communication equipment on board. Ten crew members were kidnapped and the tugboat later abandoned off Languyan Island, Philippines. The Philippine Police took custody of the tugboat and are investigating the case. The drifting barge laded with coal was located by MMEA on 01 April 2016, towed to a safe port and under investigation.

## ***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 37 reports of Piracy and Armed Robbery against Ships have been received by the IMB Piracy Reporting Centre (PRC) in the first quarter of 2016.

This is broken down as 29 vessels boarded, three hijackings, three attempted attacks and two vessels fired upon. Twenty eight crew were taken hostage, 26 kidnapped, two injured and one assaulted. The first quarter figures for 2016 are down on the corresponding for 2015, where 54 reports were received.

Incidents in the Gulf of Guinea and Nigeria in particular dominate the figures, both in terms of numbers and severity. Two of the three first quarter hijackings occurred in the Gulf of Guinea – a product tanker hijacked 110 NM off Bayelsa and another product tanker hijacked 77NM off Abidjan. As a country, Nigeria recorded ten incidents, seven of which occurred at distances ranging from 16 – 110 NM from the Bayelsa coast. The frequency of kidnappings is also a cause for concern, with 16 crew kidnapped from chemical and product tankers in four separate incidents in the Gulf of Guinea. Unacceptable levels of violence against both ships and their crews are ever present in this region and bulk and vehicle carriers have also been targeted in addition to those vessels associated with the oil industry.

Ten incidents have also been reported off India. These are however, predominantly low-level thefts from vessels. Seven reports have been received from Kandla. In almost all the Kandla cases, anchored vessels have been targeted by groups of armed attackers. More incidents have been reported at Kandla in the first quarter of 2016 than were reported for the whole of 2015.

Indonesia recorded four reports – low-level thefts – in the first quarter. This is a noticeable reduction compared to the corresponding period in 2015, where 21 incidents were noted.

It is also encouraging that no small product tankers have been hijacked in SE Asia this quarter. The actions taken by the Malaysian and Indonesian authorities against the pirate gangs in 2015 appear to have had the necessary deterrent effect.

A tug and a barge was hijacked off Omapoy Islands in the Philippines. The barge – carrying coal – was cast off and ten crew members kidnapped from the tug. The tug was recovered by the Philippine Police and the laden barge recovered by the Malaysian Maritime Enforcement Agency (MMEA).

Somalia continues to record zero incidents. The on shore situation in Somalia remains increasingly fragile and it is imperative that vessels maintain vigilance as they sail through these waters. The IMB PRC therefore continues to advise shipmasters to follow the industry's Best Management Practices, as the threat of Somali piracy has not been eliminated.

The IMB PRC is the world's only independent 24 hour manned centre to receive reports of pirate attacks from around the world. IMB strongly urges all shipmasters and owners to report all actual, attempted and suspected piracy and armed robbery incidents to the IMB PRC. 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

### Indonesia Marine Police and IMB collaboration continues to show positive results

Indonesian Marine Police continue to patrol 11 designated areas as detailed in the table below. The number of attacks have fallen with zero attacks in some locations. Although the results are for the first quarter, this is a positive sign.

All ships intending to anchor, waiting for berth or drift should do so at the designated areas where patrol boats would be stationed to enable the Indonesian Marine Police to maximize their resources to provide greater protection to ships.

Merchant ships are advised to cooperate by maintaining strict anti-piracy and robbery watches and to report all attacks and suspicious sightings to the local Authorities including the IMB PRC who will also liaise with local and regional Authorities to render necessary assistance.

The designated areas where Indonesian Marine Police patrols are as follows:-

	Locations	2013 Total	2014 Total	2015 1st	2015 2nd	2015 3rd	2015 4th	2015 Total	2016 1 <sup>st</sup>
1	Belawan: 03:55.00N - 098:45.30E	18	9	3	3	4	5	15	-
2	Dumai: 01:42.00N - 101:28.00E	12	1	1	3	1	-	5	-
3	Nipah: 01:07.30N - 103:37.00E	14	-	5	10	9	2	26	-
4	Tanjung Priok: 06:00.30S - 106:54.00E	6	9	2	2	-	-	4	2
5	Gresik: 07:09.00S - 112:40.00E	4	1	-	-	-	-	-	-
6	Taboneo: 04:41.30S - 114:28.00E	8	2	1	1	-	2	4	-
7	Adang Bay: 01:40.00S - 116:40.00E	4	-	-	-	-	-	-	-
8	Muara Berau: 00:17.00S - 117:36.00E	4	6	-	1	-	-	1	-
9	Muara Jawa: 01:09.00S - 117:13.00E	4	-	-	-	-	-	-	-
10	Balikpapan: 01:22.00S - 116:53.00E	5	1	-	-	-	-	-	-
11	Bintan Island: 01:21.00N - 104:29.00E	-	35	-	1	-	-	1	-

### Cooperation between Agencies led to the location of hijacked Indonesian tanker and later the arrest of suspected mastermind

On 28 January 2015, an Indonesian Tanker MT Rehobot was attacked and hijacked by armed pirates while underway in the vicinity of Lembah Island, North Sulawesi, Indonesia at approximately 2230 LT. About eight armed pirates in a fast boat boarded and successfully hijacked the tanker. All the crew members were set adrift in a life raft and was later saved by local fisherman. The pirates then changed the tanker's name to "MT Spin". The hijacked tanker's cargo was transferred onto other vessels. The Indonesian Marine Police arrested two suspects and together with the cooperation of IMB and the Philippine Authorities / Coast guard, the tanker was located aground off Davao city near Coral Shoal, Philippines. Months of investigations later led to the arrest of many individuals including the suspected mastermind. The Indonesian Marine Police (IMP) said that the arrest of the tanker and all the individuals



were possible and successful due to the strong cooperation between all Agencies local and foreign such as the Indonesian Navy, DGSC, Indonesian Ground Police, Sea Security Board, Indonesian Consulate General in Davao, Philippine Navy, Philippine Coast Guard, IMB, Philippine National Police, MMEA, Royal Malaysia Marine Police and Interpol.

**Attacks and kidnapping of crews are on the rise off Nigeria in the Gulf of Guinea**

More than 10 attacks have been reported off Nigeria in the Gulf of Guinea for the first quarter at almost one incident a week. Many of the attacks involved hijackings or kidnapping of crew members for ransom.

The IMB PRC are warning vessels to be vigilant, maintain anti-piracy watches and to take additional measure to prevent boarding. Vessels intending to drift are advised to drift more than 200 nm from nearest coast and if possible go for direct berthing instead of waiting for berth and drifting near the coast. Vessels are also advised to monitor IMB PRC Satellite Warning broadcast via Inmarsat C EGC Safety Net to ships at sea. They should try to stay clear of the area especially just after an attempted attack where the pirates are still in the vicinity looking for other vessels. Vessels must report all attacks and suspicious sightings to local Authorities and to the IMB PRC. The IMB PRC will then also liaise with local and regional Authorities to request for immediate assistance. If available in the area, international warship will also be notified to seek their assistance.

It appears that these attacks are increasing in frequency with no signs of stopping. The Nigerian Authorities are looking for ways to stop the attacks. The IMB PRC will continue to liaise with the Authorities and monitor the situation and to warn ships at sea accordingly.

**Navy arrests another oil tanker's hijack suspect**

The Nigerian Navy (NN) has arrested a key suspect in last month's hijack of an oil tanker, MT MAXIMUS off the coast of Sao Tome.

This disclosure was made by the Commander, Nigerian Navy Ship (NNS) Beecroft on Saturday while handing over the tanker to the Managing Director, Super Maritime Nigeria Limited, Rene Von Loenens.

Although the name and nationality of the suspect was not given, it was learnt that the suspect and six 'pirates' earlier arrested will be handed over to the police for prosecution at the end of investigation.

Adaji who said the vessel was recovered about 300 nautical miles south of Lagos and very close to Sao Tome disclosed that nothing has been heard on the abduction of two crew members (Rohen and Sadiq) by some of the pirates.

"The suspects arrested will be prosecuted accordingly and the ship owners have undertaken to present crew members to come and testify if they are required in the course of investigation. The release of the vessel does not signify an end to the prosecution of the pirates that are currently under investigation. Preliminary investigations have been ongoing since February 22 in conjunction with international and civil police authorities. We have come to a point that we can release the vessel and its crew to proceed on their businesses. So we are gathered to witness the formal handover of MT Maximus to the owner of the ship. As well as international passports and travel document of the crew so that they will not be further hampered by these unfortunate incident from which they are still recovering. The two kidnapped crew members were taken in a boat before the NN ship that rescued the vessel got to the scene. We do not have information of their whereabouts and the navy has not been contacted for assistance," he said.

While appreciating the Navy for rescuing the vessel and its crew, Loenen said the kidnappers have not made contacts with the ship company to demand ransom or for any other reason.

The pirates had hijacked MT MAXIMUS, a Saudi Arabian oil tanker, chartered by a South Korean company carrying 4,700 metric tons of AGO off the coast of Cote D'Ivoire.

They renamed the vessel MT ELVIS-5, after beating the 18 crew members to submission and holding them captive, until the Nigerian Navy came to their rescue.