



ICC INTERNATIONAL MARITIME BUREAU

**PIRACY AND ARMED ROBBERY
AGAINST SHIPS**

REPORT FOR THE PERIOD

1 January – 30 September 2017

WARNING

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October 2017

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 30 September 2017.

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 cargos on a chargeable basis.

The IMB Piracy Reporting Centre is located at:

ICC International Maritime Bureau (Asia Regional Office)

PO Box 12559, 50782 Kuala Lumpur, Malaysia

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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 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 and assess associated risks with certain sea areas.

Sometimes, incidents occurring in the previous quarter(s) are reported to the PRC after a time lag. This late reporting of incidents results in changes to the figures in the tables. The PRC has, as at 30 September 2017, received reports of 121 incidents but may receive details of more in the coming months relating to the same period.

Due to the continued debate concerning the Malacca Straits, these incident narrations are shown separately. Similarly, because of the vast area affected by Somali pirates, these incidents are grouped together with the Gulf of Aden and Red Sea in the narrations section.

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

ACKNOWLEDGMENTS

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
- Just Ships
- Merchant Shipping Cyprus
- Standard Steam Ship Mutual P&I Association
- 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 – September 2013 – 2017

	Locations	2013	2014	2015	2016	2017
S E ASIA	Indonesia	68	72	86	33	23
	Malacca Straits	1	1	5		
	Malaysia	5	15	11	5	6
	Philippines	2	5	8	5	17
	Singapore Straits	5	8	9	1	1
	Thailand		2	1		
EAST ASIA	China				5	1
	South China Sea	4				
	Vietnam	6	2	19	6	1
INDIAN	Bangladesh	10	15	11	3	7
SUB CONT	India	7	10	7	14	2
AMERICAS	Brazil		1			
	Colombia	6	1	4	3	3
	Ecuador	3				2
	Guyana	1			1	1
	Haiti			1	2	1
	Peru	4			7	2
	Venezuela			1	3	11
AFRICA	Angola		1		1	1
	Cameroon		1			
	Democratic Rep. of Congo		1	2	2	
	Egypt	7				
	Gabon	2	1			
	Ghana		4	2	2	1
	Guinea	1		3	3	2
	Gulf of Aden*	4	4		1	2
	Ivory Coast	4	2	1	1	1
	Kenya			2	2	1
	Liberia		1	1		
	Mauritania	1				
	Morocco				1	
	Mozambique	1		1	1	2
	Nigeria	29	13	12	31	20
	Red Sea*	2	3			1
	Senegal					1
	Sierra Leone	1	1			4
	Somalia	4	3			4
	South Africa				1	
	Tanzania	1	1			
The Congo	2	6	2	5	1	
Togo	7	2		1		
REST OF WORLD	Oman		2			1
	Papua New Guinea			1		
	Yemen				1	1
Subtotal for nine months		188	178	190	141	121
Total at year end		264	245	246	191	

All incidents for countries with * above are attributed to Somali pirates

CHART A: The following six locations contributed to 70% of the total attacks reported in the period January – September 2017

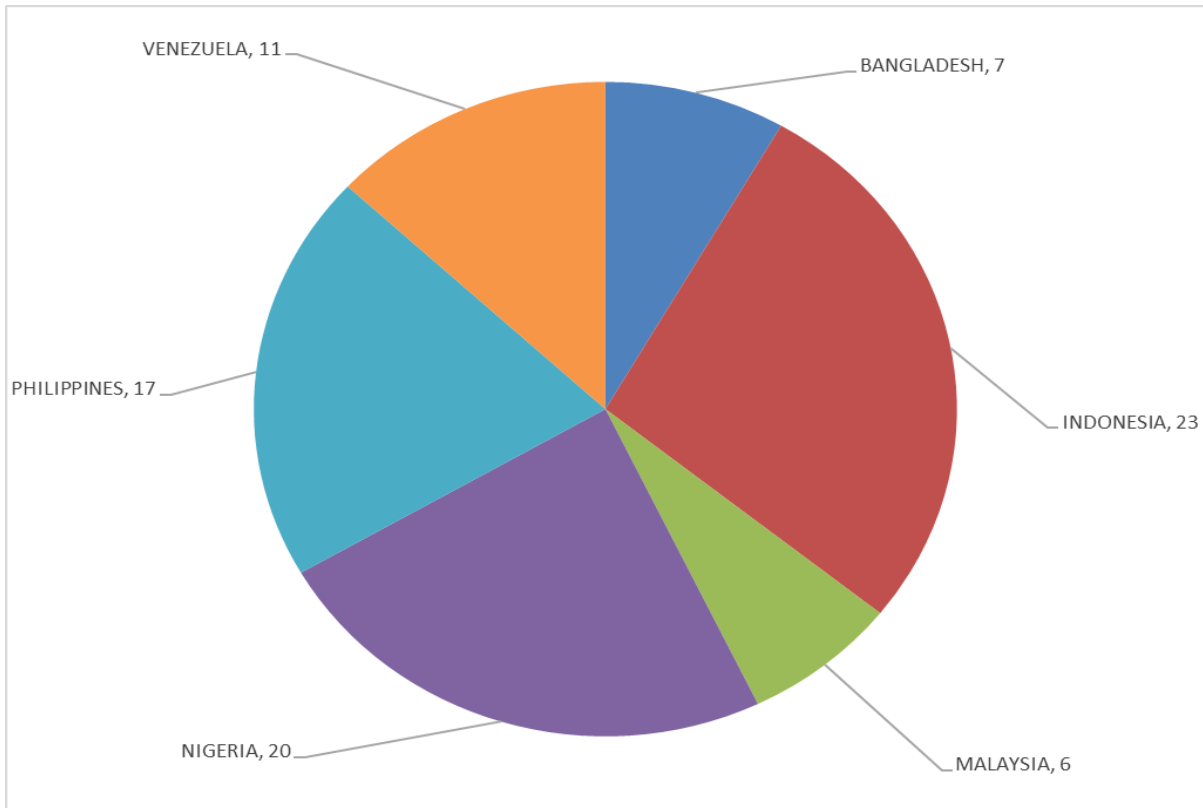


CHART B: Monthly comparison of incidents during January – September 2017

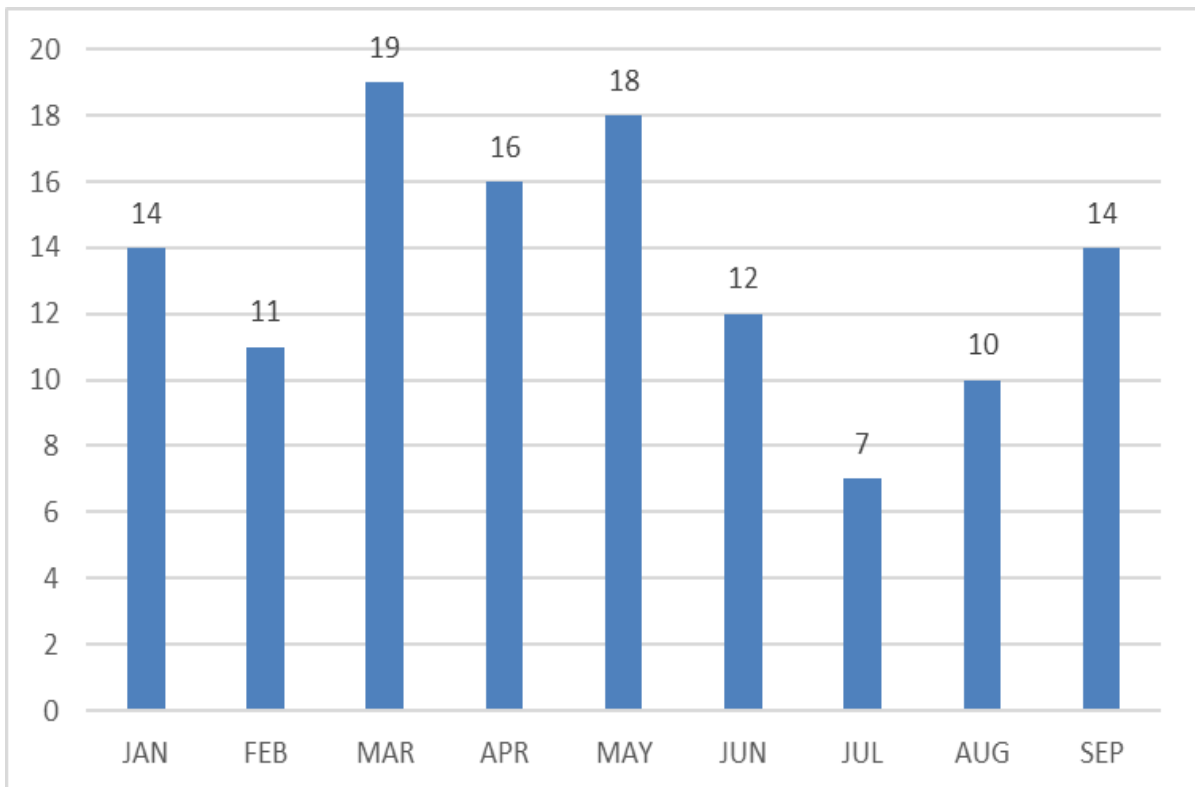


CHART C: Total incidents as per Regions of the world January – September 2017

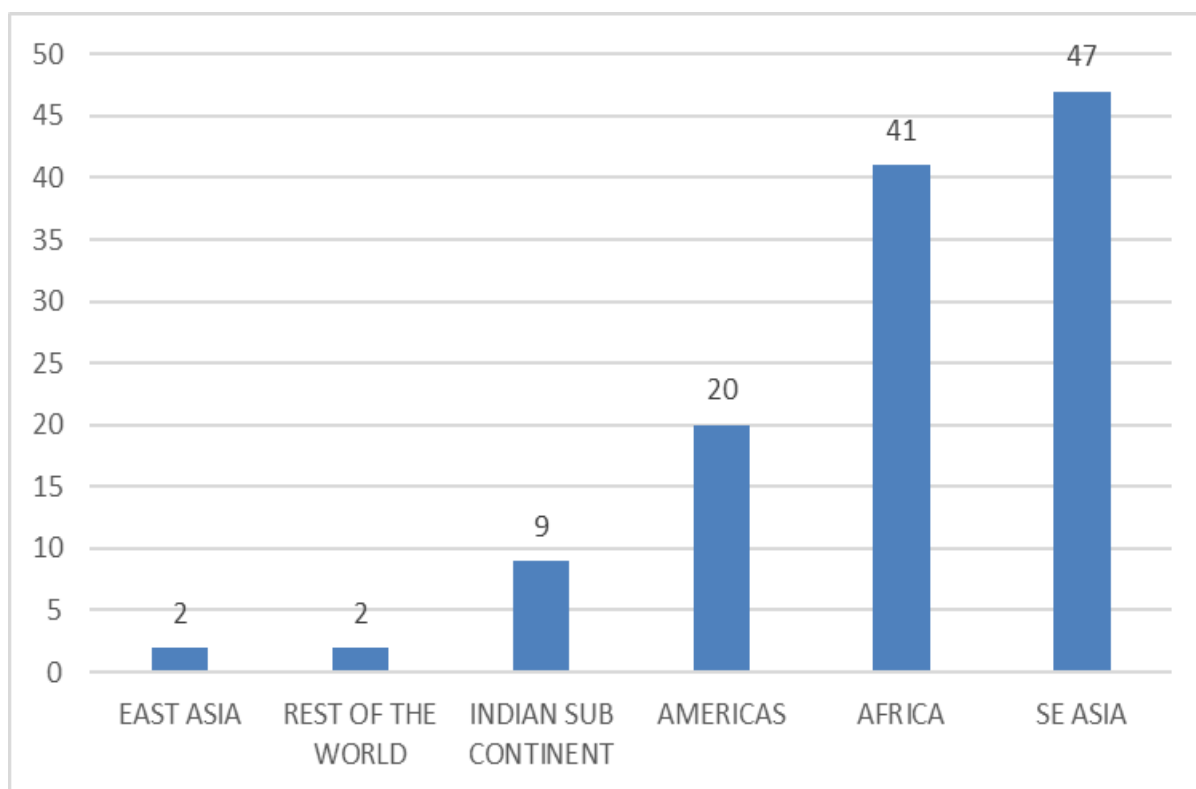


TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – September 2017

Location	ACTUAL ATTACKS		ATTEMPTED ATTACKS	
	Boarded	Hijacked	Fired Upon	Attempted
S E ASIA Indonesia	20			3
Malaysia	3	2		1
Philippines	14		1	2
Singapore Straits				1
EAST ASIA China	1			
Vietnam	1			
INDIAN Bangladesh	7			
SUB CONT India	2			
AMERICAS Colombia	3			
Ecuador	2			
Guyana	1			
Haiti				1
Peru	2			
Venezuela	11			
AFRICA Angola	1			
Ghana	1			
Guinea	2			
Gulf of Aden	1		1	
Ivory Coast				1
Kenya	1			
Mozambique	1			1
Nigeria	13		7	
Red Sea			1	
Senegal				1

Sierra Leone	4			
Somalia		3	1	
The Congo	1			
REST OF Oman			1	
WORLD Yemen			1	
Sub total	92	5	13	11
Total	121			

TABLE 3: Ports and anchorages, with three or more reported incidents, January – September 2017

Location	Country	01.01.2017 – 30.09.2017
Batangas	Philippines	6
Chittagong / Kutubdia Island	Bangladesh	6
Dumai / Lubuk Gaung	Indonesia	5
Freetown	Sierra Leone	3
Manila	Philippines	4
Muara Berau	Indonesia	4
Lagos	Nigeria	3
Off Bayelsa / Brass / Bonny	Nigeria	16
Puerto Jose	Venezuela	4
Puerto La Cruz	Venezuela	5
Sub Total		56

TABLE 4: Status of ships during ACTUAL attacks, January – September 2017

	Location	Berthed	Anchored	Steaming	Not Stated
S E ASIA	Indonesia	2	16	2	
	Malaysia	1		4	
	Philippines	2	9	3	
EAST ASIA			1		
	Vietnam		1		
INDIAN			6	1	
SUB CONT		1	1		
AMERICAS			3		
	Ecuador	1	1		
	Guyana		1		
	Peru		2		
	Venezuela	1	10		
AFRICA			1		
	Ghana		1		
	Guinea		2		
	Gulf of Aden			1	
	Kenya	1			
	Mozambique	1			
	Nigeria	1	2	10	
	Sierra Leone		4		
	Somalia			2	1
	The Congo		1		
Sub Total		11	62	23	1
Total		97			

TABLE 5: Status of ships during ATTEMPTED attacks, January – September 2017

	Location	Berthed	Anchored	Steaming
S E ASIA	Indonesia		2	1
	Malaysia	1		
	Philippines			3
	Singapore Straits			1
AMERICAS	Haiti		1	
AFRICA	Gulf of Aden			1
	Ivory Coast		1	
	Mozambique		1	
	Nigeria			7
	Red Sea			1
	Senegal			1
	Somalia			1
REST OF	Oman			1
WORLD	Yemen		1	
Sub Total		1	6	17
Total			24	

TABLE 6: Types of arms used during attacks, January – September 2013 – 2017

Types of Arms	2013	2014	2015	2016	2017
Guns	59	48	29	40	39
Knives	55	55	73	30	29
Other weapons	2	4	6	2	2
Not stated	72	71	82	69	51
Sub total	188	178	190	141	121
Total at year end	264	245	246	191	

TABLE 7: Comparison of the type of attacks, January – September 2013 – 2017

Category	2013	2014	2015	2016	2017
Attempted	21	27	21	15	11
Boarded	140	124	154	111	92
Fired upon	17	10		10	13
Hijack	10	17	15	5	5
Sub total	188	178	190	141	121
Total at year end	264	245	246	191	

TABLE 8: Types of violence to crew, January – September 2013 – 2017

Types of violence	2013	2014	2015	2016	2017
Assaulted	-	1	14	5	5
Hostage	266	369	266	110	80
Injured	20	10	13	6	3
Kidnap	34	5	10	49	49
Killed	1	3	1		2
Missing	1	1			

Threatened	8	8	5	5	4
Sub total	330	397	309	175	143
Total at year end	373	479	333	236	

TABLE 9: Type of violence to crew by location, January – September 2017

Location	Hostage	Threatened	Injured	Assaulted	Killed	Kidnap
SE ASIA Indonesia	3	1				
Malaysia	31					
Philippines		2			2	10
AMERICAS Peru	3					
Venezuela	4		1	2		
AFRICA Guinea				3		
Nigeria			1			39
Sierra Leone		1				
Somalia	39		1			
Sub total	80	4	3	5	2	49
Total	143					

TABLE 10: Types of arms used by geographical location, January – September 2017

Location	Guns	Knives	Not Stated	Other Weapons
S E ASIA Indonesia	1	9	12	1
Malaysia	3		3	
Philippines	4	4	8	1
Singapore Straits			1	
EAST ASIA China			1	
Vietnam			1	
INDIAN Bangladesh		4	3	
SUB CONT India			2	
AMERICAS Colombia			3	
Ecuador		1	1	
Guyana			1	
Haiti			1	
Peru	1	1		
Venezuela	2	5	4	
AFRICA Angola		1		
Ghana			1	
Guinea	1	1		
Gulf of Aden	2			
Ivory Coast			1	
Kenya		1		
Mozambique		1	1	
Nigeria	18		2	
Red Sea	1			
Senegal			1	
Sierra Leone		1	3	
Somalia	4			
The Congo			1	
REST OF Oman	1			

WORLD	Yemen	1			
Sub total		39	29	51	2
Total		121			

TABLE 11: Types of ships attacked, January – September 2013 – 2017

Type	2013	2014	2015	2016	2017
Bulk Carrier	41	34	65	36	24
Cable Ship			1		
Cement Carrier					1
Container	22	13	22	9	14
Dhow	1				2
Dredger				1	
General Cargo	15	14	10	5	9
Heavy Lift Vessel				3	
Hopper Dredger			1		
Landing Craft	1				
Livestock Carrier	1	1			
Offshore Processing Ship		1			
Offshore Support Vessel		1		1	1
Ore Carrier				1	
Passenger Ship / Boat			1		
Pipe Lay Barge			1	4	
Refrigerated Ship	2		2		2
Research Ship		1		2	2
RO-RO	1	2			
Supply Ship	5	2	2	3	6
Tanker Asphalt / Bitumen	2	1		1	1
Tanker Bunkering		2	1		1
Tanker Chem / Product	55	66	51	44	33
Tanker Crude Oil	22	21	15	11	11
Tanker FPSO / FSO			2		
Tanker LNG				1	2
Tanker LPG	5	7	3	5	7
Trawler/Fishing	2	3	2		1
Offshore Tug / Tug & Barge	13	6	7	12	4
Vehicle Carrier		2	1	2	
Water Barge		1			
Wood Chips Carrier			2		
Yacht			1		
Sub total	188	178	190	141	121
Total at year end	264	245	246	191	

CHART D: Types of ships attacked, January – September 2017

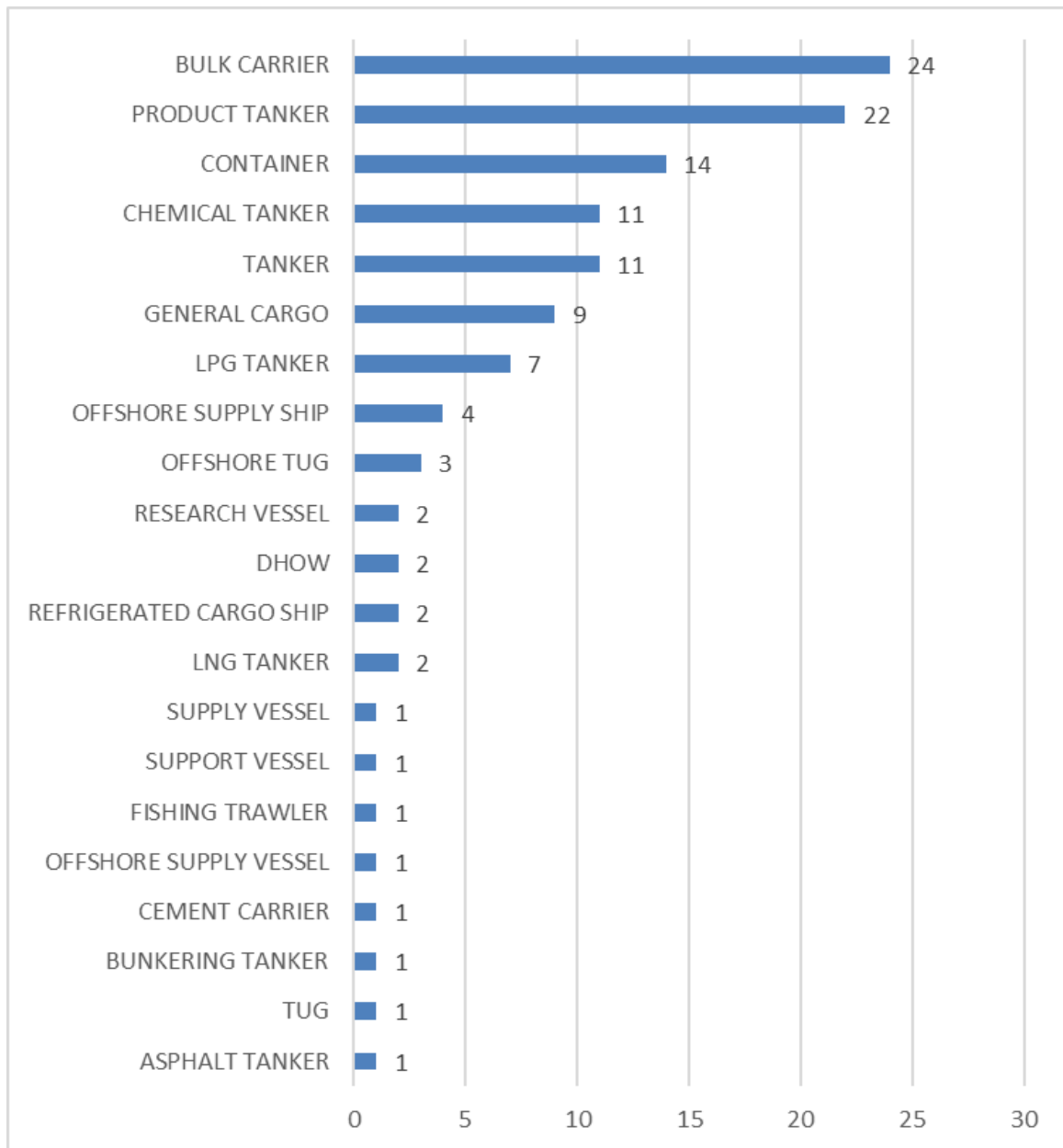


TABLE 12: Nationalities of ships attacked, January - September 2013 – 2017

Flag State	2013	2014	2015	2016	2017
Antigua and Barbuda	6	4	6		2
Australia			1		
Bahamas	4	3	3	4	5
Bangladesh				1	
Barbados	1				
Belgium			1		
Belize			1	1	
Bermuda		1			1
Cayman Island	1				
China	2	1			

Cook Islands			1	1	
Croatia	1			1	
Curacao			1	1	
Cyprus		2	5	2	3
Denmark	3	3	1	1	1
Dominica		1			
Egypt			1		
Ethiopia				1	
France	1		1		
Gabon	1				
Ghana		1	1		
Gibraltar	3	1			
Greece	2	1	3	2	
Honduras		2			
Hong Kong (SAR)	16	11	18	7	6
India	2	3	1	2	2
Indonesia			2	2	1
Iran	1		1		
Isle of Man	1	2	2	2	1
Italy	3	6			
Japan				1	
Kiribati	1	1			
Korea South		1	1		
Liberia	33	15	22	14	13
Luxemburg	2		1	1	
Madeira				1	
Malaysia	7	8	12	4	3
Malta	6	3	8	3	5
Marshall Islands	21	23	28	31	19
Mongolia		2			
Netherlands	1	6		2	1
Nigeria	2	2	2	4	2
Norway	3	3	1	3	3
Panama	22	32	31	31	20
Papua New Guinea			1		
Philippines	1	3			2
Portugal			1		
Saudi Arabia		2	1	1	1
Sierra Leone	1	1			1
Singapore	29	22	25	15	18
Spain					1
Sri Lanka					1
St. Kitts & Nevis		1			
St. Vincent Grenadines	4				
Thailand	2	5	4		3
Turkey	1			1	
Tuvalu					1
United Kingdom	1			1	1
USA	2	2			

Vanuatu	1		1		
Vietnam		3	1		3
Not Stated		1			1
Sub total	188	178	190	141	121
Total at year end	264	245	246	191	

CHART E: Flag States whose vessels attacked nine or more times January – September 2017

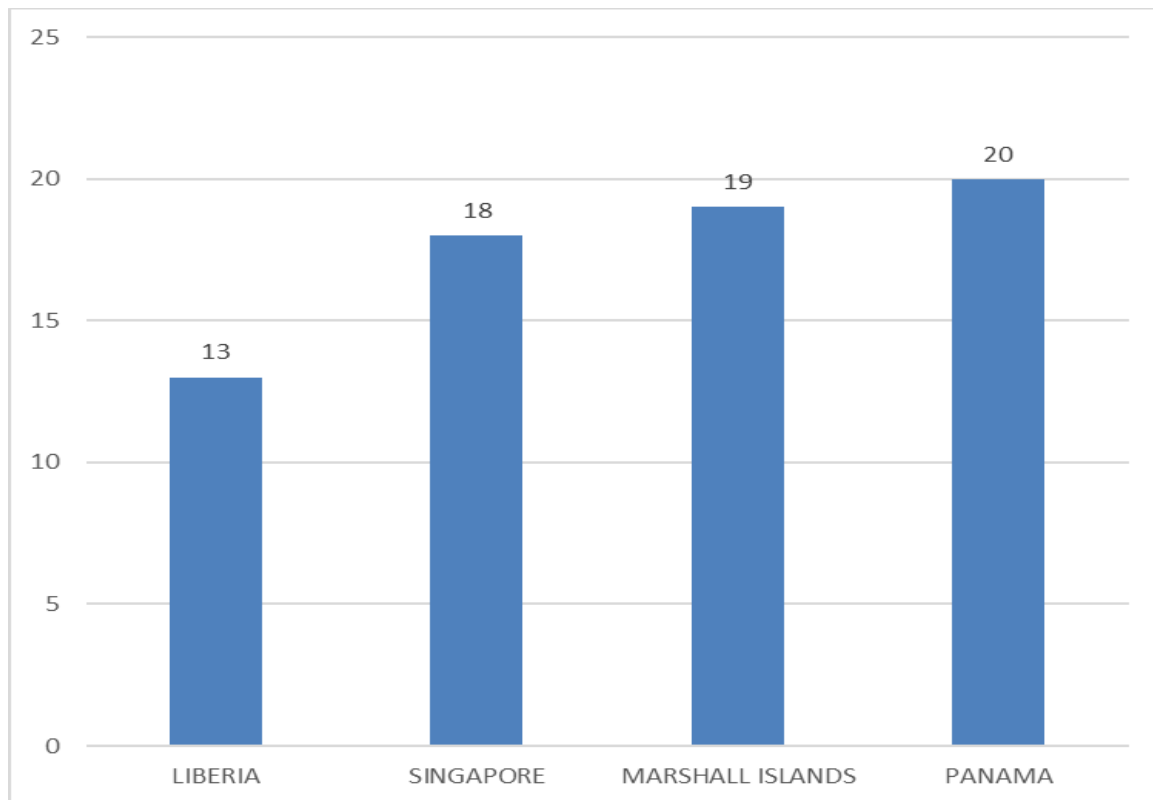
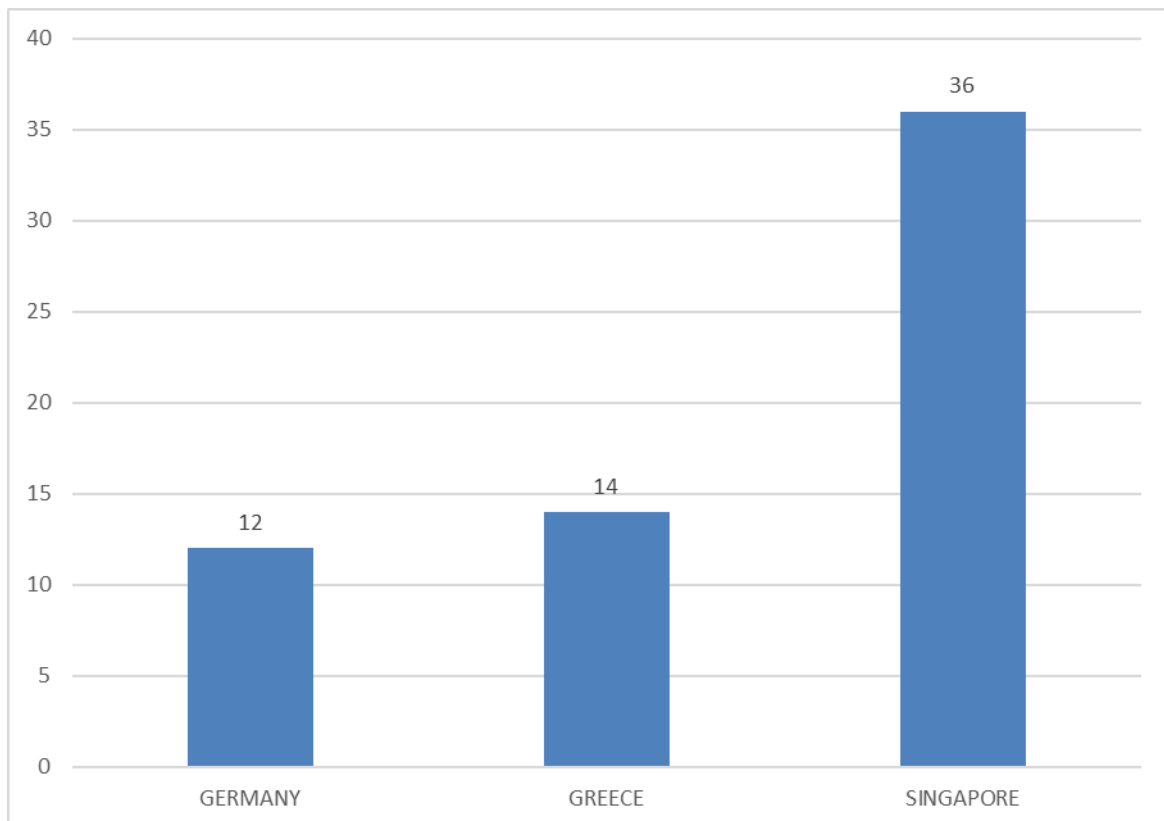


TABLE 13: Countries where victim ships were controlled or managed: January – September 2017

Country	No of Ships
Australia	1
Bahamas	1
China	2
Cuba	1
Cyprus	1
Denmark	3
Germany	12
Greece	14
Hong Kong	5
India	5
Indonesia	1
Ireland	1
Japan	3
Lebanon	1

Malaysia	2
Netherlands	2
Nigeria	2
Norway	6
Philippines	3
Singapore	36
Switzerland	1
Taiwan	1
Thailand	3
The Congo	1
UAE	5
United Kingdom	3
USA	1
Vietnam	3
Not Stated	1
Total	121

**CHART F: Managing countries whose vessels attacked nine or more times
January – September 2017**



OFF SOMALIA / GULF OF ADEN / RED SEA ATTACK FIGURES UPDATE

From 1 January to 30 September 2017, the IMB PRC has received seven incidents including three vessels being hijacked.

The international navies are also patrolling these waters to understand the patterns of life, which will allow them to identify and deter any suspected pirate activity.

Merchant ships are advised and encouraged to adhere to the latest BMP4 recommendations while transiting these waters. Vessels employing Privately Contracted Armed Security Personnel (PCASP) should be cautious and not mistake fishermen for pirates in some heavy fishing areas.

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.

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. However, attacks in Bangladesh have fallen significantly over the past few years because of the efforts by the Bangladesh Authorities.

Indonesia: Tanjung Priok – Jakarta, Dumai/Lubuk Gaung, Batu Ampar/Batam, Taboneo, and Muara Berau anchorage and surrounding waters. Pirates / robbers are 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 continued dialog between the Indonesian Marine Police (IMP) and the IMB PRC has resulted in positive actions by the Indonesian Authorities which, has resulted in a reduction of incidents.

The IMP has advised all ships intending to anchor to do so at / near the following areas where patrol boats are stationed for the protection of ships.

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 Berakit/Bintan: 01:23.30N - 104:42.30E
5. Tanjung Priok: 06:00.30S-106:54.00E
6. Gresik: 07:09.00S-112:40.00E
7. Taboneo: 03:41.30S-114:28.00E
8. Adang bay: 01:40.00S-116:40.00E
9. Muara Berau: 00:17.00S-117:36.00E
10. Balikpapan: 01:22.00S-116:53.00E

The Indonesian Authorities have advised IMB officially that in accordance with the Road Map Program Police Reforms Wave III, prevention action of sea robbery / piracy in the above given ten locations in Indonesian waters will continue until 2019.

Ships are advised to implement anti-piracy measures and report all attacks and suspicious sightings to the local authorities and the IMB PRC, who will also liaise with the local authorities to render necessary assistance.

Malacca Straits: The number of attacks have dropped substantially (2016 recorded zero attacks) due to the patrols by the littoral states authorities since July 2005. Ships are advised to continue maintaining strict anti-piracy / robbery watches when transiting the Straits, as there are currently no indications as to how long the patrols will continue.

Malaysia: Off Eastern Sabah – Militant activities resulting in a number of tugs / barges / fishing boats / ships being attacked and crews kidnapped. Vessels transiting these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System.

Philippines: Pirates / militants in the southern Philippines attacking vessels in / off Sibutu passage / off Sibutu island / Tawi Tawi / Sulu sea / Celebes sea / off eastern Sabah. They attacked tugs / barges / fishing vessels / yachts / merchant ships to rob and kidnap crews for ransom. The kidnappings by militants has recently stopped due to the ongoing efforts of the Philippines military. Vessels transiting

these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System.

Batangas and Manila – sudden rise in attacks/robberies.

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 especially during the night. In the past, several hijackings of small product tankers have occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend started in April 2014 but the hijackings stopped abruptly in late 2015. The IMB is monitoring the situation. It has been reported that some criminals have been arrested by local Authorities both in Malaysia and in Indonesia. Recently two tankers were reported hijacked off Kuantan / Off Pulau Aur / East coast Malaysia.

Vietnam: Attacks appear to have stopped but vessels advised to remain vigilant especially at Vung Tau anchorage area.

AFRICA AND RED SEA

Benin: Cotonou – Although the number of attacks has dropped significantly, the area remains risky. Vessels are advised to continue to be vigilant and maintain strict anti-piracy / robbery watches and measures.

Guinea: Conakry.

Ivory Coast: Abidjan – Attacks dropped but remains risky.

Nigeria: Lagos – Pirates / robbers are often well armed, violent and have hijacked and robbed vessels and kidnapped and injured crews along the coast, rivers, anchorages, ports and surrounding waters. In the past, attacks have been reported up to 170nm from the coast. Vessels have usually been hijacked to steal cargo. During the hijack the vessel is usually ransacked and communication equipment damaged.

Off Bayelsa / Brass/Bonny Island / Port Harcourt – Recently, there has been an increase in the number of reported attacks / hijackings / kidnapping of crews off these areas. Vessels are advised to take additional measures in these high-risk waters.

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

The Congo: Pointe Noire

Togo: Lome – Although the number of attacks has dropped significantly, the area remains risky. Vessels are advised to continue to be vigilant and maintain strict anti-piracy / robbery watches and measures.

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: Three vessels have been hijacked off Somalia taking the total, this year, to seven. Somali pirates continue to possess the capability and capacity to carry out attacks. It appears that they may now be seeking the opportunity as well. All merchant ships are advised to adhere to the latest BMP4 recommendations while transiting these waters. The IMB PRC will continue to alert and broadcast information to all ships in the region via Inmarsat EGC Safety Net.

The threat of these attacks still exists 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.

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 register and report their vessels as per the BMP4 procedures and ensure that their 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 enables 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 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.

Peru: Callao: Incidents increasing

Venezuela: Puerto Jose/Puerto La Cruz: Incidents increasing especially at anchorages

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 121 attacks for 01 January to 30 September 2017 are listed on pages 27 to 48. The following serious incidents, in chronological sequence are described in more detail.

Malaysia:

On 23 June 2017, a Thai flagged Product Tanker C.P.41 was boarded and hijacked while underway in position Latitude 03:55.27 North and Longitude 103:52.8 East, around 33nm NNE of Kuantan, Malaysia. Six pirates in a speed boat attacked and boarded the tanker while enroute from Singapore to Songkhla, Thailand. They took all the crew hostage, hit a few crew with their guns and damaged the navigation and communication equipment. They then sailed the tanker to an unknown location where part of the diesel oil cargo was stolen and transferred into another boat. Before escaping the pirates stole crew and ship property. On departure, the pirates released the crew who sailed to a safe port.

On 06 September 2017, a Thai flagged Product Tanker MT MGT 1 was attacked and hijacked while underway at position Latitude 05:38.3 North and Longitude 103:11.8 East, around 3 nm east off Pulau Yu, Malaysia at approximately 0700 UTC. Around 10 persons attacked and boarded the tanker while underway and switched off its AIS equipment. The Malaysian Maritime Enforcement Agency (MMEA) was notified and they dispatched its patrol vessel and an aircraft to locate the tanker. The aircraft spotted the hijacked tanker with another unknown vessel alongside. As the MMEA approached, a speed boat with three persons was seen moving away from the tanker. A boarding team boarded the tanker and detained the 10 hijackers and thereafter escorted the tanker to a safe port.

Nigeria:

On 05 February 2017, an Antigua and Barbuda flagged General Cargo Ship MV BBC Caribbean was attacked by armed pirates while underway at position Latitude 04:00.5 North and Longitude 005:29.3 East, around 31 nm SW of Bayelsa coast, Nigeria at approximately 1025 UTC. Armed pirates in three speed boats and one tug reportedly attacked the ship with 11 crew onboard. The pirates boarded the ship, kidnapped eight crew members and escaped. After the pirates left the vessel, one crew emerged from hiding and activated the SSAS. The IMB PRC received the notification from the Netherlands Coast Guard and contacted the ship and owners. The IMB PRC also liaised with the Nigerian Navy for assistance. A warship was dispatched to assist. Later, two more crew emerged from hiding and steered the ship further away from the coast before heading towards a safe port.

On 07 February 2017, a Panama flagged LPG Tanker MT Gaz Providence was attacked by armed pirates while underway at position Latitude 03:22.0 North and Longitude 007:13.5 East, around 60 nm South of Bonny Island, Nigeria at approximately 1904 UTC. Armed pirates attacked and boarded the tanker with 25 crew onboard. Alarm raised and most crew retreated into the citadel. The Owners notified the IMB PRC, who then liaised with the Nigerian Navy and all other relevant Agencies. A naval vessel was dispatched to assist the tanker. The naval vessel intercepted the tanker and a team boarded the tanker and confirmed it to be free of pirates. The three crews who did not enter the citadel were reported missing and believed to be kidnapped. The naval vessel then escorted the tanker to Bonny Anchorage for further investigation. On 28 February 2017, the three crew members were released safely.

On 30 March 2017, a Malta flagged Bulk Carrier MV Eleni M was attacked by armed pirates while underway at position Latitude 04:01 North and Longitude 006:48 East, around 32 nm SW of Bonny, Nigeria in the early morning hours. As the Bulk Carrier approached the pilot boarding station the crew noticed a small boat approaching. Four armed pirates were seen in the boat who attacked and successfully boarded the ship, kidnapped six crew including the Captain and escaped.

On 19 April 2017, a Nigerian flagged Offshore Tug, Atlantic Mann was attacked by armed persons while underway in position Latitude 04:06.43 North and Longitude 006:15.34 East, around 10.8nm South of Brass, Nigeria. The tug was attacked and boarded by armed persons who kidnapped eight crew members and escaped. The Nigerian Navy responded to the incident. One crew was reported injured and later evacuated by helicopter.

On 29 April 2017, a Bermuda flagged LNG Tanker, LNG Lokoja, was attacked and fired upon by pirates while underway in position Latitude 03:37.6 North and Longitude 006:44.1 East, around 50nm SSW of Bonny Island, Nigeria. Two boats with four to five pirates armed with rifles chased and fired upon the LNG tanker. The Master raised the alarm and noticed a ladder in one boat. The boats managed to come alongside the tanker but, due to the hardening measures, the pirates were unable to board and aborted the attack. All crew safe. The tanker sustained some damage due to the firing.

On 29 April 2017, a Liberian flagged Reefer, was attacked by pirates while underway in position Latitude 03:51.20 North and Longitude 006:46.00 East, around 38nm SW of Bonny Island, Nigeria. Two aluminum hulled motorized boats with three to five pirates armed with automatic rifles chased and fired upon the refrigerated cargo ship. Master raised the alarm, activated the SSAS and called the Nigerian navy on VHF Ch 16. Speed increased and evasive manoeuvres commenced. The pirates closed to the ship and attempted to board using a ladder. The Master fired three rocket flares and headed towards the Okwari oil field to seek assistance from their security vessels. Seeing this the boats aborted the attack and moved away. The Master altered and headed towards Bonny fairway buoy. The ship sustained damages due to the firing.

On 17 May 2017, an Antigua and Barbuda flagged General Cargo ship was attacked by pirates while underway in position Latitude 03:59 North and Longitude 006:46 East, around 30nm SW of Bonny Island, Nigeria. The armed pirates boarded the ship and escaped with six kidnapped crew members. The remaining crew sailed the vessel to Bonny anchorage.

On 13 July 2017, a Netherlands flagged General Cargo ship UAL Houston was attacked by armed pirates while underway at position Latitude 04:08.91 North and Longitude 006:59.83 East, around 16 nm SSW of Bonny, Nigeria at approximately 0652 UTC. Six armed persons in a skiff came alongside and boarded the ship. The alarm raised, SSAS activated and all 10 crew retreated into the citadel. The Nigerian Navy responded and boarded the ship. All crews were reported safe.

On 30 July 2017, a Panamanian flagged General Cargo ship MV Oya 1 was attacked by armed persons while underway at position Latitude 04:10.12 North and Longitude 006:59.44 East, around 15 nm SW of Bonny Island, Nigeria at approximately 0900 UTC. Around six armed persons attacked and boarded the ship. They were violent and kidnapped five crewmembers and escaped. The Nigerian Navy responded to the incident. They located and boarded the ship and thereafter towed it to a safe port for investigations. On 19 August 2017, the kidnapped crew were safely released.

On 31 July 2017, a Nigerian flagged Tanker was attacked by pirates while underway at position Latitude 04:07.52 North and Longitude 007:00.04 East, around 21 nm SSW of Bonny, Nigeria at approximately 1750 UTC. Pirates attacked and boarded the tanker underway. They stole crew's personal belongings. Three crew members were reported missing and believed kidnapped. Nigerian Navy responded and escorted the ship to Bonny anchorage for investigation.

Philippines:

On 19 January 2017, a Malaysian flagged Fishing Trawler BN-838/4/F was attacked by armed persons while underway near Taganak Island, Philippines. The Fishing Trawler, with three crew had sailed from Sandakan Jetty on 18 January 2017 at around 1500 Hrs LT. On 19 January 2017 at around 1500 Hrs LT, the Owners received information from the Malaysian Marine Police in Sandakan that the Fishing Trawler was found drifting off Taganak Island. Information received from the Taganak Authorities indicated that the trawler was found without any crew onboard. The Fishing Trawler was then towed to Taganak for investigations. The missing three crew are believed to have been kidnapped.

On 19 February 2017, a Vietnam flagged General Cargo ship MV Giang Hai was attacked by armed persons while underway at position Latitude 06:09.26 North and Longitude 119:39.18 East, around 17 nm North of Pearl Bank, Philippines at approximately 1024 UTC. Armed persons in a speedboat attacked, fired upon and successfully boarded the ship with 17 crew. They then damaged the navigational equipment, kidnapped six crew and escaped. As the crew was transferred to the pirate boat

one crew fell into the water, was not able to be rescued and is presumed dead. The pirates took the remaining five crew. Two crew killed during the incident. The remaining crew managed to sail the ship until the Philippines Coast Guard intercepted and boarded the ship for investigations.

On 23 March 2017, a Philippines flagged Tugboat Super Shuttle Tug 1 was attacked by armed persons while underway at around 24nm SE of Sibago Island, Philippines at approximately 1159 LT. Six persons armed with rifles in speed boats attacked and boarded the tug with 11 crew. The tug was towing a Ro-Ro ship. They stole crew and tug's documents, kidnapped two crew and escaped. The incident was reported to the Philippines Authorities who conducted a rescue operation and successfully rescued the two kidnapped crew members.

Somalia:

On 14 March 2017, a Sri Lankan flagged Bunkering Tanker MT Aris 13 was attacked and hijacked by armed persons while underway at position Latitude 11:59 North and Longitude 050:45 East, around one nm north of Aluula, Bari, North of Somalia at approximately 1830 UTC. All eight crew were taken hostage. On 16 March 2017, the crew and tanker were released safely. No further information available.

On 23 March 2017, a Dhow Casayr II – No. 30 was attacked and hijacked by armed pirates near Eyl, Somalia in the morning hours. The pirates took hostage the dhow's 20 crew. The dhow also had three skiffs onboard. The pirates released 13 crew in one skiff. The dhow with the remaining crew and an unknown number of pirates then sailed the dhow to an unknown location. The pirates released the dhow on 26 March 2017 after stealing one skiff along with food and diesel. No further information available.

On 01 April 2017, an Indian flagged Dhow, Al Kausar, was attacked and hijacked by armed pirates while en route to Bosaso, off Somalia. The pirates hijacked the dhow with its 11 crew, and anchored inside Somali coastal waters between Hobyo and El Hur. On 12 April 2017, Somali Forces managed to release the vessel and its crew. All crew members safe. A warship then escorted the vessel to its next port of call.

On 08 April 2017, a Tuvalu flagged Bulk Carrier, OS 35 was attacked and boarded by armed pirates while underway in position Latitude 14:02.9 North and Longitude 051:40.0 East, around 147nm SE of Al Mukalla, Gulf of Aden. The Master and crew stopped the engine, retreated into the citadel and requested for help. On 09 April 2017, the vessel was boarded by the international navies and all crew rescued. No pirates were found on board. The crew resumed control of the vessel and sailed to a safe port.

On 22 April 2017, a Sierra Leone flagged Product Tanker, was chased and fired upon by armed persons while underway in position 05:42 North and Longitude 048:53 East, around 30nm NE of Hobyo, Somalia. Master raised the alarm and sent distress message, which was responded to by a warship. The skiff chased the tanker for nearly two hours and then moved away due to the continuous evasive manoeuvres. One crew reported injured.

On 31 May 2017, a Marshall Island flagged Tanker, Muskie, was chased and fired upon by pirates while underway in position Latitude 12:35.0 North and Longitude 043:27.2 East, in the Bab el-Mandeb Straits, Red Sea. Three pirates in a skiff fired upon the tanker with automatic weapons and RPGs. Alarm raised and non-essential crew mustered in the citadel. The onboard armed security team fired warning shots resulting in the skiff moving away. UKMTO notified. Two warships proceeded to the area to assist the vessel which, had sustained damages due to the firing. All crew reported safe.

On 01 June 2017, a Marshall Island flagged Product Tanker, Navig8 Providence, was chased and fired upon by six armed persons while underway in position Latitude 23:32.4 North and Longitude 060:26.3 East, around 103nm East of Muscat, Oman. Alarm raised and all non-essential crew retreated to the citadel. Master increased speed, conducted evasive manoeuvres and the onboard armed security team fired warning shots resulting in the skiffs moving away. A mother vessel was reported in the vicinity.

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 recently and 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 121 incidents of piracy and armed robbery against ships have been reported to the IMB Piracy Reporting Centre (RPC) in the first nine months of 2017.

Ninety-two vessels were boarded, 13 fired upon, there were 11 attempted attacks and five vessels hijacked. Eighty crew were taken hostage compared to 110 for the same period in 2016. The number of crew kidnapped from their vessels was the same at 49 for the first nine months of 2016 and 2017.

One vessel was reported hijacked this quarter when a Thai flagged product tanker was attacked off Pulau Yu in Malaysia in early September. Thanks to the prompt intervention by the Malaysian Maritime Enforcement Agency ten individuals were apprehended. This is exactly the type of speedy and robust action required to counter such attacks.

Elsewhere in Asia, the number of mainly low-level incidents off Indonesia continues to show improvement.

No incidents were reported off Somalia this quarter. Masters are however urged to remain vigilant when transiting these waters and to adhere to the recommendations as prescribed in the latest Best Management Practice. The successful attacks from earlier this year suggests that Somali pirates retain the capacity to target merchant shipping at distances from their coastline.

Twenty reports against all vessel types were received for Nigeria. Of these 18 were reported in 18 incidents with 16 of the 20 incidents reported off Brass / Bonny / Bayelsa. Vessels were also underway in 17 of the 20 reports. Thirty nine of the 49 crew kidnapped globally occurred off Nigerian waters in seven separate incidents. Eight crew were kidnapped, this quarter, in two incidents reported within 36 hours and 10 nautical miles of each other. Other crew kidnappings in 2017 have been reported 60 NM off Nigeria.

There has also been an increase in the number of low level incidents in Venezuela with 11 in 2017 compared to three for the same period in 2016. All vessels were successfully boarded by robbers armed with guns or knives and whilst mainly at anchorage. During these incidents four crew were taken hostage, two assaulted and one injured.

Since 1991 the IMB PRC's 24-hour manned centre, has provided the maritime industry, governments and response agencies with timely and transparent data on piracy and armed robbery incidents – received directly from the Master of the vessel or her owners. The IMB PRC's prompt forwarding of reports and liaison with response agencies, its broadcasts to shipping via Inmarsat Safety Net Services and email alerts to CSOs, all provided free of cost, has helped the response against piracy and armed robbery and the security of seafarers, globally.

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

Incidents update on collaboration between Indonesia Marine Police (IMP) and IMB on safe designated areas

The table for the designated areas shown below indicates that the actions by the IMP continue to ensure stability in the 10 areas.

All ships intending to anchor, waiting for berth or drift should do so at the designated areas where Indonesian Marine Police patrol boats would be stationed to enable the IMP 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 report all attacks and suspicious sightings to the local Authorities / IMP and also to the IMB PRC who would also liaise with local and regional Authorities to render necessary assistance.

Incidents reported at the 10 designated areas where IMP patrols are as follows: Updated as of 30 September 2017

	Locations	2014 Total	2015 Total	2016 Total	Total 2017
1	Belawan: 03:55.00N - 098:45.30E	9	15	1	1
2	Dumai/Lubuk Gaung 01:42.00N - 101:28.00E	1	5	8	5
3	Nipah: 01:07.30N - 103:37.00E	-	26	-	1
4	Tanjung Berakit / Bintan Island 01:21.00N - 104:29.00E	35	1	1	2
5	Tanjung Priok: /Jakarta - 06:00.30S - 106:54.00E	9	4	6	1
6	Gresik: 07:09.00S - 112:40.00E	1	-	-	-
7	Taboneo: 03:41.30S - 114:28.00E	2	4	3	1
8	Adang Bay: 01:40.00S - 116:40.00E	-	-	-	-
9	Muara Berau: 00:17.00S - 117:36.00E	6	1	5	4
10	Balikpapan: 01:22.00S - 116:53.00E	1	-	2	-

MMEA successfully arrest and prosecute mastermind and hijackers of MT MGT 1

Recently, the MMEA managed to arrest and prosecute the mastermind and 10 hijackers of the tanker MT MGT 1. The judge sentenced each of the pirates 16 years in prison, with some receiving an additional sentence of five strokes of the rotan (cane). The harsh penalties will hopefully deter future pirates from conducting similar hijackings for monetary gains.

The Thai product tanker MT MGT 1 laden with oil was hijacked on 06 September 2017. The hijackers were subsequently caught after a fisherman alerted the MMEA when he saw them boarding the tanker. MMEA dispatched its patrol vessel and an aircraft and successfully arrested 10 hijackers. Three suspects managed to escape via a speed boat.

Libya – security incidents against vessels

The PRC has received reports in respect of three incidents in February, August and September this year, believed to be related to the failing law and order situation in Libya. In two of these cases, vessels were boarded and taken over. In the first case, monies were demanded for the release of the vessel. In the third case a bulk carrier under way in international waters off the Libyan coast was fired upon by a speed boat with guns and rocket shells. The vessel avoided boarding by increasing speed and using evasive manoeuvres. Vessels are advised to remain vigilant as they transit past the coast of Libya.

Combined Maritime Forces – Maritime Security Transit Corridor

The Combined Maritime Forces (CMF) have issued a press release relating to transits through the Gulf of Aden, Bab el Mandeb, Southern Red Sea and associated waters.

In an effort to provide a more secure transit route for merchant vessels, through these waters and to effectively deploy assets the CMF has established the Maritime Security Transit Corridor (MSTC) which, extends the IRTC into the Bab el Mandeb and the Southern Red Sea. As per the press release;

The MSTC will consist of:

- The Internationally Recommended Transit Corridor (IRTC)
- The BAM TSS and the TSS West of the Hanish Islands
- A two-way route directly connecting the IRTC and the BAM TSS

The CMF has highlighted that the press release does not replace any previous guidance and has stressed the need for all vessels transiting these waters to adhere to BMP4.

More information on the MSTC can be found on the CMF website:

<https://combinedmaritimeforces.com/2017/09/06/guidance-on-maritime-security-transit-corridor/>