



ICC INTERNATIONAL MARITIME BUREAU

**PIRACY AND ARMED ROBBERY
AGAINST SHIPS**

REPORT FOR THE PERIOD

1 January – 31 December 2017

WARNING

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January 2018

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 organizations 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 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 cargoes on a chargeable basis.

The IMB Piracy Reporting Centre can be contacted at:

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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 31 December 2017, received reports of 180 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

COMMUNITY of REPORTING for the Gulf of Guinea

Piracy and Armed Robbery as a crime, continues to be a concern to the shipping industry. A structured response by governments and their response agencies is critical to address this crime. At the same time, however, the shipping industry needs to be comfortable to report incidents and be confident that their reports will be actioned. Unfortunately, the latter has not been forthcoming, especially from the Gulf of Guinea region for several years. To address this the IMB, along with Oceans Beyond Piracy, have conceptualised ‘Community of Reporting’. This endeavour encourages all agencies, governmental and non-governmental, response agencies, commercial operators, etc. to share reports available to them with the IMB – in confidence. The IMB has undertaken to collate and present these figures in its reports.

As different agencies define and categorise incidents differently the IMB proposes to collate these under three generic levels – I, II, III. The types of incidents which will fall under these headings, will be defined by the effect the incident has on the crew, vessel and cargo.

Level I: Any incident which has a direct impact on the crew. To include:

- a. Crew being taken hostage, injured, killed, kidnapped, missing, threatened;
- b. A hijacking where the command of the ship is taken over by those boarding;
- c. An incident where the crew retreats into the citadel.

Level II: To include a vessel being fired upon, security teams firing on approaching threat, robbers / pirates identified with weapons of any type (violence is offered) whether boarded or otherwise.

Level III: To include an incident that does not fall into either Level I or Level II

Table 10 shows the level of under reporting by comparing figures available from the Community of Reporting as compared with those reported directly to the IMB.

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
- Justships
- 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)

The PRC thanks the below organisations for contributing to the Community of Reporting:

- Africa Risk Compliance Ltd (ARC)
- Bergen Risk Solutions
- Dryad Maritime Ltd
- European Union
- Oceans Beyond Piracy
- OCEANUSLive

TABLE 1: Locations of ACTUAL and ATTEMPTED attacks, January – December: 2013 – 2017

	Location	2013	2014	2015	2016	2017	
S E ASIA	Indonesia	106	100	108	49	43	
	Malacca Straits	1	1	5			
	Malaysia	9	24	13	7	7	
	Philippines	3	6	11	10	22	
	Singapore Straits	9	8	9	2	4	
	Thailand		2	1			
EAST ASIA	China			4	7	2	
	South China Sea	4	1				
	Vietnam	9	7	27	9	2	
INDIAN SUB	Bangladesh	12	21	11	3	11	
CONTINENT	India	14	13	13	14	4	
SOUTH AMERICA	Brazil	1	1				
	Colombia	7	2	5	4	6	
	Dominican Republic	1					
	Ecuador	3				2	
	Guyana	2	1		2	1	
	Haiti			2	4	1	
	Mexico				1		
	Peru	4			11	2	
	Venezuela		1	1	5	12	
	AFRICA	Angola		1		2	1
		Benin				1	
Cameroon			1	1			
Dem. Republic of Congo			1	3	2		
Dem. Rep. of Sao Tome & Principe			1			1	
Egypt		7		1			
Gabon		2	1				
Ghana		1	4	2	3	1	
Guinea		1		3	3	2	
Gulf of Aden*		6	4		1	3	
Ivory Coast		4	3	1	1	1	
Kenya		1		2	2	1	
Liberia			1	2			
Mauritania		1					
Morocco		1	1		1		
Mozambique		2	1	1	1	2	
Nigeria		31	18	14	36	33	
Red Sea*		2	4			1	
Senegal						1	
Sierra Leone		2	1			4	
Somalia*		7	3		1	5	
South Africa					1		
Tanzania	1	1					
The Congo	3	7	5	6	1		
Togo	7	2		1			
REST OF	Oman		2			1	

WORLD	Papua New Guinea			1		
	Yemen				1	3
	Total at year end	264	245	246	191	180

All incidents with * above are attributed to Somali pirates

CHART A: The following five locations recorded around 67% attacks from a total of 180 reported attacks for the period.

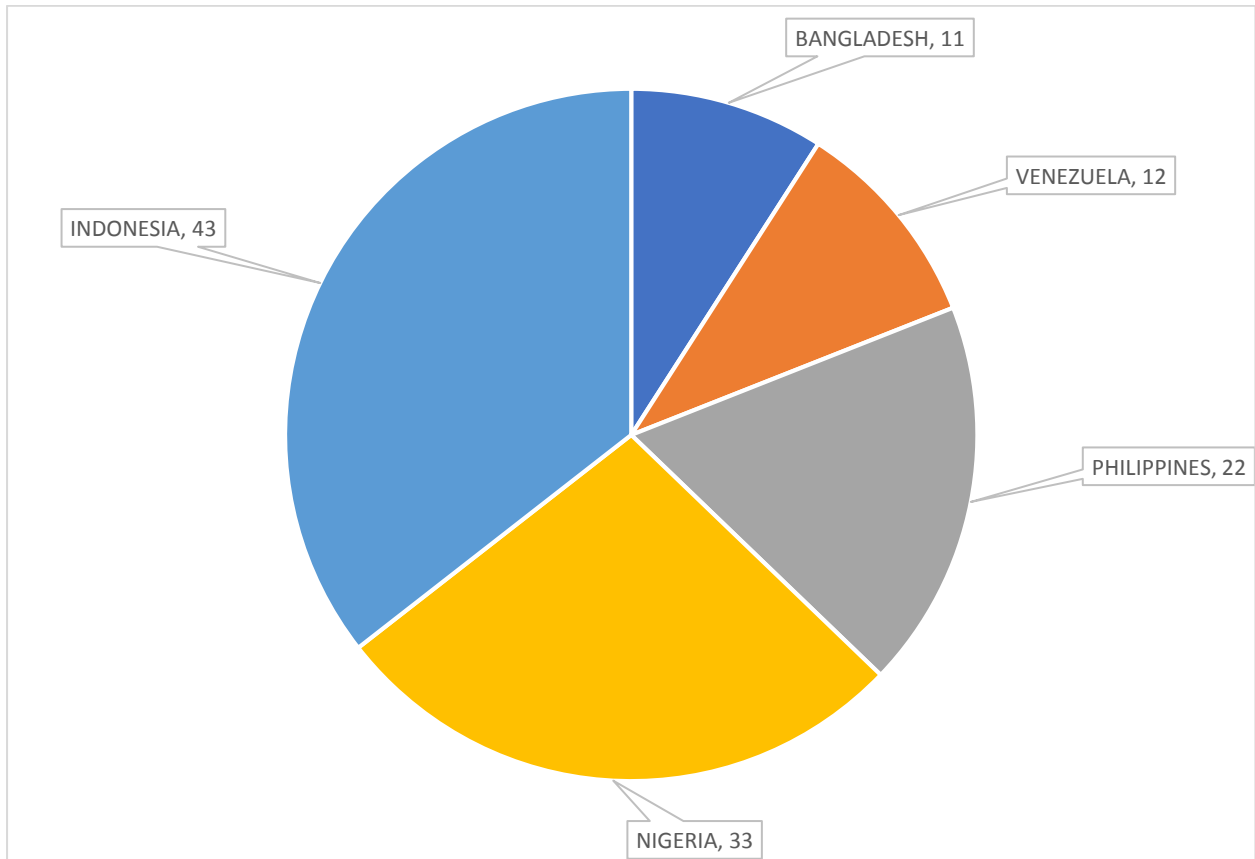


CHART B: Monthly comparison of incidents during January – December 2017

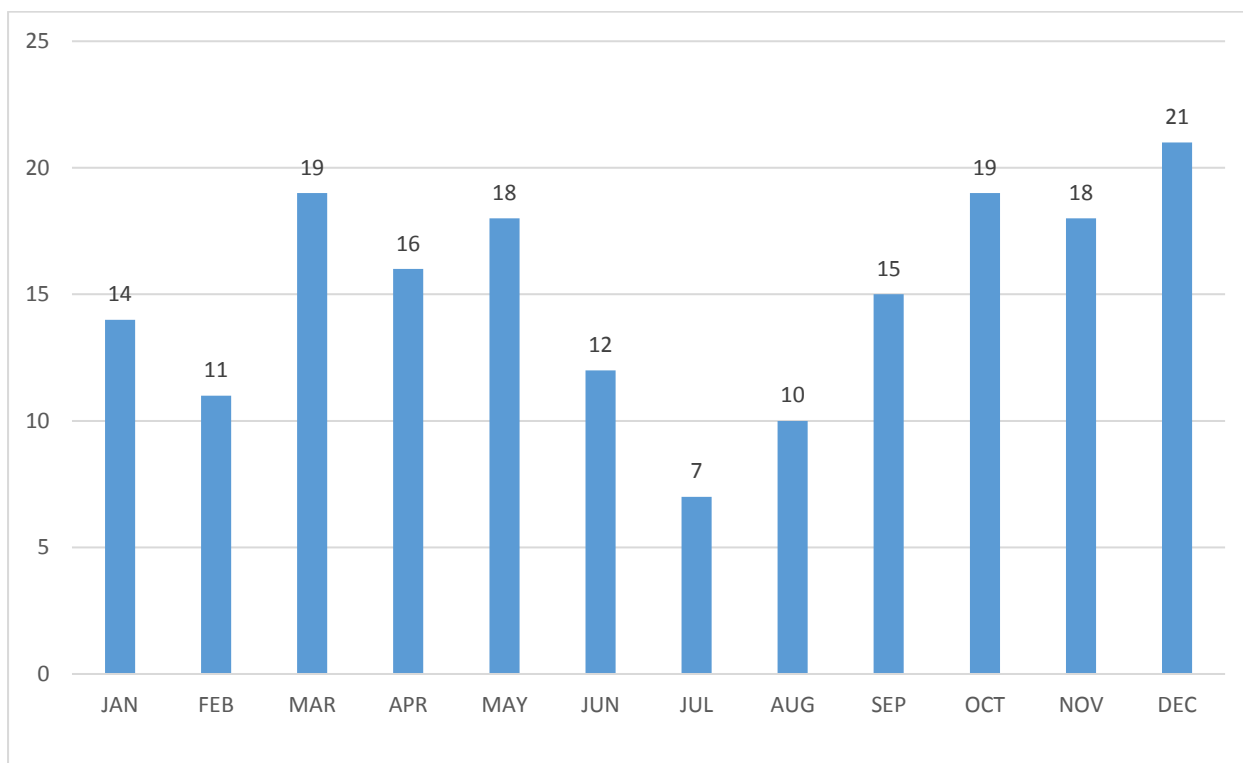


Chart C: Total incidents as per region of the world January – December 2017

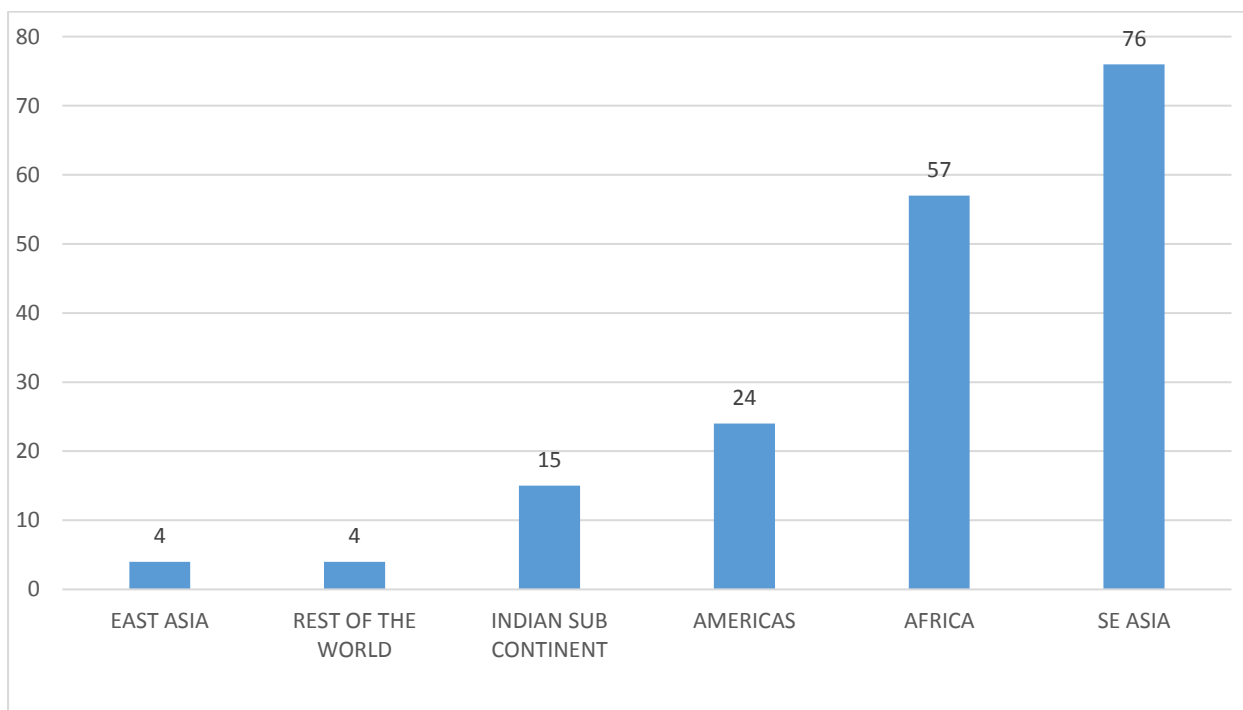


TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – December 2017

	Location	ACTUAL ATTACKS		ATTEMPTED ATTACKS		
		Boarded	Hijacked	Fired Upon	Attempted	
S E ASIA	Indonesia	37	1		5	
	Malaysia	4	2		1	
	Philippines	19		1	2	
	Singapore Straits	3			1	
EAST ASIA	China	2				
	Vietnam	2				
INDIAN	Bangladesh	11				
SUB CONT	India	3			1	
SOUTH	Colombia	6				
AMERICA	Ecuador	2				
	Guyana	1				
	Haiti				1	
	Peru	2				
	Venezuela	12				
	AFRICA	Angola	1			
	Dem. Rep. of Sao Tome & Principe				1	
	Ghana	1				
	Guinea	2				
	Gulf of Aden	1		1	1	
	Ivory Coast				1	
	Kenya	1				
	Mozambique	1			1	
	Nigeria	20		7	6	
	Red Sea			1		
	Senegal				1	
	Sierra Leone	4				
	Somalia		3	2		
	The Congo	1				
REST OF WORLD	Oman			1		
	Yemen			3		
Sub total		136	6	16	22	
Total		180				

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

Country	Location	1.1.2017 to 31.12.2017
Bangladesh	Chittagong / Kutubdia Island	9
Colombia	Cartagena	4
Indonesia	Cilacap	4
Indonesia	Dumai / Lubuk Gaung	5
Indonesia	Galang	3
Indonesia	Muara Berau / Samarinda	7
Indonesia	Off Pulau Bintan	9
Nigeria	Lagos	6
Philippines	Batangas	6
Philippines	Manila	9
Sierra Leone	Freetown	3
Venezuela	Puerto Jose	5
Venezuela	Puerto La Cruz	5

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

	Location	Berthed	Anchored	Steaming	Not Stated
S E ASIA	Indonesia	2	31	5	
	Malaysia	1		5	
	Philippines	2	14	3	
	Singapore Straits			3	
EAST ASIA	China		2		
	Vietnam		2		
INDIAN	Bangladesh		6	5	
SUB CONT	India	1	2		
SOUTH	Colombia		6		
AMERICA	Ecuador	1	1		
	Guyana		1		
	Peru		2		
	Venezuela	1	11		
AFRICA	Angola		1		
	Ghana		1		
	Guinea		2		
	Gulf of Aden			1	
	Kenya	1			
	Mozambique	1			
	Nigeria	1	3	16	
	Sierra Leone		4		
	Somalia			2	1
	The Congo		1		
Sub Total		11	90	40	1
Total			142		

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

	Location	Berthed	Anchored	Steaming	
S E ASIA	Indonesia		2	3	
	Malaysia	1			
	Philippines			3	
	Singapore Straits			1	
INDIAN SUB CONTINENT	India			1	
SOUTH AMERICA	Haiti		1		
AFRICA	Dem. Rep. of Sao Tome & Principe			1	
	Gulf of Aden			2	
	Ivory Coast		1		
	Mozambique		1		
	Nigeria		2	11	
	Red Sea			1	
	Senegal			1	
	Somalia			2	
	REST OF WORLD	Oman			1
		Yemen		1	2
Sub Total		1	8	29	
Total			38		

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

Types of Arms	2013	2014	2015	2016	2017
Guns	71	62	33	48	52
Knives	81	83	97	44	44
Not stated	109	93	108	96	80
Other weapons	3	7	8	3	4
Total	264	245	246	191	180

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

Category	2013	2014	2015	2016	2017
Attempted	28	28	27	22	22
Boarded	202	183	203	150	136
Fired upon	22	13	1	12	16
Hijack	12	21	15	7	6
Total	264	245	246	191	180

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

Types of Violence	2013	2014	2015	2016	2017
Assaulted		1	14	5	6
Hostage	304	442	271	151	91
Injured	21	13	14	8	6
Kidnap/Ransom	36	9	19	62	75
Killed	1	4	1		3
Missing	1	1			
Threatened	10	9	14	10	10
Total	373	479	333	236	191

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

	Location	Hostage	Threatened	Assault	Injured	Kidnap	Killed	
S E ASIA	Indonesia	13	7					
	Malaysia	32						
	Philippines		2			10	2	
	Singapore Straits			1				
SOUTH AMERICA	Peru	3						
	Venezuela	4		2	1			
AFRICA	Benin							
	Guinea			3				
	Nigeria				1	65		
	Sierra Leone		1					
	Somalia	39				1		
REST OF WORLD	Yemen				3		1	
Sub total		91	10	6	6	75	3	
Total		191						

TABLE 10: Total incidents received by IMB v/s Community of Reporting (CoR) incidents for Gulf of Guinea Region, January – December 2017

Period	Level I	Level II	Level III	Total	% Underreporting
IMB 2017 (Jan – Dec)	18	7	11	36	62%
CoR 2017 (Jan – Dec)	34	14	47	95	

TABLE 11: Types of arms used by geographical location, January – December 2017

	Location	Guns	Knives	Other Weapons	Not Stated	
S E ASIA	Indonesia	2	18	2	21	
	Malaysia	3	1		3	
	Philippines	4	4	2	12	
	Singapore Straits		2		2	
EAST ASIA	China				2	
	Vietnam				2	
INDIAN	Bangladesh		6		5	
SUB CONT	India		1		3	
SOUTH AMERICA	Colombia	1			5	
	Ecuador		1		1	
	Guyana				1	
	Haiti				1	
	Peru	1	1			
	Venezuela	2	5		5	
	AFRICA	Angola		1		
	Dem. Rep. of Sao Tome & Principe					1
	Ghana				1	
	Guinea	1	1			
	Gulf of Aden	3				
	Ivory Coast				1	
	Kenya		1			
	Mozambique		1		1	
	Nigeria	25			8	
	Red Sea	1				
	Senegal				1	
	Sierra Leone		1		3	
	Somalia	5				
	The Congo				1	
REST OF WORLD	Oman	1				
	Yemen	3				
	Sub total	52	44	4	80	
	Total	180				

TABLE 12: Types of vessels attacked, January – December 2013 – 2017

Type	2013	2014	2015	2016	2017
Accommodation Barge				1	
Bulk Carrier	53	55	86	52	38
Cable Ship			1		
Cement Carrier		1			1
Container	30	20	30	10	23
Dhow	1				3
Dredger				1	
FPSO / FSO			2		
General Cargo	17	14	15	11	12
Heavy Lift Vessel				4	
Heavy Load Carrier		1		1	
Hopper Dredger			1		
Landing Craft	1				
Livestock Carrier	1	1			
Offshore Processing Ship		1			
Ore Carrier			1	1	
Passenger		1	1		
Pipe Layer Barge			1	4	
Pipe Layer Crane Vessel			1		
Refrigerated Cargo	2		3	1	2
Research Ship		2		2	2
RORO	1	2			
Supply Ship	5	3	2	4	8
Support Ship		1		1	2
Tanker Asphalt /Bitumen	3	4		1	1
Tanker Bunkering		2	1		1
Tanker Chem / Product	82	86	62	56	42
Tanker Crude Oil	39	24	20	13	19
Tanker LNG		1		1	3
Tanker LPG	9	13	4	10	11
Trawler/Fishing	2	3	2	1	1
Tug / Offshore Tug	18	7	10	14	11
Vehicle Carrier		2	1	2	
Water barge		1			
Wood Chips Carrier			2		
Yacht			1		
Total at year end	264	245	246	191	180

CHART D: Type of vessels attacked January – December 2017

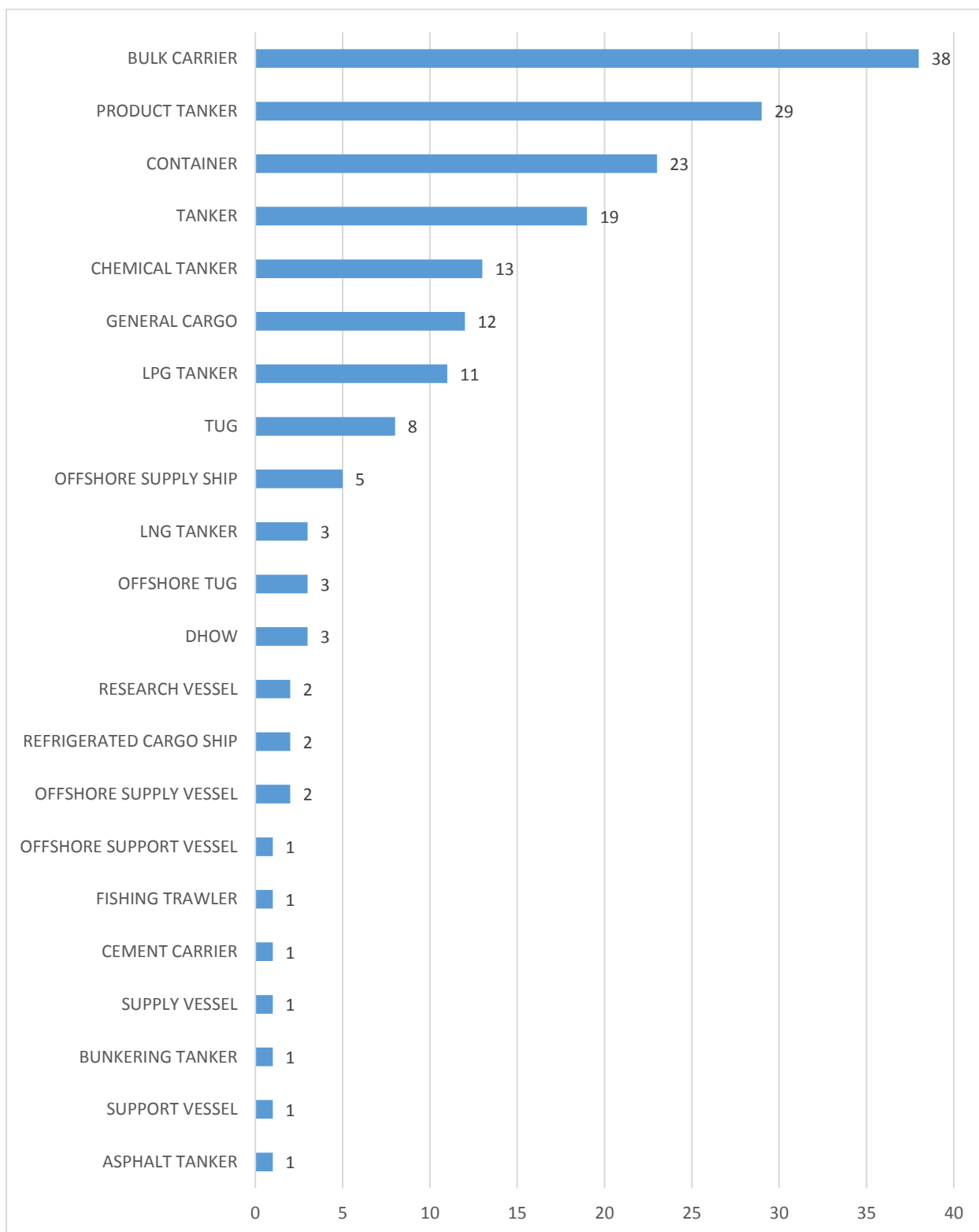


TABLE 13: Nationalities of ships attacked, January – December 2013 – 2017

Flag State	2013	2014	2015	2016	2017
Antigua and Barbuda	7	5	9		3
Australia			1		
Bahamas	7	4	5	5	6
Bangladesh				1	
Barbados	1				
Belgium			3		
Belize			1	1	
Bermuda		1			1
Cayman Island	2				
Chile	1				
China	2	1			
Comoros	1		1		
Cook Islands			1	1	
Croatia	1			1	
Curacao			1	2	
Cyprus	1	2	7	3	4
Denmark	6	4	3	1	1
Dominica		1			
Egypt			1		
Ethiopia				1	
France	1		1		
Gabon	1				
Ghana		1	1		
Gibraltar	3	1		1	
Greece	3	4	3	2	
Honduras		2			
Hong Kong (SAR)	20	16	19	9	6
India	4	4	2	3	4
Indonesia		2	2	4	1
Iran	1		1		1
Isle of Man	2	3	3	3	3
Italy	4	7			
Japan				1	
Kiribati	1	1			
Korea South		1	1	1	
Liberia	43	20	28	17	26
Libya	1				
Luxemburg	2		2	1	
Madeira				1	
Malaysia	10	9	12	6	4
Malta	8	6	11	5	8
Marshall Islands	31	36	40	36	29
Mauritius				1	
Mongolia		2			
Netherlands	2	7	1	2	1
Nigeria	2	3	2	4	2

Norway	4	4	1	3	4
Panama	32	44	38	46	27
Papua New Guinea			1		
Philippines	2	3	1		2
Portugal			1		
Saudi Arabia		2	1	2	2
Sierra Leone	1	1			1
Singapore	39	32	32	21	31
Spain					1
Sri Lanka					1
St. Kitts & Nevis		1			
St. Vincent & Grenadines	4				
Switzerland	1	1			
Thailand	5	6	5		3
Turkey	2			1	
Tuvalu					1
United Kingdom	2		1	2	2
USA	2	2			
Vanuatu	1		2	1	1
Vietnam	1	5	1	2	3
Not Stated		1			1
Total year end	264	245	246	191	180

CHART E: Flag States whose ships were attacked 12 times or more, January – December 2017

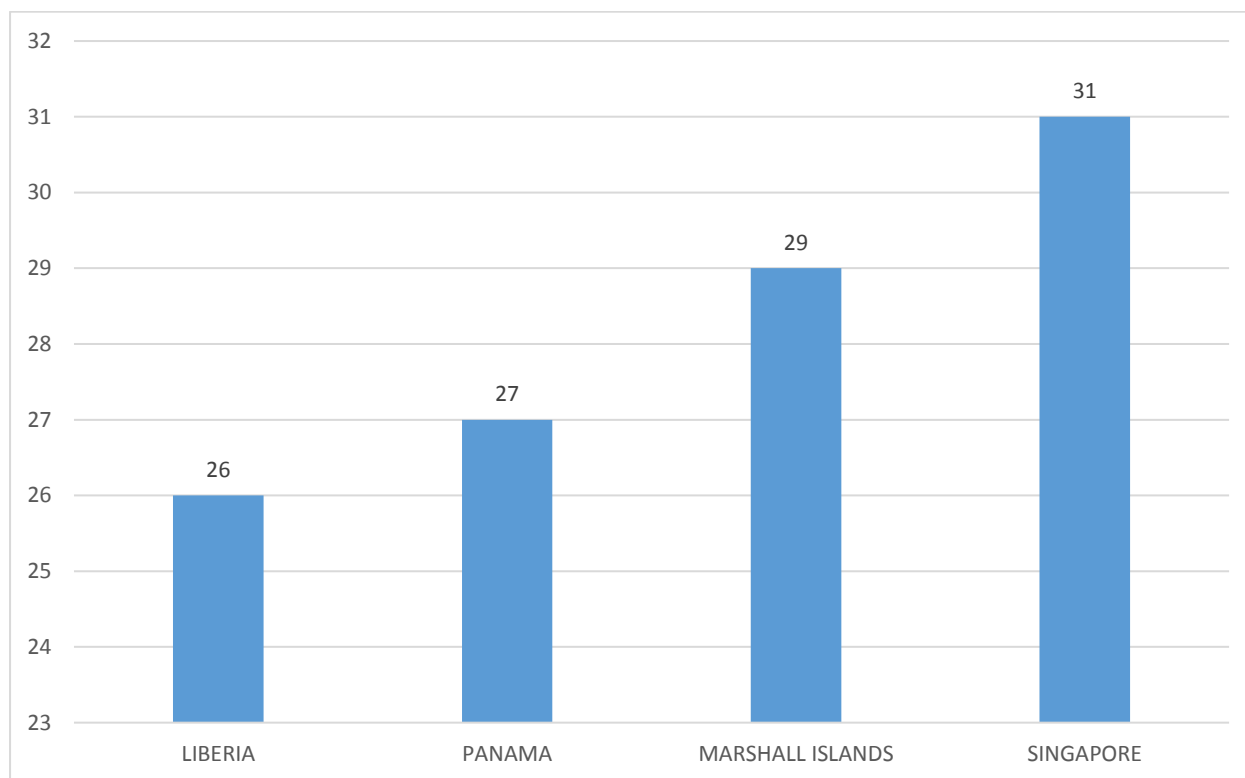
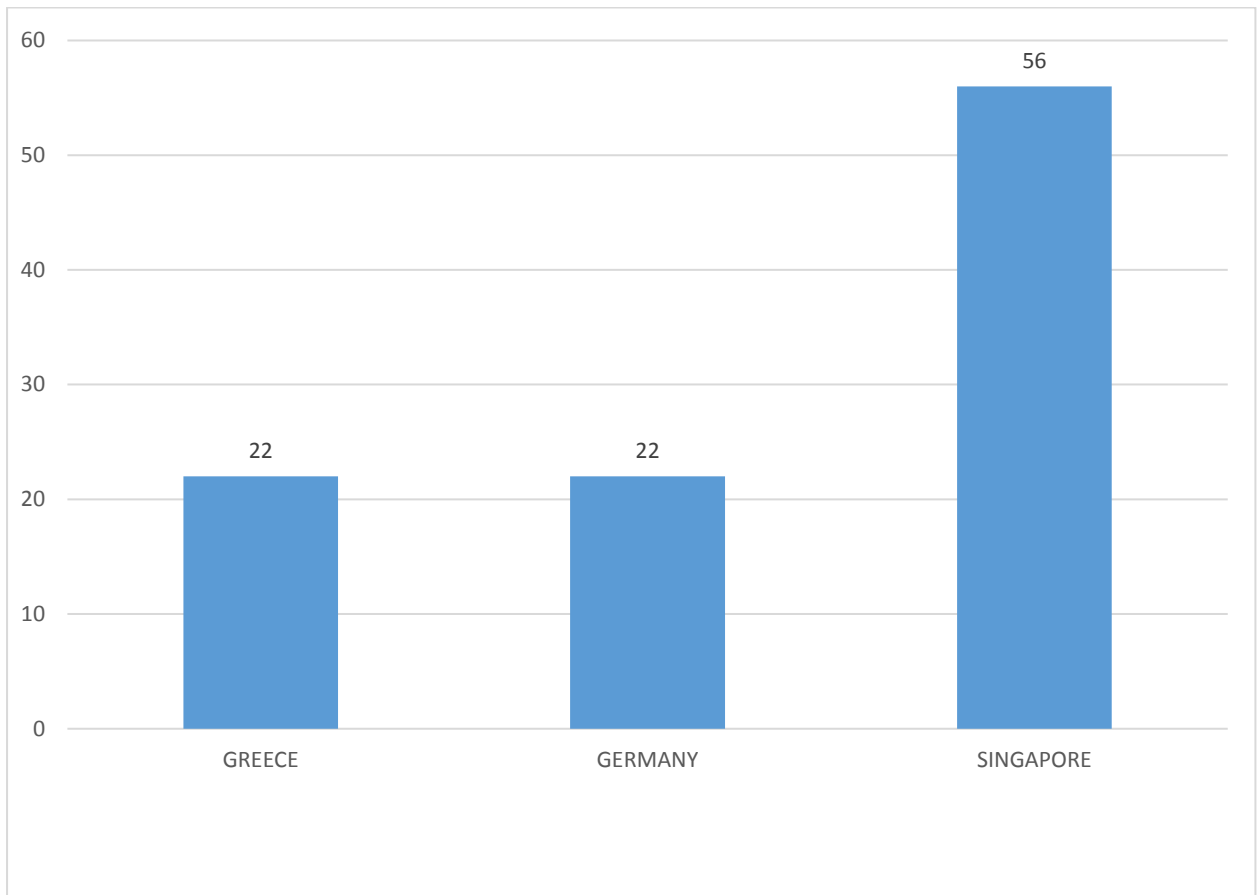


TABLE 14: Countries where victim ships controlled / managed, January – December 2017

Country	No of Ships
Australia	1
Bahamas	1
Bangladesh	1
China	2
Cuba	1
Cyprus	1
Denmark	5
Germany	22
Greece	22
Hong Kong	6
India	8
Indonesia	1
Iran	1
Ireland	1
Japan	3
Lebanon	1
Malaysia	3
Monaco	1
Netherlands	2
Nigeria	2
Norway	7
Philippines	3
Portugal	1
Singapore	56
Switzerland	1
Taiwan	2
Thailand	3
The Congo	1
UAE	9
United Kingdom	6
USA	2
Vietnam	3
Not Stated	1
Total	180

CHART F: Managing countries whose ships were attacked 12 times or more, January – December 2017



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

From 1 January to 31 December 2017, the IMB PRC has received nine 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, Cilacap, Bintan Island, 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.

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 brought incidents down.

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 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 (no attacks reported in 2016 & 2017) due to the increased 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, as currently there are no indications as to how long these patrols will continue.

Malaysia: Off Eastern Sabah – Militant activities resulting in several tugs / barges / fishing boats / ships being attacked and crews kidnapped. 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.

Philippines: Pirates/Militants in the southern Philippines attacking tugs / barges/ fishing vessels / yachts / merchant ships to rob and kidnap crews for ransom in / off Sibutu passage / off Sibutu island / Tawi Tawi / Sulu sea / Celebes sea / off eastern Sabah. 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 after the arrest of some of the criminals by the local Authorities in Malaysia and in Indonesia. The IMB is monitoring the situation.

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 nine. 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 RPGs 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

Venezuela: Puerto Cruz / Puerto Jose

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 180 attacks for 01 January to 31 December 2017 are listed on pages 33 to 65. The following serious incidents, in chronological sequence are described in more detail.

Indonesia:

On 22 November 2017, a Malaysian flagged Tugboat TB Ever Prosper and Barge Ever Omega were attacked and hijacked while underway at position Latitude 02:12.46 North and Longitude 107:06.33 East, around 59nm SE of Pulau Airabu, Indonesia at approximately 0400 LT. While underway, several persons armed with knives attacked and successfully boarded the tug towing a barge laden with a cargo of palm oil. They tied up the four crew members on the tug and thereafter detached the barge, took six crew members on the barge as hostage and escaped. The crew members on the tug managed to free themselves, sailed to a safe location and reported the incident. The next day, the barge and the six crew members were located by the Authorities. All crews reported safe. No cargo reported stolen.

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 3nm 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 crews 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.

On 21 October 2017, a Liberian flagged Container ship MV Demeter was attacked by armed pirates while underway at position Latitude 03:47.07 North and Longitude 007:08.6 East, around 38nm south of Bonny, Nigeria at approximately 0606 UTC. Armed pirates attacked and successfully boarded the ship. They kidnapped six crew members and escaped. The remaining 12 crew members then sailed the ship to a safe port. Owners confirmed that the six kidnapped crew members were released safely on 08 November 2017.

On 25 October 2017, a Marshall Islands flagged Tanker MT Front Cosmos was attacked by armed pirates while underway at position Latitude 03:35.5 North and Longitude 006:49.2 East, around 51nm SSW of Bonny Island, Nigeria at approximately 2005 UTC. Armed pirates attacked and successfully boarded the tanker. The pirates armed with AK47 and a shotgun fired at and damaged the bridge windows and entered the bridge. The 23 crews retreated into the citadel and contacted the Owners for help. The IMB Piracy Reporting Centre received the message and immediately liaised with the Nigerian Navy who dispatched a warship which arrived at the location and went alongside the tanker. After the crews emerged from the citadel, a search was conducted. No pirates were found and the warship escorted the tanker to safety. The tanker continued her passage to the next port.

On 11 November 2017, an Isle of Man flagged Bulk Carrier MV Venus Bay was attacked by armed pirates while waiting near the pilot station at position Latitude 04:07.10 North and Longitude 006:59.57 East, around 17nm SSW of Bonny Island, Nigeria at approximately 0822 UTC. Armed pirates attacked and successfully boarded the drifting ship. They entered the bridge and fired their weapons damaging the bridge windows. The pirates stole ship's properties, crew personal belongings, kidnapped 10 crew members and escaped in their boat. Two Nigerian Navy vessels intercepted the pirates, rescued the crew members and apprehended five pirates. The ship was then escorted into the inner anchorage under naval escort and armed guards were placed onboard during the ship's stay. On 12 November 2017, the ship resumed her passage under naval escort to Port Harcourt and berthed.

On 16 November 2017, a Liberian flagged Bulk Carrier MV Fadelsia was attacked by armed pirates while underway at position Latitude 04:08.0 North and Longitude 006:58.7 East, around 18nm SW of Bonny Island, Nigeria at approximately 1110 UTC. Eight armed pirates in a speed boat approached the ship around 15 minutes after the Nigerian Navy security escort boat had moved away. Five pirates managed to board the ship and opened fire at the bridge. Master raised the alarm, sent "Mayday" message and crew mustered in the citadel. The pirates broke the bridge windows using a sledge hammer, entered the accommodation and ransacked the crew cabins, stole ship's cash, ship's properties and crew personal belongings. On receiving the "Mayday" message, the Nigerian Navy security boat returned to the ship and fired at the pirate boat resulting in the pirates escaping with the stolen items. Under the guidance of the Nigerian Navy, the crew members emerged from the citadel. The Nigerian Navy security boat then escorted the ship to Bonny Anchorage.

On 14 December 2017, a Marshall Islands flagged Bulk Carrier was attacked by armed pirates while underway at position Latitude 03:46.4 North and Longitude 006:17.2 East, around 32nm south of Brass, Nigeria at approximately 0830 UTC. About six pirates in a small boat attacked and successfully boarded the ship. They kidnapped 10 crew members and escaped. The remaining crew members sailed the ship to a safe port. Investigations ongoing.

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.

On 17 November 2017, a Panamanian flagged Container Ship MV Ever Dynamic was attacked by armed pirates while underway at position Latitude 01:55.95 North and Longitude 047:56.8 East, around 282nm SSE of Mogadishu, Somalia at approximately 0917 UTC. Lookouts onboard the ship noticed two skiffs approaching and notified the OOW who raised the alarm. As the skiffs closed in, weapons, RPGs and a ladder were sighted in the skiffs. Master increased speed, commenced evasive manoeuvres and all non-essential crew mustered in the citadel. The pirates tried to come alongside to hook on the ladder but failed due to the evasive manoeuvres and swell caused by the wake. They then fired two RPG rockets towards the ship which missed. Due to the increase in the ship's speed, the skiffs aborted the attack. UKMTO notified.

Yemen:

On 24 October 2017, an Iranian Dhow, Sameer, was attacked by armed pirates while underway at position Latitude 11:50 North and Longitude 054:30 East, around 37nm SE of Socotra Island, Yemen at approximately 0710 UTC. Armed pirates in two skiffs approached and fired upon and damaged the Dhow. One crew member was reported killed and three were injured because of the firing. The Coalition Navies responded and provided medical and damage control assistance to the Dhow.

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 180 incidents of piracy and armed robbery against ships have been reported to the IMB PRC in 2017. This is the lowest annual number since 1995 when 188 reports were received.

In 2017, 136 vessels were boarded, there were 22 attempted attacks, 16 vessels fired upon and six vessels hijacked. Whilst the continued decline in overall numbers is welcome, the effects on crew and their safety continues to be a cause for concern. Ninety-one crew were taken hostage in 15 separate incidents and 75 crew kidnapped from their vessels in 13 separate events. Three kidnapping incidents were recorded for Q4 – all off Nigeria with 26 crew kidnapped. Three crew were killed in 2017 with one fatality from an Iranian dhow reported in Q4.

Nigeria recorded 33 reports with no vessels hijacked. There were however ten kidnapping incidents involving 65 crew. Of the 16 vessels reported being fired upon globally, seven occurred in Nigeria – further evidencing the levels of violence and threats to seafarers in these waters.

Nine incidents were recorded off Somalia in 2017. This includes a container ship fired upon by armed pirates approximately 280 NM east of Mogadishu in November. Ladders were sighted on the attack skiff – a clear indication of piratical intent. Six pirates were subsequently detained by EU NAVFOR, transferred to Seychelles and charged with “committing an act of piracy” and “attempting an act of piracy”. If convicted the pirates could face up to 30 years’ imprisonment. This incident alone demonstrates that Somali pirates still have the capability and intent to launch attacks hundreds of miles from the coastline.

The prompt and robust actions of the navies and authorities in this area should be commended. Masters are urged to continue to maintain high levels of vigilance when transiting the high-risk area and to follow the latest version of the best management practices.

Indonesia recorded 43 reports – almost all mainly low-level incidents – and a continued year on year decrease. The patrols by the Indonesia Marine Police also show a modest yet continued decrease in incidents at the ten designated anchorages. A tug and barge was also hijacked in November although no cargo was reported missing and all crew reported safe.

There has been a noticeable increase in the Philippines – up from 10 in 2016 to 22 in 2017. The majority are low level incidents against anchored vessels mainly at Manila and Batangas. Vessels underway have also been targeted with ten crew kidnapped from three separate vessels in the first quarter of 2017 in the Sulu / Celebes Sea areas. Since then alerts provided by the Philippine authorities to the PRC and broadcast on their behalf to ships have helped to avoid further successful attacks.

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 its 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

Seychelles Charges Somali Pirates Detained in November

Six Somali nationals, who were apprehended in late November, have been charged with ‘committing an act of piracy’ and ‘attempting an act of piracy’ in the Indian Ocean.

The men were detained by the crew of EU NAVFOR’s flagship ITS Virginio Fasan following attacks on a 52,000 tonne containership MV Ever Dynamic and a fishing vessel Galerna III, which took place on November 17 and 18 in the Southern Somali Basin.

During the incidents, it was alleged that a number of rocket propelled grenades were fired against the container ship. The six Somalis formed the crew of a motor whaler, supposedly acting as mother ship.

EU NAVFOR informed, citing the Seychellois Attorney General, that the men will now face legal prosecution before the court and if convicted, the suspected pirates could face up to 30 years’ imprisonment in a Seychelles detention facility.

This case follows other piracy convictions such as the Tribal Kat case in 2016, when a French court sentenced six Somalis to between 6 and 15 years after they were found guilty of attacking the yacht and the murder of its French skipper, in an incident which took place back in September 2011.

G7++ Friends of the Gulf of Guinea Group

The second meeting of the G7++ Friends of the Gulf of Guinea Group was held in Lagos, Nigeria, on December 11 and 12, 2017, the only event under the Italian G7 Presidency to take place out of Italy.

Piracy attacks and other crimes at sea in the region remain a major concern for global maritime security. The meeting contributed to identify threats and challenges and to define future joint initiatives by the countries concerned and by international donors for the creation of effective instruments allowing an improved collective maritime situational awareness.

The meeting, where the concerns and proposals of the private sector were also carefully considered, focused as well on ways to achieve progress in the African Maritime Security Architecture and it collected the commitments of the regional organisations, in particular ECOWAS and ECCAS, and the Yaoundé Inter-regional Coordination Center.

EU NAVFOR ninth anniversary

Friday 8th December 2017 marked the 9th anniversary of EU Naval Force Somalia’s Operation Atalanta, the successful EU Naval Force counter-piracy operation in the Gulf of Aden and the Somali Basin. This anniversary comes soon after EU NAVFOR successfully apprehended, detained and transferred suspected pirates for judicial process in the Seychelles.

During the past eight years, Operation Atalanta’s mission has four aspects. Firstly, to provide close escort protection by EU NAVFOR warships to the World Food Programme shipments of food from Mombasa into Somalia. Secondly, to deter and disrupt piracy within the Gulf of Aden and along the Somalia Coast. Thirdly, to protect a variety of vulnerable shipping that may transit through the precarious sea lanes. Finally EU NAVFOR continues to monitor fishing activities in the region.

Operation Atalanta has achieved much, including the establishment of the International Recognised Transit Corridor in the Gulf of Aden. Other positive developments include International agreements

that allow regional prosecution of pirates from Kenya and Seychelles and other states as well as the Shared Awareness and De-confliction Conferences (SHADE) that have been extremely successful in bringing together national navies not normally associated with the EU, NATO or the Combined Maritime Force (CMF).

EU NAVFOR plays a vital role in encouraging the international community to respond positively and proactively to the challenge of maritime piracy; recent engagements have included visits from a Chinese delegation at sea as part of Task Force ETG171.

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

The collaboration between the Indonesian Marine Police (IMP) and IMB on the 10 designated areas continues to show positive results. Only Tanjung Berakit / Bintan Island area shows a significant increase from one attack in 2016 to eight in 2017. The (IMP) is investigating these attacks and will take appropriate actions.

All ships intending to anchor, waiting for berth or drift should do so at the designated areas where the IMP patrol boats would be stationed to enable them to maximize their resources and 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 January – December 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	-	2
4	Tanjung Berakit / Bintan Island 01:21.00N - 104:29.00E	35	1	1	8
5	Tanjung Priok /Jakarta 6:00.30S - 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	7
10	Balikpapan 01:22.00S - 116:53.00E	1	-	2	-