



**ICC INTERNATIONAL MARITIME BUREAU**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS**

**REPORT FOR THE PERIOD**

**1 January – 31 March 2018**

**WARNING**

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April 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 organization to co-operate and exchange information with each other and the IMB with a view to maintaining and developing a coordinated action in combating maritime fraud.

This report is an analysis of world-wide reported incidents of piracy and armed robbery against ships from 1 January to 31 March 2018.

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

The key services of the PRC are:

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

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

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

The IMB Piracy Reporting Centre can be contacted at:

**ICC International Maritime Bureau (Asia Regional Office)**

**PO Box 12559, 50782 Kuala Lumpur, Malaysia**

**Tel ++ 60 3 2078 5763**

**Fax ++ 60 3 2078 5769**

**E-mail: [imbkl@icc-ccs.org](mailto:imbkl@icc-ccs.org)**

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

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

Sometimes, incidents occurring in the previous quarter(s) are reported to the Centre after a time lag. This late reporting of incidents results in changes to the figures in the tables. The Centre has, as of 31 March 2018, received reports of 66 incidents but may receive details of more in the coming months relating to the same period.

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

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

## **DEFINITIONS OF PIRACY & ARMED ROBBERY**

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

Article 101 of UNCLOS defines Piracy as:

*Definition of Piracy consists of any of the following acts:*

- a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed-*
  - (i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;*
  - (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;*
- (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;*
- (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).*

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

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

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

## **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
- CLS Argos
- Gard AS
- Japan P&I Club
- Justships Ltd
- Merchant Shipping Cyprus
- Standard Steam Ship Mutual P&I Association
- Steam Ship Insurance Management Services Limited
- The North of England P&I Association Ltd

The PRC is additionally non-financially supported by:

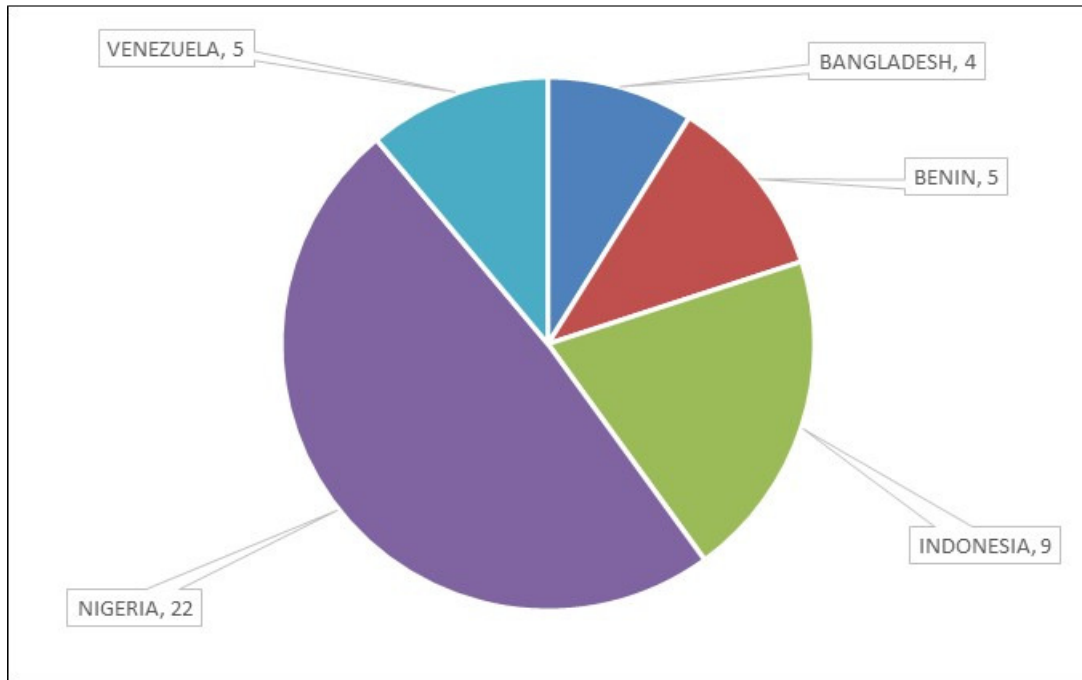
- ExactEarth ([www.exactearth.com](http://www.exactearth.com))
- Vesseltracker ([www.vesseltracker.com](http://www.vesseltracker.com))

**TABLE 1: Locations of ACTUAL and ATTEMPTED attacks  
January - March 2014 – 2018**

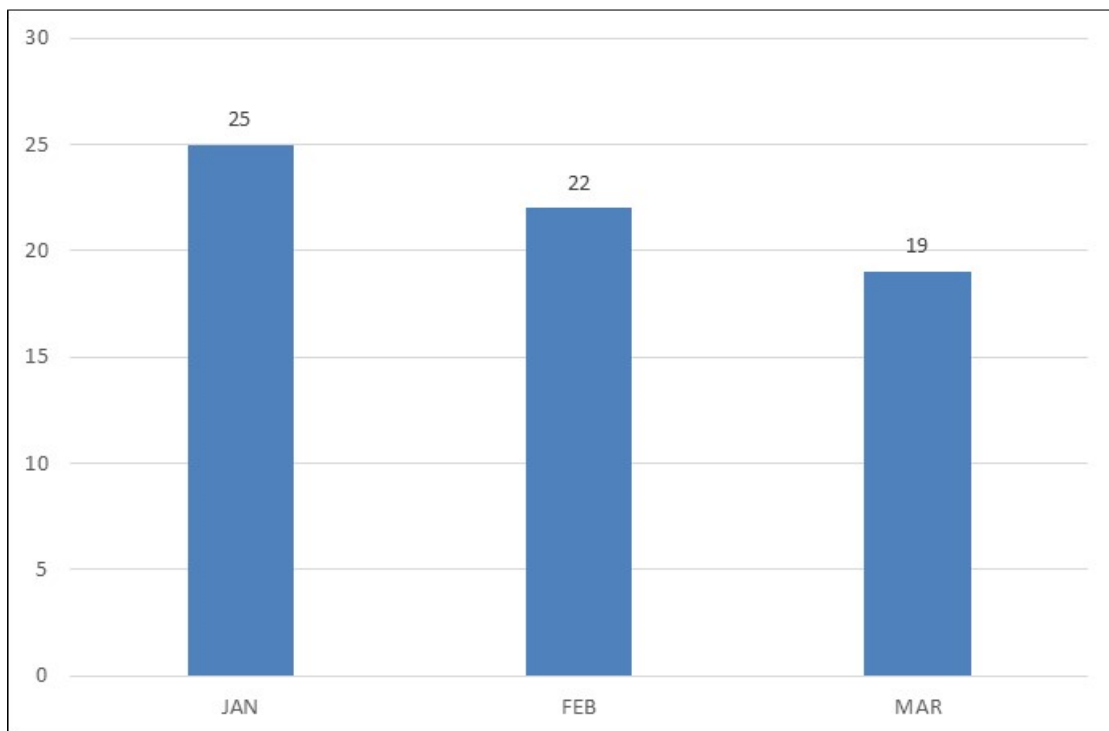
<b>Locations</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>S E ASIA</b> Indonesia	18	21	4	7	9
Malacca Straits		1			
Malaysia		3		1	1
Philippines		2	2	9	2
Singapore Straits	5	2		1	
Thailand		1			
<b>EAST ASIA</b> China			1	1	2
Vietnam		8	2		2
<b>INDIAN SUB</b> Bangladesh	4	1		4	4
<b>CONTINENT</b> India	2	2	10	1	2
<b>AMERICAS</b> Brazil					1
Colombia		1		2	
Ecuador				1	1
Guyana			1		
Haiti					3
Peru			2	1	2
Venezuela			1	2	5
<b>AFRICA</b> Angola	1				
Benin					5
Cameroon	1				1
Dem. Rep. of Congo			2		
Gabon	1				
Ghana		2			1
Guinea					1
Gulf of Aden*	2				1
Ivory Coast		1	1		
Kenya			1		
Liberia	1				
Mozambique				1	
Nigeria	6	7	10	7	22
Red Sea*	1				
Sierra Leone				2	
Somalia	2			2	1
Tanzania	1				
The Congo	3	1		1	
<b>REST OF WORLD</b> Oman	1				
Papua New Guinea		1			
<b>Sub total</b>	<b>49</b>	<b>54</b>	<b>37</b>	<b>43</b>	<b>66</b>
<b>Total at year end</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>179</b>	

All incidents with \* above are attributed to Somali pirates

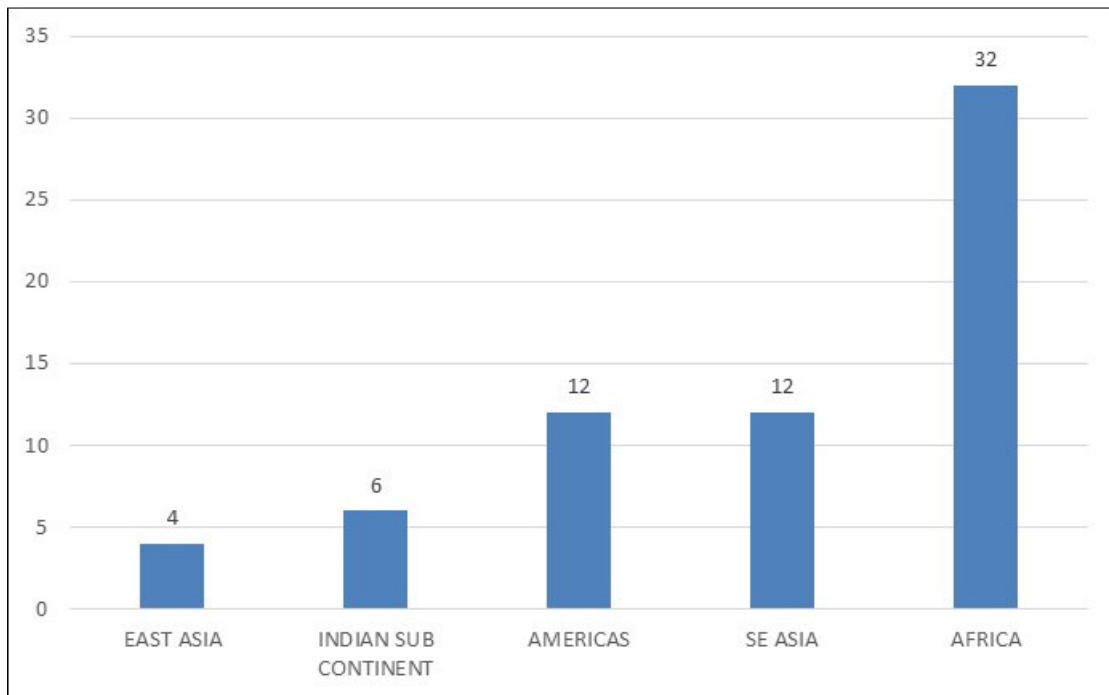
**CHART A: The following five locations recorded 68% attacks from a total of 66 incidents reported for the period.**



**CHART B: Monthly comparison of incidents during January – March 2018**



**CHART C: Total incidents as per regions of the world January – March 2018**



**TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – March 2018**

Location	Actual attacks		Attempted attacks	
	Boarded	Hijacked	Attempted	Fired Upon
<b>SE ASIA</b> Indonesia	7		2	
Malaysia			1	
Philippines	1			1
<b>EAST ASIA</b> China			2	
Vietnam	2			
<b>INDIAN SUB</b> Bangladesh	3		1	
<b>CONTINENT</b> India	1		1	
<b>AMERICAS</b> Brazil	1			
Ecuador	1			
Haiti	3			
Peru	2			
Venezuela	4		1	
<b>AFRICA</b> Benin	3	2		
Cameroon	1			
Ghana		1		
Guinea			1	
Gulf of Aden				1
Nigeria	10	1	3	8
Somalia				1
<b>Sub total</b>	<b>39</b>	<b>4</b>	<b>12</b>	<b>11</b>
<b>Total</b>	<b>66</b>			

**TABLE 3: Ports / anchorages, with three or more reported incidents, January – March 2018**

Country	Location	01.01.2018 to 31.03.2018
Bangladesh	Chittagong / Kutubdia	4
Benin	Cotonou	5
Haiti	Port Au Prince	3
Indonesia	Muara Berau	5
Nigeria	Lagos	8
Venezuela	Puerto La Cruz	3

**TABLE 4: Status of ships during ACTUAL attacks, January – March 2018**

Location	Anchored	Berthed	Steaming	Not Stated
<b>SE ASIA</b> Indonesia	7			
Philippines	1			
<b>EAST ASIA</b> Vietnam	2			
<b>INDIAN SUB</b> Bangladesh	3			
<b>CONTINENT</b> India			1	
<b>AMERICAS</b> Brazil	1			
Ecuador	1			
Haiti	3			
Peru	2			
Venezuela	4			
<b>AFRICA</b> Benin	5			
Cameroon				1
Ghana			1	
Nigeria	7	1	3	
<b>Sub total</b>	<b>36</b>	<b>1</b>	<b>5</b>	<b>1</b>
<b>Total</b>	<b>43</b>			

**TABLE 5: Status of ships during ATTEMPTED attacks, January – March 2018**

Location	Anchored	Berthed	Steaming
<b>SE ASIA</b> Indonesia	2		
Malaysia			1
Philippines			1
<b>EAST ASIA</b> China	2		
<b>INDIAN SUB</b> Bangladesh	1		
<b>CONTINENT</b> India	1		
<b>AMERICAS</b> Venezuela	1		
<b>AFRICA</b> Guinea		1	
Gulf of Aden			1
Nigeria	1		10
Somalia			1
<b>Sub total</b>	<b>8</b>	<b>1</b>	<b>14</b>
<b>Total</b>	<b>23</b>		



**TABLE 6: Types of arms used during attacks, January - March 2014 – 2018**

Types of Arms	2014	2015	2016	2017	2018
Guns	14	13	12	14	27
Knives	17	21	9	10	9
Not stated	16	17	16	18	30
Other weapons	2	3		1	
<b>Sub total</b>	<b>49</b>	<b>54</b>	<b>37</b>	<b>43</b>	<b>66</b>
<b>Total at year end</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>179</b>	

**TABLE 7: Comparison of the type of attacks, January - March 2014 – 2018**

Type of Attack	2014	2015	2016	2017	2018
Attempted	5	4	3	4	12
Boarded	37	42	29	33	39
Fired upon	5		2	4	11
Hijack	2	8	3	2	4
<b>Sub total</b>	<b>49</b>	<b>54</b>	<b>37</b>	<b>43</b>	<b>66</b>
<b>Total at year end</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>179</b>	

**TABLE 8: Types of violence to crew, January – March 2014 – 2018**

Types of Violence	2014	2015	2016	2017	2018
Hostage	46	140	28	31	100
Kidnap	2	5	26	27	14
Threatened	3	1	1	3	3
Assaulted		13	1		
Injured	1	3	2		2
Killed		1		2	
<b>Sub total</b>	<b>52</b>	<b>163</b>	<b>58</b>	<b>63</b>	<b>119</b>
<b>Total at year end</b>	<b>479</b>	<b>333</b>	<b>236</b>	<b>191</b>	

**TABLE 9: Type of violence to crew by location, January – March 2018**

Location	Hostage	Kidnap	Threatened	Injured
<b>EAST ASIA</b> Vietnam				1
<b>INDIAN SUB CONTINENT</b> Bangladesh			2	
<b>AMERICAS</b> Peru	1			
Venezuela			1	
<b>AFRICA</b> Benin	46	2		
Cameroon		3		
Ghana	44	3		
Nigeria	9	6		1
<b>Sub total</b>	<b>100</b>	<b>14</b>	<b>3</b>	<b>2</b>
<b>Total</b>	<b>119</b>			

**TABLE 11: Types of arms used by geographical location, January – March 2018**

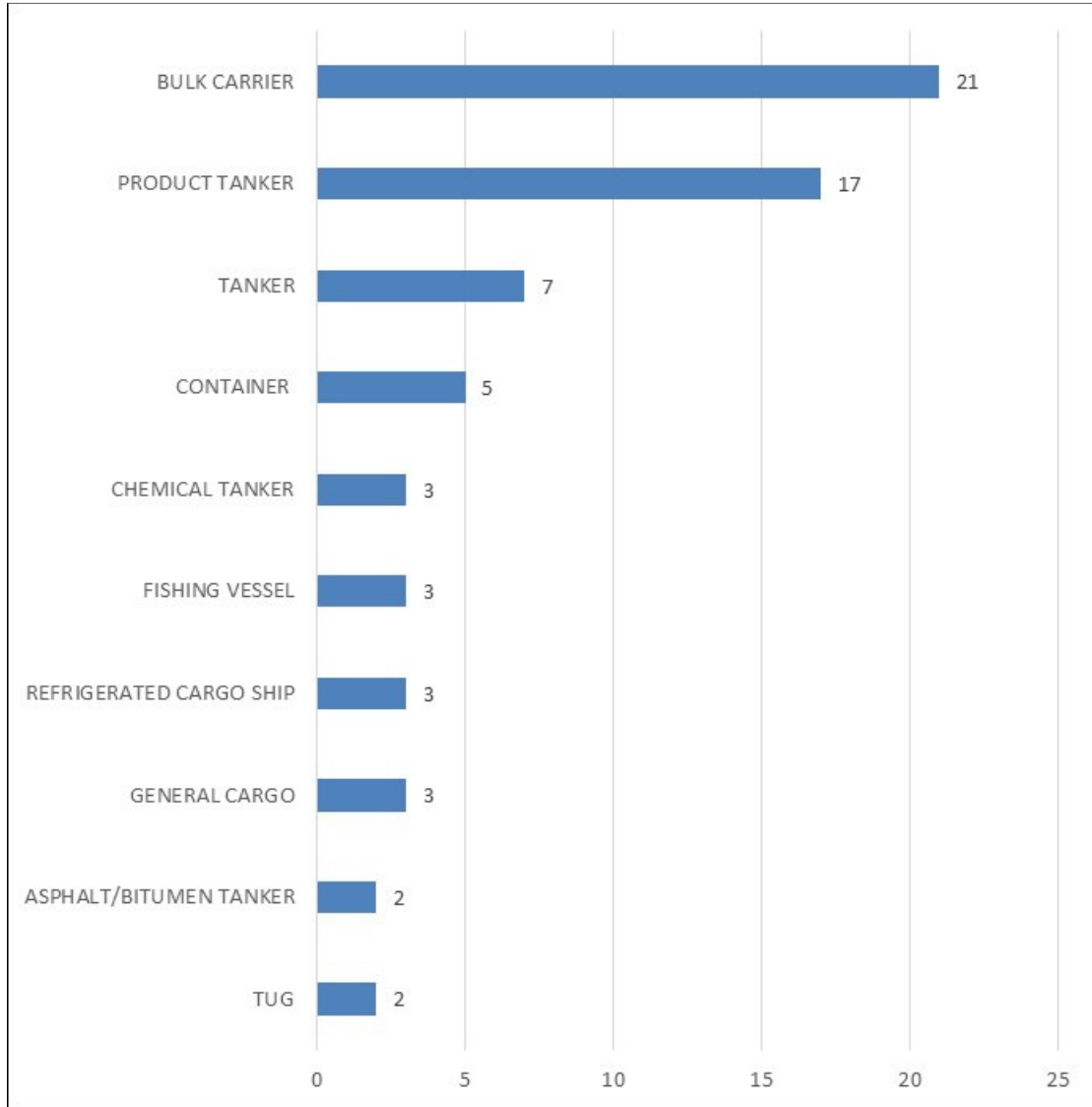
Locations		Guns	Knives	Not Stated
<b>S E ASIA</b>	Indonesia		1	8
	Malaysia			1
	Philippines	1		1
<b>EAST ASIA</b>	China			2
	Vietnam		1	1
<b>INDIAN SUB</b>	Bangladesh	1	2	1
<b>CONTINENT</b>	India			2
<b>AMERICAS</b>	Brazil			1
	Ecuador	1		
	Haiti	1		2
	Peru		2	
	Venezuela	1	3	1
<b>AFRICA</b>	Benin	5		
	Cameroon	1		
	Ghana	1		
	Guinea			1
	Gulf of Aden	1		
	Nigeria	13		9
	Somalia	1		
<b>Sub total</b>		<b>27</b>	<b>9</b>	<b>30</b>
<b>Total</b>			<b>66</b>	

**TABLE 12 Types of vessels attacked, January – March 2014 – 2018**

Type	2014	2015	2016	2017	2018
Bulk carrier	9	22	9	9	21
Container	5	4	1	3	5
Dhow				1	
General cargo	7	1	2	4	3
Hopper Dredger		1			
FPSO		1			
Offshore Support vessel			1	1	
Passenger boat		1			
Pipe Layer vessel		1			
Refrigerated		2			3
RORO	2				
Supply ship	2	1		3	
Tanker Asphalt / Bitumen				1	2
Tanker Bunkering		1		1	
Tanker Chem / Product	13	9	15	12	20
Tanker Crude Oil	7	2	1	1	7
Tanker LNG			1	1	
Tanker LPG	2	1	1	3	
Trawler / Fishing Vessel		1		1	3

Tug / Offshore Tug	2	4	4	2	2
Vehicle carrier		1	2		
Wood Chips carrier		1			
<b>Sub total</b>	<b>49</b>	<b>54</b>	<b>37</b>	<b>43</b>	<b>66</b>
<b>Total at year end</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>179</b>	

**CHART D: Type of vessels attacked January – March 2018**

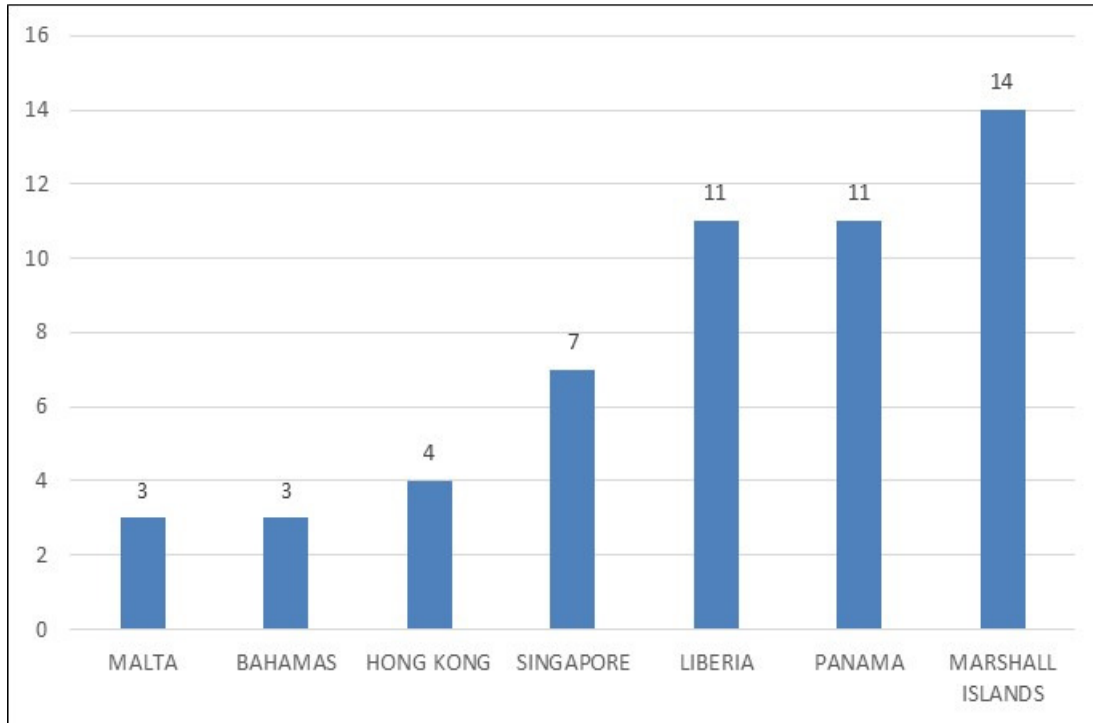


**TABLE 13: Nationalities of ships attacked, January - March 2014 – 2018**

<b>Flag State</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Antigua and Barbuda	2	1		1	1
Bahamas	1	1		1	3
Barbados					1
Belgium		1			
Belize		1			
Chile					1
China					2
Cook Islands		1			1
Croatia			1		
Curacao		1			
Cyprus					2
Denmark	1		1		
Ethiopia			1		
Ghana		1			1
Gibraltar	1				
Greece		2			
Hong Kong (SAR)	2	3	1	3	4
India			1		
Indonesia		1	1	1	
Isle of Man	1	1			
Italy	2				
Liberia	7	4	4	4	11
Luxemburg		1			1
Malaysia	1	3		1	
Malta	1	2	1	5	3
Marshall Islands	8	8	10	7	14
Netherlands	2				
Nigeria	1	1	2		1
Norway	2		1	3	1
Panama	6	11	5	6	11
Papua New Guinea		1			
Philippines				2	1
Saudi Arabia	1				
Sierra Leone	1				
Singapore	6	6	7	3	7
Spain				1	
Sri Lanka				1	
Thailand		2			
United Kingdom			1		
USA	1				
Vanuatu		1			
Vietnam	1			3	
Not Stated	1			1	
<b>Sub total</b>	<b>49</b>	<b>54</b>	<b>37</b>	<b>43</b>	<b>66</b>

<b>Total at year end</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>179</b>	
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**CHART E: Flag States whose ships have been attacked three or more times from January – March 2018**

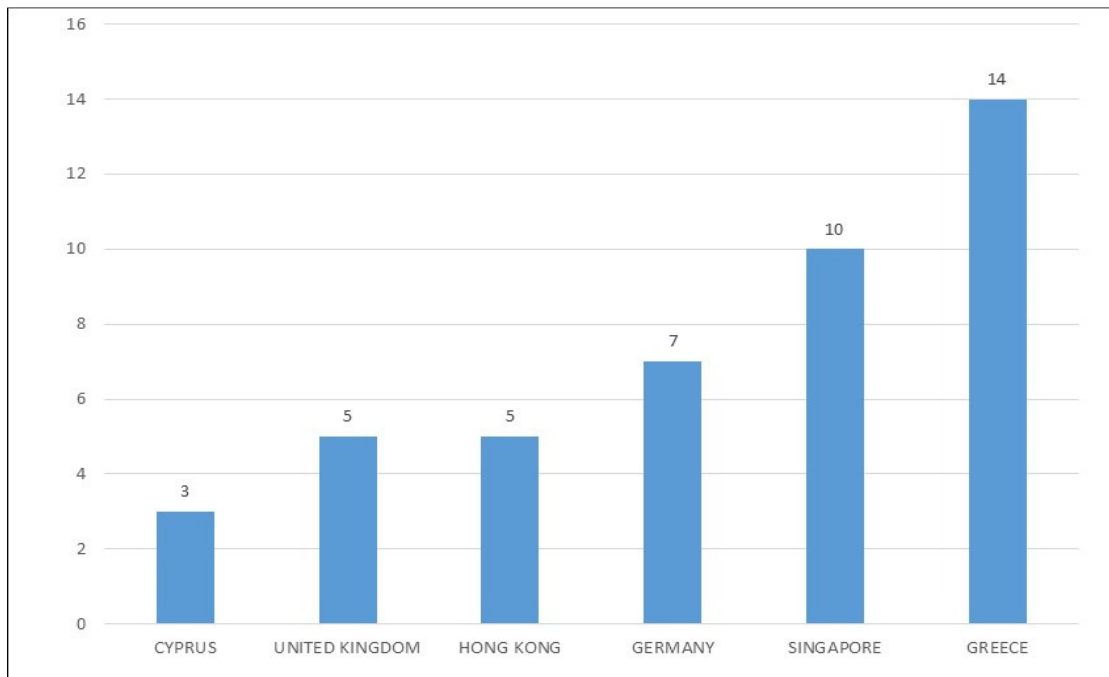


**TABLE 14: Countries where victim ships controlled / managed, January – March 2018**

Country	No of Ships
Belgium	2
Chile	1
Croatia	1
Cyprus	3
France	1
Germany	7
Ghana	1
Greece	14
Hong Kong	5
India	1
Iran	1
Italy	1
Japan	2
Lithuania	1
Monaco	1
Netherlands	1
Nigeria	1
Norway	1
Philippines	1

Portugal	1
Singapore	10
Thailand	1
Turkey	1
United Kingdom	5
Not Stated	2
<b>Total</b>	<b>66</b>

**Chart F: Managing countries whose ships have been attacked three or more times from January – March 2018**



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

**From 1 January to 31 March 2018, the IMB PRC has received two attempted incidents off Somalia and Gulf of Aden.**

**The international navies patrolling these waters continue to coordinate and liaise with merchant and fishing fleets to identify and apprehend pirate action groups.**

**All vessels are advised and encouraged to adhere to the 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.**

**The IMB PRC supports and compliments the role of the international navies, by relaying all reports received, to the response agencies as well as by broadcasting alerts to ships via the INMARSAT Safety Net Service**

## **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 continue to target ships at anchor. Most attacks reported at Chittagong anchorages and approaches. Attacks in Bangladesh have however 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 / 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, they usually escape without confronting the crew.

Recent meetings and continued dialog between the Indonesian Marine Police (IMP) and the IMB PRC has resulted in positive actions by the Indonesian Authorities. The IMP has advised all ships intending to anchor to do so at / near the following areas where IMP boats 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

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

**Malacca Straits:** Although the number of attacks have dropped substantially (2016 and 2017 recorded zero attacks) due to the increase and aggressive patrols by the littoral states authorities since July 2005, ships are advised to continue maintaining strict anti-piracy / robbery watches when transiting the Straits. Currently, there are no indications as to how long these patrols will continue or reduce. In some cases, attacks may have gone unreported.

**Malaysia:** Off Eastern Sabah – Militant activities has resulted in several tugs / barges / fishing boats / ships being attacked and crews kidnapped. These kidnappings by militants have recently stopped due to the ongoing efforts of the Philippines military to curb militant activity in Mindanao. Vessels transiting these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System. Vessels are also urged to monitor the IMB PRC Warnings on potential attacks and locations issued by the Philippines Intelligence.

**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 have attacked tugs / barges / fishing vessels / yachts / merchant ships to rob and kidnap crews for ransom. These kidnappings by militants have recently stopped due to the ongoing efforts of the Philippines military to curb militant activity in Mindanao. Vessels transiting these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System.



Vessels are also urged to monitor the IMB PRC Warnings on potential attacks and locations issued by the Philippines Intelligence.

Batangas and Manila –Attacks / robberies continue to be recorded. Be vigilant.

**Singapore Straits:** Vessels are advised to remain vigilant and maintain 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 / Merunding areas, vessels are advised to continue to remain vigilant especially during the night. In the past, a number of 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 had 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. There were three incidents reported in 2017 where two tankers were hijacked off Kuantan / off Pulau Aur / East coast Malaysia.

It is recommended to maintain and implement strict anti-piracy watches and measures while transiting the above areas of concern. Ships are encouraged to report all attacks (actual and attempted) and suspicious sightings to the local authorities and the IMB PRC, who will also liaise with the local authorities to render necessary assistance.

## **AFRICA AND RED SEA**

**Africa:** -

**Benin** (Cotonou): Attacks in Benin anchorage have resurfaced after several years. Five vessels were boarded while at Benin anchorage. After the attack some ships were forced to sail out of Benin anchorage and released a few days later. Past attacks showed that the pirates / robbers in this area are well armed and are violent. In some incidents vessels have been fired upon. The ships are sailed to unknown locations where ship's properties and sometimes part cargo is stolen (gas oil). Crewmembers have been injured in the past.

**Guinea:** Conakry

**Ivory Coast:** Abidjan: Attacks have reduced but the area remains risky.

**Nigeria** (Lagos): Pirates / robbers are often well armed, violent and have attacked, hijacked and robbed vessels / kidnapped crews along the coast, rivers, anchorages, ports and surrounding waters. In the past, attacks have been reported up to 170nm from the coast. In many past incidents, pirates hijacked the vessels for several days and ransacked the vessels and stole part cargo usually gas oil. Several crewmembers were also injured and kidnapped in past attacks. Generally, all waters in / off Nigeria remain risky. Vessels are advised to be vigilant, as many attacks may have gone unreported.

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

**Togo** (Lome): Attacks have dropped to zero attacks for 2017 but the area remains a concern and risky. Pirates / robbers in the area are well armed, violent and dangerous. Attacks can occur at anchorages and off the coast and usually at night. Some past attacks resulted in vessels being hijacked for several days and ransacked and part cargo stolen (gas oil).

**Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean:** A total of nine vessels have been attacked including three vessels hijacked off Somalia in 2017. 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. Two vessels have reported being fired upon in 2018. All merchant ships are advised to adhere to the 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 dropped but ships are advised to be vigilant.

**Peru:** Callao

**Venezuela:** Puerto Cruz / Puerto Jose. Attacks are increasing.

### **Reporting of incidents**

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

**Tel: +60 3 2078 5763 Fax: +60 3 2078 5769 E-mail: [imbkl@icc-ccs.org](mailto:imbkl@icc-ccs.org)**

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

### ***IMB Maritime Security Hotline***

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

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

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

Tel: +60 3 2031 0014 Fax: +60 3 2078 5769 E-mail: [imbsecurity@icc-ccs.org](mailto:imbsecurity@icc-ccs.org)

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

## **OBSERVATIONS**

*Narrations of the 66 attacks for 01 January to 31 March 2018 are listed on pages 26 to 37. The following serious incidents, in chronological sequence are described in more detail.*

### **Benin:**

On 10 January 2018, a Marshall Islands flagged Product Tanker MT Barrett was attacked and hijacked by armed persons while anchored at Cotonou Anchorage, Benin. The owners lost communications with their tanker and notified the IMB PRC who informed and liaised with both Benin and Nigerian Authorities. Other regional Authorities were also notified. A search was carried out and on 16 January 2018, owners reported that the tanker and her 24 crew arrived safely in Lagos, Nigeria after successful negotiations with the hijackers.

On 01 February 2018, a Panamanian flagged Product Tanker MT Marine Express was attacked and hijacked by 13 armed persons while anchored at position Latitude 06:16 North and Longitude 002:31 East, Cotonou Anchorage, Benin at approximately 0748 UTC. The IMB PRC received a missing vessel report from owners who advised that they had lost contact with their tanker laden with gasoline. The IMB PRC immediately notified and liaised with local and regional Authorities including international warships in the Gulf of Guinea and a search was carried out. The IMB PRC broadcast a missing vessel message to all ships in the region to lookout for the missing tanker. On 06 February 2018, the Owners confirmed that the tanker was released. During the time of hijack, crews were beaten and personal belongings and cash were stolen.

On 26 February 2018, a Luxembourg flagged Product Tanker MT ST Marseille was attacked by five armed persons while anchored at position Latitude 06:16.31 North and Longitude 002:29.24 East, Cotonou Anchorage, Benin at approximately 2330 UTC. While boarding the tanker, the armed persons commenced firing and injured one Benin naval guard. All crew except the D/O retreated into the citadel. As the armed persons made their way to the bridge, they continued firing their weapons and injured another naval guard. They took the D/O hostage and demanded the Master, Chief Officer and Chief Engineer emerge from the citadel and come to the bridge. The armed persons instructed the Master to heave up the anchor. When they were told that the tanker was in ballast, they stole crew properties, and kidnapped the Master and one Engineer and left the tanker in the tanker's rescue boat. The Benin Navy was notified to medivac the injured guards. Once the armed persons, in the rescue boat, were safely ashore, they released the Master and Engineer who were able to make contact with the local police and later re-joined the tanker.

### **Cameroon:**

On 09 February 2018, a Chinese flagged Fishing Vessel Luwen-Yu 2 was attacked and boarded by armed persons at position Latitude 04:06 North and Longitude 008:51 East, around 10nm SW of Idenao, Cameroon at approximately 1245 UTC. They kidnapped three crew members and escaped. The Cameroon Authorities notified.

### **Ghana:**

On 26 March 2018, a Ghanaian flagged Fishing Vessel was attacked and hijacked by armed pirates at position Latitude 05:20.0 North and Longitude 000:51.4 East, around 27nm south of Anloga, Ghana. The owners of the fishing vessel reported the incident to the IMB PRC who immediately contacted and liaised with the Ghana Navy Ops Centre. As the fishing vessel moved from Ghanaian waters into Togo and Benin waters the PRC continually updated the respective neighbouring and regional naval authorities. Naval boats were deployed by the respective navies within their waters to look for the fishing vessel. On 28 March 2018, the owners confirmed that the fishing vessel had been released. Three crew members were reported kidnapped. All navies were informed accordingly.

**Nigeria:**

On 09 February 2018, a Bahamas flagged Refrigerated Cargo Ship was attacked, fired upon and boarded by eight armed pirates while underway at position Latitude 03:40 North and Longitude 006:45 East, around 48nm SSW of Bonny Island, Nigeria at approximately 0600 UTC. One crew was injured due to the firing. The pirates stole ship's properties, cash and kidnapped four crew members prior to escaping. The remaining crew sailed the ship to open seas.

On 22 March 2018, a Chinese flagged Fishing Vessel FV Luronyuanyu 216 was attacked and hijacked by armed pirates while anchored at position Latitude 06:01.0 North and Longitude 003:12.0 East, around 30nm SSE of Badagry, Nigeria at approximately 1000 UTC. The pirates forced the crew into Benin waters where they kidnapped two crew members before releasing the fishing boat.

**Philippines:**

On 16 February 2018, a Philippines flagged General Cargo Ship MV Kudos 1 was attacked by armed persons while underway at position Latitude 06:44.21 North and Longitude 122:23.50 East, off Sibago Island, Philippines during night hours. Alarm raised and distress signal activated. The Philippines Coast Guard (PCG) immediately responded by dispatching its patrol boats. As the armed persons attempted to board the ship, the crew poured hot water on the perpetrators who fired upon the ship, injuring one crew before aborting the attack. The PCG boarding team provided medical assistance to the injured crew.

## **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**

Sixty-six incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre (PRC) in the first three months of 2018. The number is up noticeably from the 43 incidents recorded in Q1 2017 and 37 in Q1 2016.

The Q1 2018 figures are broken down as 39 vessels boarded, 12 attempted attacks, 11 vessels fired upon and four vessels hijacked. A hundred crew were taken hostage and 14 kidnapped from their vessels.

As a region, the Gulf of Guinea accounts for 29 of the 2018 Q1 incidents and all four of the vessel hijackings. With the exception of one crew member, all crew kidnappings and hostages taken occurred in the Gulf of Guinea. As a country, Nigeria recorded 22 incidents. Of the 11 vessels fired upon, eight occurred off Nigeria – including a report from a 300,000 MT deadweight VLCC tanker more than 40 nm off Brass.

Two anchored product tankers were hijacked at Cotonou anchorage in mid-January and early February, prompting the IMB PRC to issue a warning to ships of heightened activity. Towards the end of March, two fishing vessels were hijacked 30nm off Nigeria and 27nm off Ghana respectively. No vessels were reported hijacked in the Gulf of Guinea for the whole of 2017.

The authorities from Benin, Nigeria and Togo have sent out boats in response to several incidents.

One incident was reported off Somalia where a product tanker was fired upon and chased by two skiffs around 160nm SE of Hobyo. At the end of March, a 160,000 DWT tanker reported being fired upon in the Gulf of Aden, while transiting within the Maritime Security Transit Corridor (MSTC). The distance from land, sighting of ladders and firing upon ships continues to illustrate that the Somali pirates retain the capability and intent to attack merchant shipping in the wider Indian Ocean.

Indonesia recorded nine low level attacks where anchored vessels were targeted. Five bulk carriers reported actual or attempted attacks at Muara Berau anchorage in Samarinda, whilst waiting to load coal cargoes.

Since 1991 the IMB PRC's 24-hour manned center, 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**

### **Warning issued by IMB PRC for Nigeria and Benin**

The IMB PRC has issued a warning for Nigeria and Benin in view of the significant increase in incidents within a short period of time.

On average, three vessels were attacked every two weeks in and off Nigeria. In all cases the pirates were well armed and violent. Some vessels were fired upon. In a few incidents, crews retreated to the citadel and later re-emerged after an intervention by the Nigerian Navy.

In Benin, ships at anchor were boarded. The reported incidents involved the use of automatic weapons with injuries being reported. The intentions of the criminals / hijackers involved, damaging all communication equipment, sailing the ship to the open seas and then stealing the cargo. Reports suggest that ransoms were demanded for the release of the vessel and the kidnapped crews.

The increase in the number of incidents and the violence to crews is a cause of concern. The IMB PRC is warning ships to be vigilant and adhere to the industry and IMO recommendations on anti-piracy. As far as possible ships should try to berth directly. If required to drift, vessels should consider drifting around 250nm from the Benin and Nigerian coasts.

### **Counter-Piracy Operations off the Coast of Somalia**

The EU NAVFOR and the Combined Task Force-151 (CTF-151) have conducted focused counter-piracy operations to understand and identify patterns of life in the waters around the Somalia and across the Gulf of Aden. Military personnel and significant resources in terms of warships, helicopters and aircraft were deployed by EU NAVFOR and CTF-151 during the operation carried out between 29 January and 2 February 2018.

Even though the naval operations in the region have reduced the opportunity for the Somali pirate to carry out attacks on merchant and fishing vessels the threat still exists.

All merchant and fishing vessels are encouraged to continue to adhere to the recommendations and guidelines in the Best Management Practices (BMP4). This will not only allow for the ships to maintain their own high security readiness it would also allow any suspicious activity to be reported to the navies.

As part of the Seychelles Prosecution Pathway programme personnel from EU NAVFOR and the United Nations Office on Drugs and Crime (UNODC) have engaged with law enforcement agencies at the REFLECS3 (Regional Fusion and Law Enforcement Centre for Safety and Security at Sea), Seychelles to conduct training designed to ensure the continued improvement and development of all areas within the justice system. The programme also dealt with the procedures while dealing with media, evidence collection, crime scene management and the transfer of suspected pirates.

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

All ships intending to anchor, drifting or waiting for a berth should do so at the below designated areas where the Indonesian Marine Police patrol boats are 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 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 boats are stationed are as follows:

	<b>Locations</b>	<b>2014 Year Total</b>	<b>2015 Year Total</b>	<b>2016 Year Total</b>	<b>2017 Year Total</b>	<b>2018 First Quarter</b>
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	1
5	Tanjung Priok /Jakarta 6:00.30S - 106:54.00E	9	4	6	1	1
6	Gresik 07:09.00S - 112:40.00E	1	-	-	-	
7	Taboneo 03:41.30S - 114:28.00E	2	4	3	1	1
8	Adang Bay 01:40.00S - 116:40.00E	-	-	-	-	
9	Muara Berau 00:17.00S - 117:36.00E	6	1	5	7	5
10	Balikpapan 01:22.00S - 116:53.00E	1	-	2	-	