



ICC INTERNATIONAL MARITIME BUREAU

**PIRACY AND ARMED ROBBERY
AGAINST SHIPS**

REPORT FOR THE PERIOD

1 January – 30 September 2019

WARNING

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INTRODUCTION

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

This report is an analysis of world-wide reported incidents of piracy and armed robbery against ships from 1 January to 30 September 2019.

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

The key services of the PRC are:

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

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

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

The IMB Piracy Reporting Centre is located at:

ICC International Maritime Bureau (Asia Regional Office)

PO Box 12559, 50782 Kuala Lumpur, Malaysia

Tel: ++ 60 3 2078 5763

Fax: ++ 60 3 2078 5769

E-mail: imbkl@icc-ccs.org

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

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

Sometimes, incidents occurring in the previous quarter(s) are reported to the PRC after a time lag. This late reporting of incidents results in changes to the figures in the tables. The PRC has, as at 30 September 2019, received reports of 119 incidents but may receive details of more in the coming months relating to the same period.

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

DEFINITIONS OF PIRACY & ARMED ROBBERY

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

Article 101 of UNCLOS defines Piracy as:

Definition of Piracy consists of any of the following acts:

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

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

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

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

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

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

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

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

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

ACKNOWLEDGMENTS

FUNDING

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

- ANIA
- Assuranceforeningen Skuld
- Britannia Steam Ship Insurance Association Limited
- Collecte Localisation Satellites - CLS
- 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)
- Vesseltracker (www.vesseltracker.com)
- CLS Maritime Intelligence platform powered by Orbcomm AIS data (www.cls.fr and www.orbcomm.com)

TABLE 1: Locations of ACTUAL and ATTEMPTED attacks, January – September 2015 – 2019

	Locations	2015	2016	2017	2018	2019	
S E ASIA	Indonesia	86	33	23	31	20	
	Malacca Straits	5					
	Malaysia	11	5	6	9	10	
	Philippines	8	5	17	6	4	
	Singapore Straits	9	1	1	3	1	
	Thailand	1					
EAST ASIA	China		5	1	2	3	
ASIA	Vietnam	19	6	1	2	2	
INDIAN SUB CONT	Bangladesh	11	3	7	11		
INDIAN SUB CONT	India	7	14	2	3	3	
AMERICAS	Brazil				4	2	
	Colombia	4	3	3	1	3	
	Dominican Republic					1	
	Ecuador			2	4	3	
	Guyana		1	1	2		
	Haiti	1	2	1	3	1	
	Mexico					1	
	Panama					1	
	Peru		7	2	3	5	
	Venezuela	1	3	11	8	6	
	AFRICA	Angola		1	1		
		Benin				5	1
		Cameroon				2	5
Democratic Rep. of Congo		2	2		1	1	
Equatorial Guinea						2	
Ghana		2	2	1	8	3	
Guinea		3	3	2	2	2	
Gulf of Aden*			1	2	1		
Ivory Coast		1	1	1	1	1	
Kenya		2	2	1		1	
Liberia		1				2	
Morocco			1			1	
Mozambique		1	1	2	1	2	
Nigeria		12	31	20	41	29	
Red Sea*				1			
Senegal				1			
Sierra Leone				4		1	
Somalia				4	1		
South Africa			1				
The Congo		2	5	1			
Togo			1		1	2	
REST OF WORLD		Oman			1		
REST OF WORLD	Papua New Guinea	1					
REST OF WORLD	Yemen		1	1			
Subtotal for nine months		190	141	121	156	119	
Total at year end		246	191	179	201		

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

CHART A: The following six locations contributed to 63% of the total attacks reported in the period January – September 2019

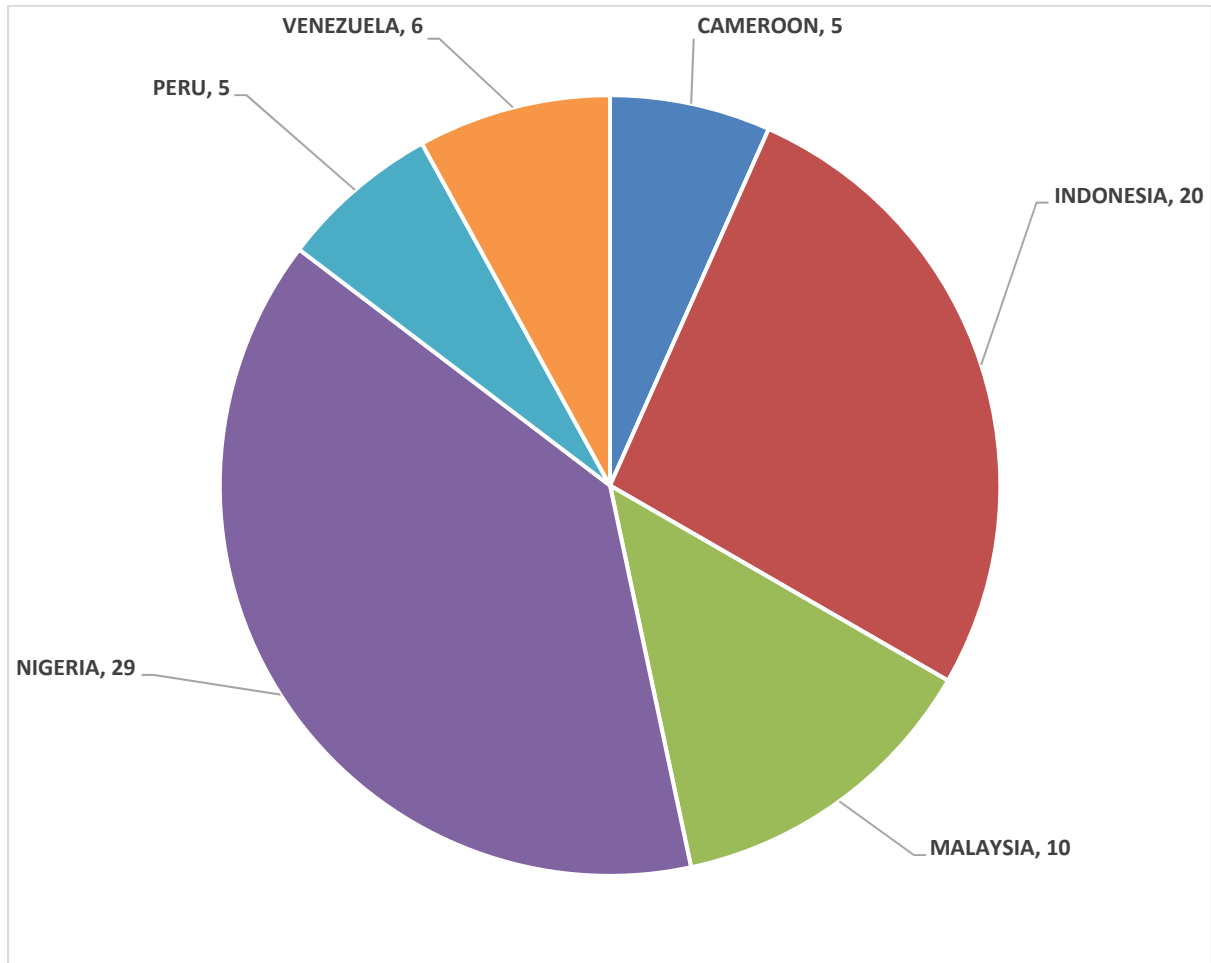


CHART B: Monthly comparison of incidents during January – September 2019

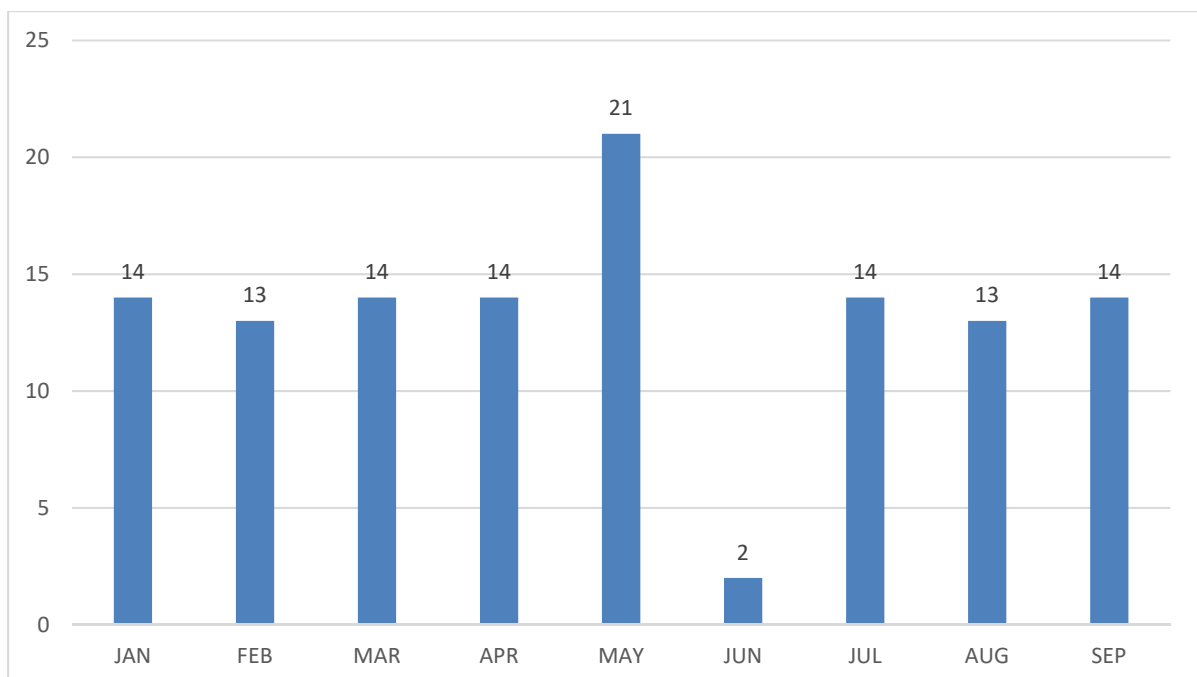


CHART C: Total incidents as per Regions of the world January – September 2019

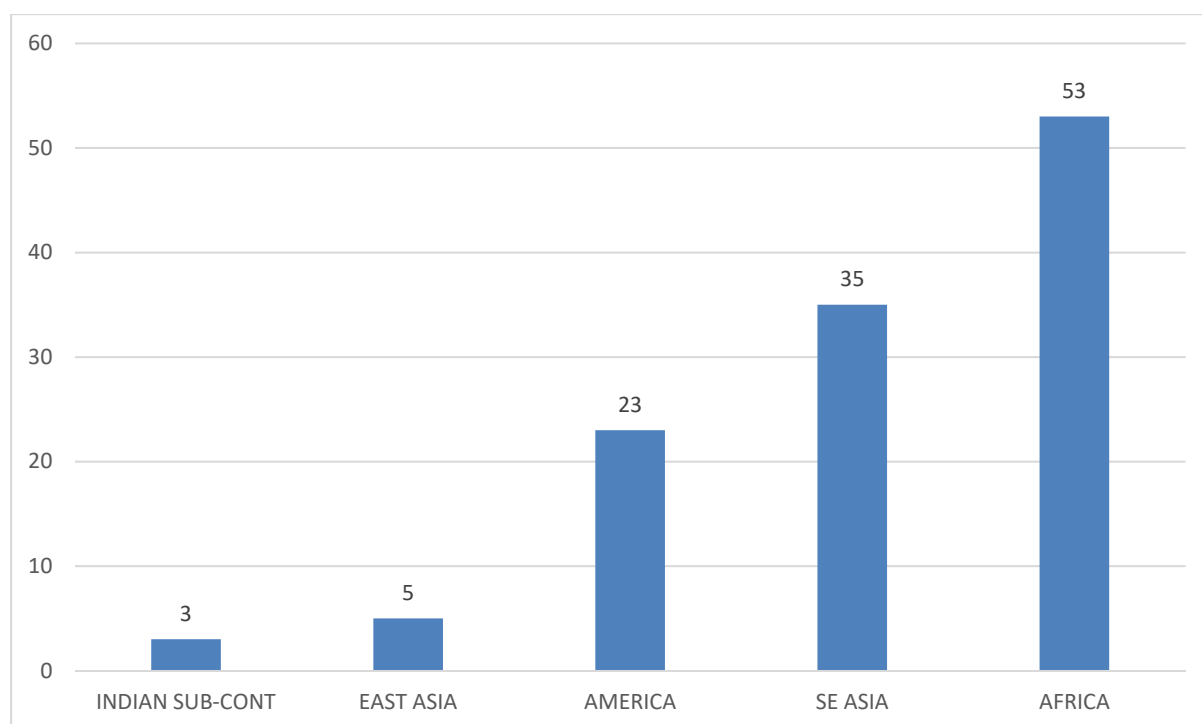


TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – September 2019

Location	Actual attacks		Attempted attacks	
	Boarded	Hijacked	Attempted	Fired Upon
SE ASIA Indonesia	17		3	
Malaysia	10			
Philippines	2		2	
Singapore Straits	1			
EAST ASIA China	3			
Vietnam	2			
INDIAN SUB CONT India	3			
AMERICAS Brazil	2			
Colombia	2		1	
Dominican Republic	1			
Ecuador	1		1	1
Haiti	1			
Mexico	1			
Panama	1			
Peru	4		1	
Venezuela	5		1	
AFRICA Benin	1			
Cameroon	5			
Democratic Rep. of Congo	1			
Equatorial Guinea	1	1		
Ghana	3			
Guinea	2			

Ivory Coast	1			
Kenya	1			
Liberia	2			
Morocco	1			
Mozambique	2			
Nigeria	17	2	1	9
Sierra Leone	1			
Togo	1	1		
Sub total	95	4	10	10
Total	119			

TABLE 3: Ports and anchorages, with three or more reported incidents, January – September 2019

Country	Location	01.01.2019 to 30.09.2019
Cameroon	Douala	4
Indonesia	Belawan	3
Indonesia	Taboneo	3
Indonesia	Tg. Priok / Jakarta	3
Malaysia	Bandar Penawar	4
Nigeria	Lagos	11
Peru	Callao	5
Venezuela	Puerto Jose	4

TABLE 4: Status of ships during ACTUAL attacks, January – September 2019

Location	Anchored	Berthed	Steaming
SE ASIA Indonesia	8	6	3
Malaysia	5	1	4
Philippines	2		
Singapore Straits			1
EAST ASIA China	3		
Vietnam		2	
INDIAN SUB CONT India	2	1	
AMERICAS Brazil	2		
Colombia	2		
Dominican Republic	1		
Ecuador			1
Haiti		1	
Mexico	1		
Panama	1		
Peru	4		
Venezuela	5		
AFRICA Benin			1
Cameroon	3	1	1
Democratic Rep. of Congo	1		
Equatorial Guinea			2

Ghana	3		
Guinea	2		
Ivory Coast	1		
Kenya		1	
Liberia	1	1	
Morocco		1	
Mozambique	2		
Nigeria	10	3	6
Sierra Leone	1		
Togo	1		1
Sub total	61	18	20
Total	99		

TABLE 5: Status of ships during ATTEMPTED attacks, January – September 2019

Location		Anchored	Berthed	Steaming
SE ASIA	Indonesia	3		
	Philippines	1		1
AMERICAS	Colombia			1
	Ecuador			2
	Peru	1		
	Venezuela	1		
AFRICA	Nigeria	1		9
Sub total		7		13
Total		20		

TABLE 6: Types of arms used during attacks, January – September 2015 – 2019

Types of Arms	2015	2016	2017	2018	2019
Guns	29	40	39	37	35
Knives	73	30	29	25	23
Other weapons	6	2	2	4	5
Not stated	82	69	51	90	56
Sub total	190	141	121	156	119
Total at year end	246	191	179	201	

TABLE 7: Comparison of the type of attacks, January – September 2015 – 2019

Category	2015	2016	2017	2018	2019
Attempted	21	15	11	32	10
Boarded	154	111	92	107	95
Fired upon		10	13	13	10
Hijack	15	5	5	4	4
Sub total	190	141	121	156	119
Total at year end	246	191	179	201	

TABLE 8: Types of violence to crew, January – September 2015 – 2019

Types of violence	2015	2016	2017	2018	2019
Assaulted	14	5	5		3
Hostage	266	110	80	112	49
Injured	13	6	3	6	6
Kidnap	10	49	49	39	70
Killed	1		2		1
Threatened	5	5	4	7	4
Sub total	309	175	143	164	133
Total at year end	333	236	191	241	

TABLE 9: Type of violence to crew by location, January – September 2019

Location	Assault	Hostage	Injured	Kidnap	Killed	Threat
SE ASIA Indonesia	2	3	1			1
Malaysia				13		2
AMERICAS Ecuador		2				
Panama			1		1	
Peru	1	1				
Venezuela		1				1
AFRICA Benin				6		
Cameroon				23		
Guinea		23	1			
Nigeria		12	2	25		
Sierra Leone			1			
Togo		7		3		
Sub total	3	49	6	70	1	4
Total	133					

TABLE 10: Types of arms used by geographical location, January – September 2019

Locations	Guns	Knives	Other Weapons	Not Stated
S E ASIA Indonesia	1	7	1	11
Malaysia	2	2		6
Philippines			1	3
Singapore Straits				1
EAST ASIA China			1	2
Vietnam		1		1
INDIAN SUB India				3
AMERICAS Brazil		2		
Colombia				3
Dominican Republic				1
Ecuador	2			1
Haiti	1			
Mexico		1		

	Panama	1			
	Peru		1	1	3
	Venezuela		2		4
AFRICA	Benin	1			
	Cameroon	4			1
	Democratic Rep. of Congo		1		
	Equatorial Guinea	2			
	Ghana				3
	Guinea	2			
	Ivory Coast		1		
	Kenya		1		
	Liberia		2		
	Morocco				1
	Mozambique		1		1
	Nigeria	17		1	11
	Sierra Leone		1		
	Togo	2			
Sub total		35	23	5	56
Total		119			

TABLE 11: Types of ships attacked, January – September 2015 – 2019

Type	2015	2016	2017	2018	2019
Bulk Carrier	65	36	24	51	30
Cable Ship	1				
Cement Carrier			1		
Container	22	9	14	13	12
Dhow			2		
Dredger		1			
Drilling Rig				1	
General Cargo	10	5	9	6	7
Heavy Lift Vessel		3		1	
Heavy Load Carrier					1
Hopper Dredger	1				
Landing Craft					1
Maintenance Pontoon					1
Offshore Support Vessel		1	1	2	1
Ore Carrier		1		1	
Passenger Ship / Boat	1				
Pipe Lay Barge	1	4			
Pleasure Craft					1
Refrigerated Ship	2		2	6	
Research Ship		2	2		
RO-RO				2	
Supply Ship	2	3	6	2	2
Tanker Asphalt / Bitumen		1	1	1	
Tanker Bunkering	1		1		
Tanker Chem / Product	51	44	33	41	32

Tanker Crude Oil	15	11	11	12	15
Tanker FPSO / FSO	2				
Tanker LNG		1	2	1	2
Tanker LPG	3	5	7	1	4
Trawler / Fishing	2		1	5	3
Offshore Tug / Tug & Barge	7	12	4	10	5
Vehicle Carrier	1	2			1
Wood Chips Carrier	2				
Yacht / Sailing Vessel	1				1
Sub total	190	141	121	156	119
Total at year end	246	191	179	201	

CHART D: Types of ships attacked, January – September 2019

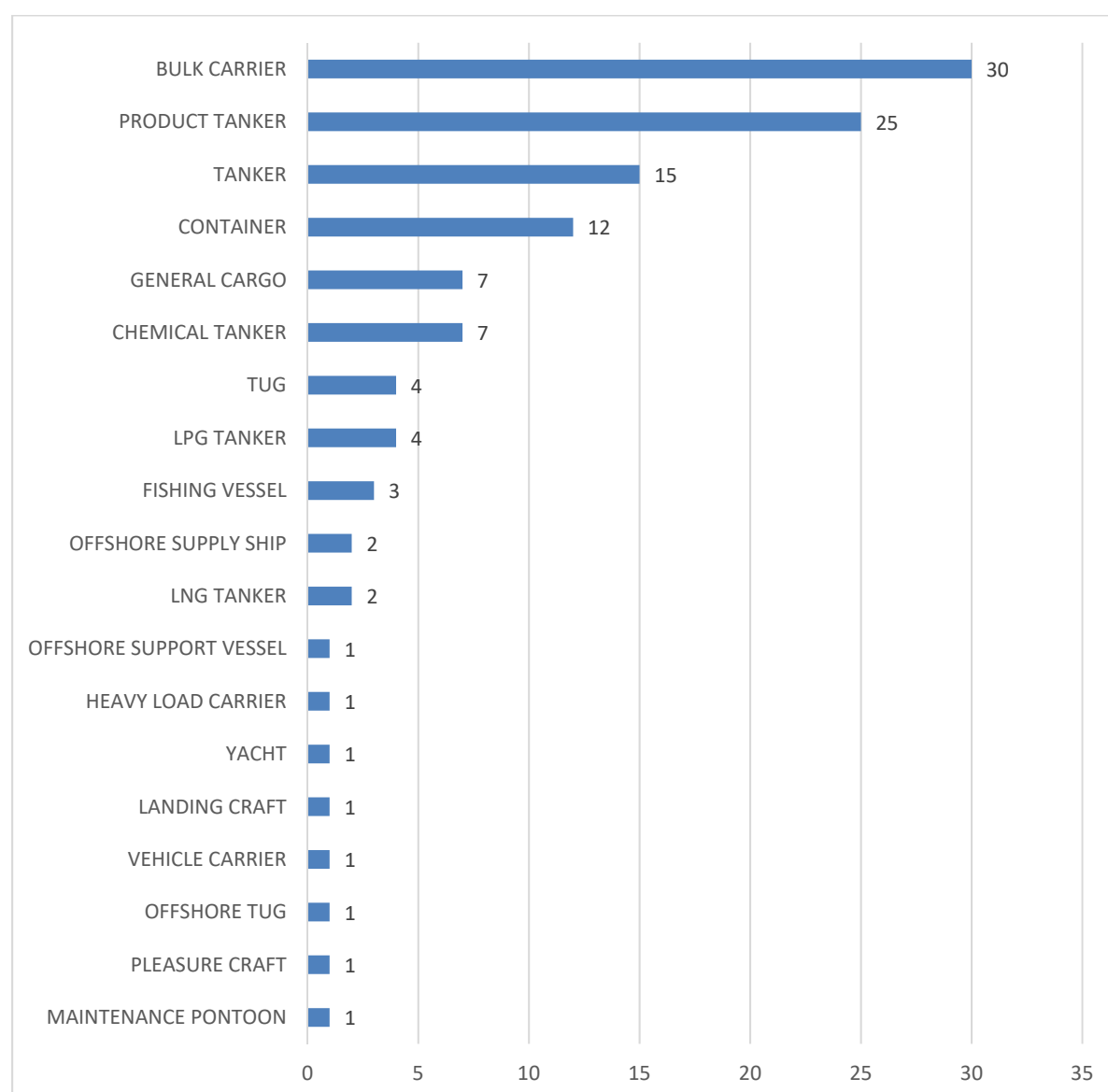
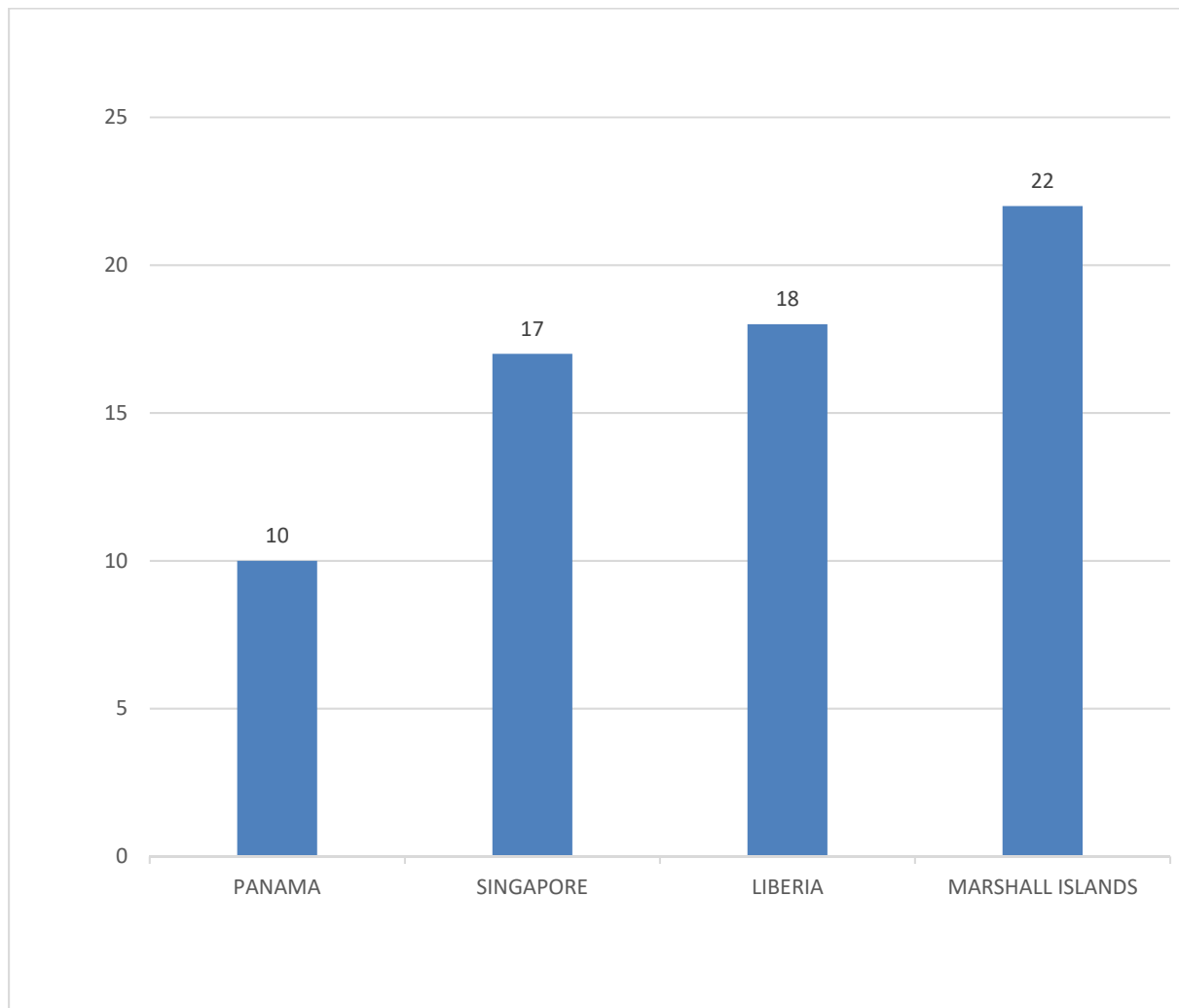


TABLE 12: Nationalities of ships attacked, January - September 2015 – 2019

Flag State	2015	2016	2017	2018	2019
Antigua and Barbuda	6		2	2	2
Australia	1				1
Bahamas	3	4	5	7	3
Bangladesh		1			
Barbados				2	1
Belgium	1				
Belize	1	1			
Bermuda			1		1
Cameroon					1
Cayman Island					1
Chile				1	
China				2	2
Cook Islands	1	1		1	
Croatia		1			
Curacao	1	1			
Cyprus	5	2	3	3	1
Denmark	1	1	1		
Egypt	1				
Ethiopia		1			
France	1				1
Germany					1
Ghana	1			2	
Greece	3	2			1
Hong Kong (SAR)	18	7	6	13	6
India	1	2	2	1	
Indonesia	2	2	1	1	1
Iran	1				
Isle of Man	2	2	1	2	3
Italy				3	
Japan		1			
Korea South	1				1
Liberia	22	14	13	15	18
Luxemburg	1	1		2	
Madeira		1			
Malaysia	12	4	3	5	3
Malta	8	3	5	6	8
Marshall Islands	28	31	19	30	22
Mongolia				1	
Netherlands		2	1	3	2
Nigeria	2	4	2	1	4
Niue					1
Norway	1	3	3	1	
Palau					1
Panama	31	31	20	21	10
Papua New Guinea	1				
Philippines			2	1	
Portugal	1				1
Russia				1	

Saudi Arabia	1	1	1	1	1
Sierra Leone			1		
Singapore	25	15	18	26	17
Spain			1		
Sri Lanka			1		
Switzerland				1	1
Thailand	4		3		
Togo					1
Turkey		1			1
Tuvalu			1		
United Kingdom		1	1		
Vanuatu	1				1
Vietnam	1		3		
Not Stated			1	1	
Sub total	190	141	121	156	119
Total at year end	246	191	179	201	

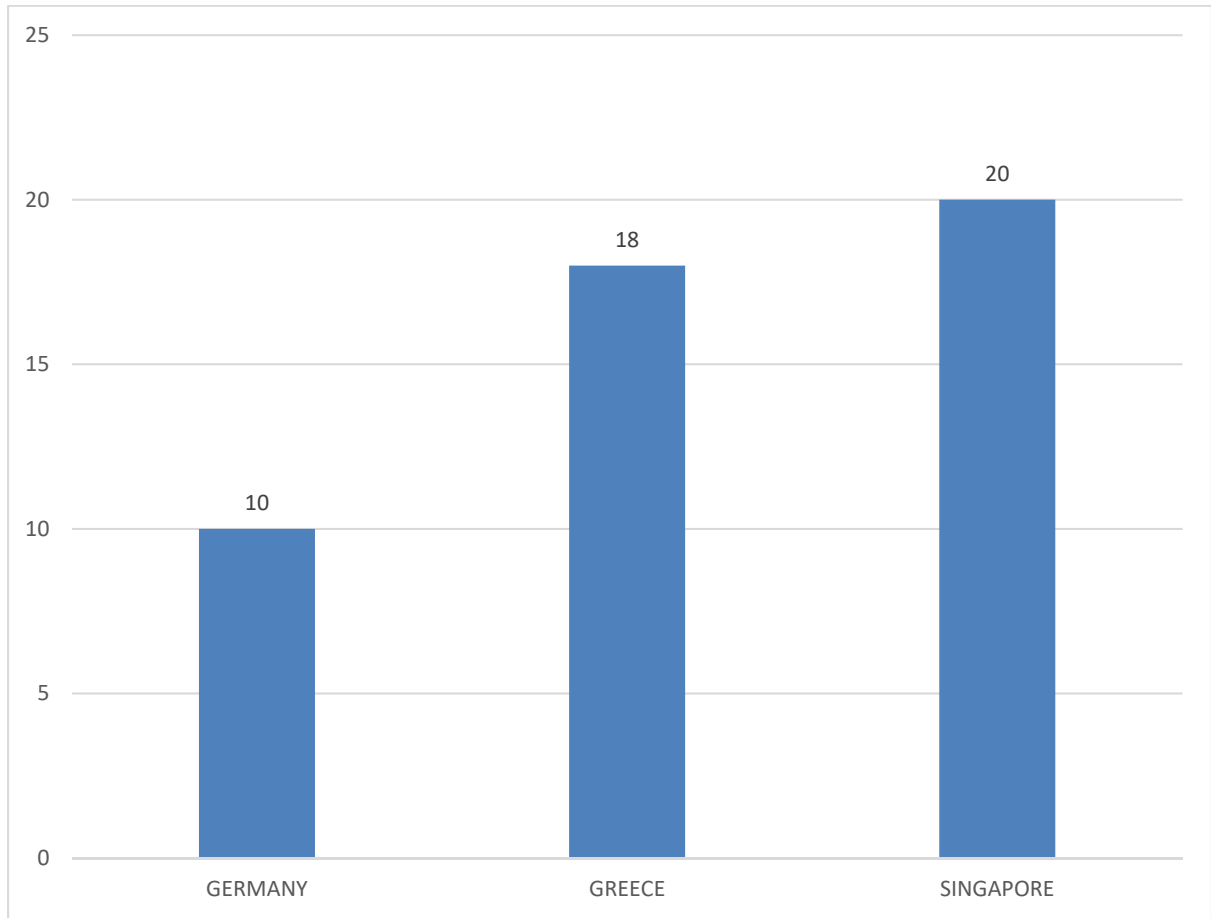
CHART E: Flag States whose vessels attacked nine or more times January – September 2019



**TABLE 13: Countries where victim ships were controlled or managed:
January – September 2019**

Country	No of Ships
Austria	1
Bahamas	2
Benin	1
Cameroon	1
Canada	2
China	4
Denmark	7
France	1
Germany	10
Greece	18
Hong Kong	7
India	7
Isle of Man	2
Japan	1
Korea South	2
Latvia	1
Malaysia	3
Netherlands	4
New Zealand	1
Nigeria	3
Norway	1
Oman	1
Portugal	1
Romania	2
Singapore	20
Switzerland	4
Turkey	2
UAE	5
United Kingdom	5
Total	119

**CHART F: Managing countries whose vessels attacked nine or more times
January – September 2019**



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

From 1 January to 30 September 2019, no incidents reported to the IMB PRC for 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 BMP 5 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 retain the capability and capacity to carry out incidents.

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 normally target ships at anchor. Most incidents reported are at Chittagong anchorages and approaches. Incidents in Bangladesh have fallen significantly over the past few years because of the efforts by the Bangladesh Authorities.

Indonesia: Tanjung Priok – Jakarta, Batu Ampar/Batam anchorage and surrounding waters. Pirates / robbers are normally armed with guns / knives and / or machetes. Generally, be vigilant in other areas. Many incidents may have gone unreported. Pirates / robbers normally attack vessels during the night. When spotted and alarm is sounded, the pirates / robbers usually escape without confronting the crew. Therefore, a strict anti-piracy watch is recommended.

Recent meetings and continued dialog between the Indonesian Marine Police (IMP) and the IMB PRC resulted in positive actions by the Indonesian Authorities which have so far brought incidents down. With the assistance and actions of the IMP, the incidents appear to be decreasing each quarter.

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

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

Malacca Straits: Although the number of incidents has dropped substantially (2016, 2017 and 2018 recorded zero incidents) 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. Currently, there are no indications as to how long these patrols will continue or reduce. In some cases, incidents may have gone unreported.

Malaysia: Bandar Penawar, Johor - vessels attacked at anchorage. Off Tanjung Piai – vessels attacked while underway.

In / off Eastern Sabah – Militant activities resulting in a number of tugs / barges / fishing vessels being attacked and crews kidnapped. There were two kidnapping incidents last year and two this year off Tambisan, Sabah. The local Authorities have beefed up patrols. The IMB PRC is monitoring the situation. Merchant vessels are also at risk.

Ships are advised to take precautionary measures and maintain strict anti-piracy watch and measures. 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 incidents locations issued by the Philippines and Malaysian Intel.

Philippines: Pirates/Militants in the southern Philippines conduct incidents on vessels in/off Sibutu passage / off Sibutu island / Tawi Tawi / Sulu sea / Celebes sea / off eastern Sabah. They attacked tugs/barges/ fishing vessels/yachts/merchant ships to rob and kidnap crews for ransom.

These kidnappings by militants have stopped since March 2017. In 2018 there were two incidents where crews were kidnapped off Sabah and two this year where small vessels like tugs and fishing boats were targeted. These kidnappers are believed to be affiliated to the ASG.

Vessels are advised to take precautionary measures and maintain strict anti-piracy watch and measures. 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 incidents locations issued by the Philippines Intel.

Batangas/Tabangas – Be vigilant. A number of past and recent incidents/robberies have been recorded.

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

South China Sea: Although incidents 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 occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend started in April 2014, but the hijackings stopped abruptly in late 2015. The IMB is monitoring the situation. It has been reported that some criminals have been arrested by local Authorities both in Malaysia and in Indonesia.

There were three incidents reported in 2017 where two tankers were hijacked off Kuantan / Off Pulau Aur / East coast Malaysia.

AFRICA AND RED SEA

Benin (Cotonou): Incidents have increased at Benin anchorage. Last year, within a period of several weeks, five incidents were reported at Benin anchorage. One attack has been reported in 2019 where six crew were kidnapped. In the past, ships especially gas oil tankers are targeted

and forced to sail out of Benin anchorage. These tankers were hijacked and later released days after. It is believed that ransom was paid for their release.

Past incidents showed that the pirates / robbers in this area are well armed and violent. In some cases, ships have been fired upon. The pirates forced masters to sail to unknown locations where the ship's properties and sometimes part cargo is stolen (gas oil). Crewmembers have been injured in the past.

Cameroon (Idenao / Douala): Incidents are increasing. Latest Warning issued showed kidnapping of crews at Anchorage.

Equatorial Guinea: Two incidents occurred around 40nm from Luba involving hijacking and the other boarded with criminal intentions.

Ghana (Takoradi): Robberies have been reported at the anchorages.

Guinea (Conakry): Robberies have been reported at the anchorages.

Ivory Coast (Abidjan): Incidents dropped but remains risky.

Nigeria (Lagos, Off Bayelsa / Brass / Bonny Island / Port Harcourt): Pirates / robbers are often well armed, violent and have attacked and hijacked / robbed ships / kidnapped crews along / far from the coast, rivers, anchorages, ports and surrounding waters. In the past, incidents reported up to about 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. A number of crewmembers were also injured and kidnapped in these incidents. Generally, all waters in / off Nigeria remain risky. Vessels are advised to be vigilant, as many incidents may have gone unreported. Incidents continue to rise substantially especially kidnapping of crews for ransom. Vessels are advised to take additional measures in these high risk waters.

Togo (Lome): Incidents have dropped to zero for 2017 and one attack off Togo for 2018 and two in 2019. The area remains at risk. In the past, pirates / robbers in this area are well armed, violent and dangerous. Incidents can occur at anchorages and off the coast and usually at night. Some past incidents 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: In 2018, three vessels have reported being fired upon in this region. Although the opportunity for incidents has reduced, the Somali pirates continue to possess the capability and capacity to carry out incidents. All merchant ships are advised to adhere to the latest recommendations in BMP5, 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 incidents still exists in the waters off the 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, RPGs and sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows. Masters and

ship owners are encouraged to register and report their vessels as per the BMP5 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. Keeping in mind the warnings and alerts for the area, an early sighting / detection of an approaching skiff will enable an accurate assessment, allowing the Master 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.

Vessels transiting in / off Yemen: Security risk due to civil war in Yemen (not piracy related)
Vessels transiting Strait of Hormuz / Gulf of Oman / Off Iran – Two incidents involving explosions on tanker reported. (not piracy related).

SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS

Haiti: Port Au Prince

Peru (Callao): Robbery incidents continuing. Maintain vigilant watch and anti-piracy measures.

Venezuela (Puerto La Cruz / Puerto Jose): Robbery incidents still occurring. Ships are reminded to maintain strict anti-piracy watch and measures especially at anchor.

Reporting of incidents

All incidents (actual and attempted) and suspicious sightings should be reported to local authorities, flag states and to the IMB Piracy Reporting Centre as per IMO Cir 1334. Ships are advised to maintain strict anti-piracy watches and measures especially in high risk waters.

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.

TRENDS

A total of 119 incidents of Piracy and Armed Robbery Against Ships have been referred to the IMB Piracy Reporting Centre (PRC) in 2019. This compares to 156 incidents for the corresponding third quarter in 2018.

The 2019 incidents are broken down as 95 vessels boarded, 10 vessels fired upon, 10 attempted attacks and four vessels hijacked – with one vessel hijacked in the last quarter.

Whilst the drop in overall numbers is welcome, the number of incidents involving the use of guns and knives remains almost constant year on year. The IMB PRC remains concerned over continued threats to the safety and security of seafarers.

The number of crew taken hostage has reduced from 112 in 2018 to 49 in 2019. Conversely, the number of crew kidnapped from their vessels has increased from 39 in 2018 to 70 in 2019, a significant increase.

As a region, the Gulf of Guinea accounts for 86% of those crew taken hostage and for almost 82% of the crew kidnappings globally. In July a general cargo vessel was hijacked approximately 120nm SW from Brass. Ten crew members were kidnapped from the vessel and released four weeks later. In August a bulk carrier and a general cargo vessel were boarded within hours of each other at Douala anchorage, Cameroon and a total of 17 crew were kidnapped from the vessels. Within six weeks all kidnapped crew were released. This incident demonstrates the range of piracy activity in the Gulf of Guinea and that all types of ships are vulnerable to attack. Lagos recorded 11 incidents in 2019, the highest number for any port.

In East Africa, no incidents have been reported for Somalia in 2019. IMB continues to urge masters however to maintain high levels of vigilance when transiting these waters and to follow the latest BMP recommendations.

Elsewhere, the number of mainly low-level reports for Indonesia has dropped from 31 in 2018 to 20 in 2019.

Since 1991, IMB's 24-hour manned Piracy Reporting 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 charge, has helped the response against piracy and armed robbery and the security of seafarers, globally.

IMB continues to urge shipmasters and owners and other maritime interests 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 this crime. As an independent, non-commercial, and apolitical organization, IMB provides transparent statistics, which acts as a catalyst to achieve this goal.

OBSERVATIONS

Narrations of the 119 incidents for 01 January to 30 September 2019 are listed on pages 27 to 49. The following serious incidents, in chronological sequence are described in more detail.

Benin:

On 02 January 2019, a Panamanian flagged Container ship MV MSC Mandy was attacked by armed pirates while underway at position Latitude 05:28 North and Longitude 002:21 East, around 55nm south of Cotonou, Benin at approximately 0001 UTC. Pirates successfully attacked and boarded the ship and kidnapped six crew members and escaped. The remaining crew sailed the ship to a safe port. On 01.02.2019, the six kidnapped crew members were released safely.

Cameroon:

On 30 March 2019, a Liberian flagged Container ship was attacked by armed persons while at anchor at position 03:53 North and Longitude 009:30 East, around 15nm SW of Douala Cameroon at approximately 1910 UTC. The armed persons attacked and boarded the ship and kidnapped four crew members and escaped. The remaining crew sailed the ship to Douala port. Authorities are investigating.

On 15 August 2019, a Liberia flagged Bulk Carrier was attacked by armed persons while anchored at position Latitude 03:52.40 North and Longitude 009:31.12 East at Douala Anchorage, Cameroon at approximately 0118 UTC. Armed persons attacked and boarded the vessel successfully at anchorage. They stole crew and ship properties and escaped. The Cameroon Navy dispatched a patrol boat to the area. When the crew emerged from hiding, it was reported that nine crews were kidnapped. On 25.09.2019, all nine kidnapped crews were safely released.

On 15 August 2019, an Antigua and Barbuda flagged General Cargo vessel was attacked by armed persons while anchored at position Latitude 03:52 North and Longitude 009:31 East at Douala Anchorage, Cameroon at approximately 0230 UTC. Armed persons attacked and boarded the vessel successfully at anchorage. The Cameroon Navy dispatched a patrol boat to the area. When the crew emerged from hiding, it was reported that eight crews were kidnapped. On 20.09.2019, all eight kidnapped crews were safely released.

On 13 September 2019, a Cameroon Fishing vessel was attacked by armed persons while underway at position Latitude 04:10.26 North and Longitude 008:55.38 East around 4.5 nm SW of Idenao, Cameroon at approximately 2200 UTC. Eight persons in a speedboat attacked and successfully boarded the Fishing Vessel conducting fishing operations. They kidnapped two crew members and escaped. Cameroon Navy notified and investigations are ongoing.

Equatorial Guinea:

On 05 May 2019, a Nigerian flagged Tug TB Charis was hijacked by armed pirates while underway at position Latitude 03:04 North and Longitude 007:59 East, around 41nm SW of Luba, Equatorial Guinea at approximately 1200 UTC. All crew taken hostage. The pirates used the tug to attack and board another ship. Incident reported to authorities. A Spanish and Equatorial Guinean Naval vessel responded resulting in both ships being released.

On 05 May 2019, a Malta flagged Heavy Load Carrier MV Blue Marlin was attacked and boarded by armed pirates while underway at position Latitude 03:03.2 North and Longitude 007:52.3 East, around 48nm SW of Luba, Equatorial Guinea at approximately 1216 UTC.

Pirates onboard a previously hijacked tug approached and boarded the ship underway. Alarm sounded, and the crew retreated into the citadel. Regional Authorities notified. A nearby Spanish Naval vessel and the Equatorial Guinean Navy responded to the incident resulting in the pirates escaping. All crew safe. The tug and the ship were escorted by the Equatorial Guinean Navy to a safe port for further investigations.

Malaysia:

On 17 June 2019, a Malaysian flagged Fishing vessel SA/232/5/F was attacked by armed persons while underway enroute from Tambisan to Semporna, Sabah, Malaysia at approximately 1800 UTC. The Malaysian Fishing vessel together with another fishing vessel with a total crew of 16 were intercepted by armed persons resulting in 10 crews being kidnapped. Local Authorities notified, and a search was conducted. Nine crew were released on 21.06.2019. One crew remains missing. Authorities are investigating.

On 23 September 2019, a Malaysian Fishing vessel was attacked by armed kidnappers while underway at position Latitude 05:34.05 North and Longitude 119:07.05 East, around 6.3nm north of Pulau Tambisan, Sabah, Malaysia at approximately 0358 UTC. Seven armed persons in two pump boats, wearing camouflage uniforms and masks approached two fishing vessels. The armed persons boarded the fishing vessels and held all the crews at gunpoint and took their personal belongings, phones and documentation. Before leaving, the armed persons kidnapped three members from one fishing vessel and headed towards Tawi-Tawi islands. Authorities notified and are investigating.

Nigeria:

On 03 February 2019, a Marshall Islands flagged Landing Craft was attacked by armed pirates while underway at position Latitude 02:32.6 North and Longitude 004:47.3 East, around 136nm SW of Brass, Nigeria at approximately 0530 UTC. About five armed pirates in a speedboat chased, fired at and successfully boarded the vessel. They kidnapped three crew members and escaped. The incident was reported to the Nigerian Navy who dispatched a naval boat to assist the vessel. The remaining crew sailed the vessel under naval escort to a safe anchorage. On 01 March 2019, the owner confirmed that the kidnapped crew members were released safely.

On 09 March 2019, a Nigerian flagged Offshore Support Vessel was attacked by armed pirates while underway at position Latitude 03:57.2 North and Longitude 006:39.0 East, around 32nm SE of Brass, Nigeria at approximately 1115 UTC. Pirates armed with machine guns in two speed boats attacked the support vessel. The Captain immediately notified the naval escort security boat which manoeuvred to engage the attackers. One speed boat closed in from port side of the vessel and crossed the bow while the other speed boat exchanged gun fire with the security boat. An alarm was raised, and all crews proceeded to the Engine Room. All electrical power shut down. The pirates boarded the vessel with the aid of an elongated ladder. They broke into the accommodation, vandalized the cabins and took crew belongings and the vessel's properties. The pirates then proceeded to the Engine Room, kidnapped five men and escaped. The remaining crew sailed the vessel under escort to a safe anchorage. One Nigerian Navy armed guard was reported killed in the exchange of gun fire between the naval security boat and the pirates. Investigations are ongoing.

On 05 April 2019, a Nigerian flagged Chemical Tanker MT Maria Soltin was hijacked by armed persons while underway at position Latitude 05:49.10 North and Longitude 003:49.00 East, Lagos Offshore, Nigeria at approximately 2100 UTC. Nine pirates armed with automatic weapons and a RPG boarded the tanker undergoing sea trials. Duty officer raised the alarm and

crew took shelter. The pirates managed to take the duty officer hostage and forced the remaining crew to come out of hiding and muster. They locked all the crew in one cabin, stole crew and ship's property, took the Master hostage and damaged the navigation and communication equipment. On 09 Apr 2019, a Spanish Navy Warship tried to establish communication with the tanker. On receiving no response, the warship approached the tanker, resulting in the pirates escaping. The Master told the naval boarding team that they had been held hostage for four days. After investigations, the naval boarding team disembarked. While continuing on her voyage, the main engines overheated, and the C/E reported an ingress of water into the engine room. Without any communication equipment, the tanker remained adrift for 12 days before being assisted by a fishing boat. The Master then established contact with the Owners who arranged for the tanker to be towed to Ghana where the tanker arrived on 22 April 2019. All 12 crews reported safe.

On 15 April 2019, a Switzerland flagged Product Tanker MT San Padre Pio was attacked by armed persons while anchored at position Latitude 04:28.1 North and Longitude 007:10.1 East, Bonny River Inner Anchorage, Nigeria at approximately 2020 UTC. Four persons in a speed boat armed with automatic weapons approached an anchored tanker. Two persons managed to board the tanker and opened fire towards the accommodation. The onboard Nigerian naval guards returned fire resulting in the persons retreating into their boat and escaping. Alarm raised, PA announcement made, and all 12-crew mustered in the citadel. Bonny Signal Station and Nigerian Navy notified. One guard was injured during the shooting and was given first aid by the crew. Two security boats responded and approached the tanker. The injured guard was transferred to a security boat and taken ashore for medical assistance. Remaining crew safe.

On 19 April 2019, a Palau flagged Product Tanker was attacked by armed persons while anchored at Bonny Outer Anchorage, Nigeria at approximately 1330 UTC. An anchored tanker was boarded by unauthorised persons who kidnapped six crews and escaped. Remaining crew reported safe. Nigerian navy notified, and investigations carried out. The six crew were released unharmed on 26.06.2019.

On 13 July 2019, a Turkey flagged General Cargo vessel was attacked and hijacked by armed pirates while underway at position Latitude 02:58 North and Longitude 004:40 East, around 124nm SW of Brass, Nigeria at approximately 2250 UTC. Armed pirates in two speedboats attacked and successfully boarded and hijacked the vessel. The Owners were unable to contact their vessel and immediately reported to the Nigerian Authorities. The IMB PRC received the information from the Nigerian Authorities and established contact with the Owners. The IMB PRC notified all the Regional Authorities and the Ghana Navy Maritime Ops Centre dispatched a patrol boat to intercept the hijacked vessel. On 15.07.2019, the Ghana Navy Patrol Boat located the vessel and escorted her to a safe port for investigations. It was reported that 10 crew members were kidnapped from the vessel. All 10 kidnapped crew members were safely released on 09.08.2019.

On 17 August 2019, a Liberia flagged LPG Tanker was attacked by armed pirates while underway at position Latitude 03:34.84 North and Longitude 006:40.75 East, around 50nm SE of Brass, Nigeria at approximately 0325 UTC. Armed pirates attacked and successfully boarded the tanker. Alarm sounded and crew mustered in the citadel. Headcount indicated that one crew was missing. Owners and Nigerian Navy notified and a naval patrol boat was dispatched. After the Nigerian naval team boarded the tanker and confirmed that no pirates were onboard, the crews emerged from the citadel. One crew member was missing and believed kidnapped and the pirates also stole ship's and crew's personal effects and damaged bridge window and door.

Togo:

On 03 March 2019, a Malta flagged Product Tanker MT Histria Ivory was attacked by armed pirates while underway at position Latitude 05:52 North and Longitude 001:24 East, around 17nm SSE of Lome, Togo at approximately 1940 UTC. Armed pirates attacked and successfully boarded the tanker. An alarm was raised, and all crews mustered into the citadel. On taking the headcount, four crews were identified as missing. Upon receiving a MAYDAY message from the Master, the IMB PRC immediately informed and liaised with the Togo Authorities. A naval patrol boat was dispatched to assist the tanker. The IMB PRC continued to liaise with the Authorities and the Owners until the naval patrol boat arrived at the location of the tanker. The crews then emerged from the citadel. On searching the tanker, one crew member was found hiding in a compartment. The tanker was escorted to Lome anchorage for further investigations. Three crew members remain missing and believed kidnapped by pirates.

On 12 May 2019, a Togo flagged Chemical Tanker MT G Dona 1 was attacked and hijacked by armed persons while anchored at Lome Anchorage, Togo at approximately 0100 UTC. Armed persons boarded and hijacked an anchored tanker with her crew. The Togo Navy received a call from the Owners that their tanker had been attacked. Togo Navy immediately responded by dispatching patrol boats to investigate and intercepted the tanker 25nm from the anchorage area. The armed persons were captured and handed over to the relevant Authorities. All crew reported safe.