



**ICC INTERNATIONAL MARITIME BUREAU**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS**

**REPORT FOR THE PERIOD OF**

**1 January – 30 June 2018**

**WARNING**

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**July 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 30 June 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 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 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 June 2018, received reports of 107 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 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.*

## **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
- 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))

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

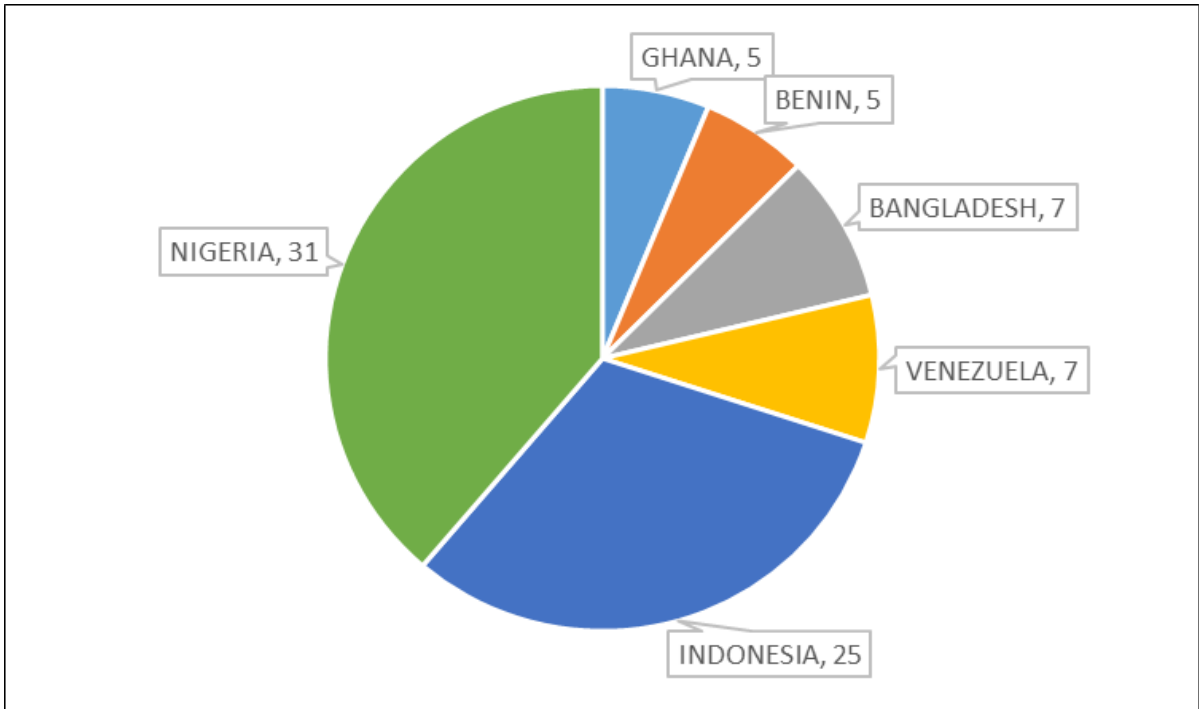
- Africa Risk Compliance Ltd (ARC)
- Bergen Risk Solutions
- European Union

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

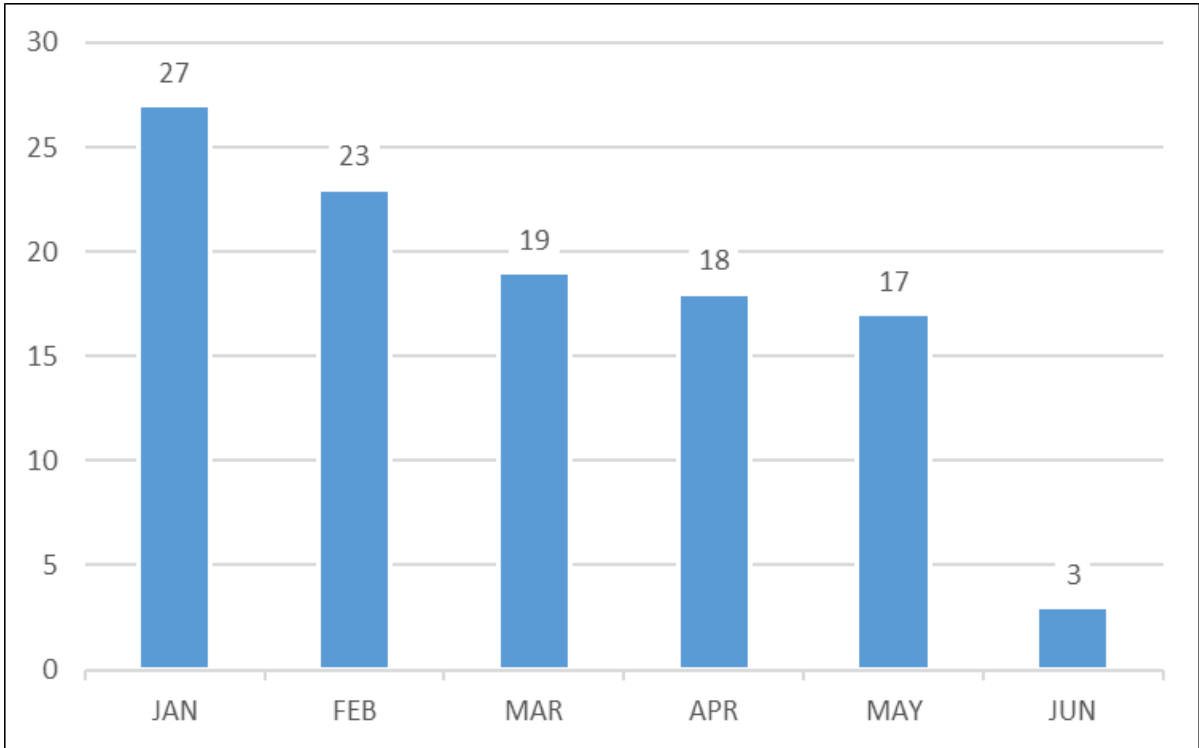
	<b>Location</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>SE ASIA</b>	Indonesia	47	54	24	19	25
	Malacca Straits	1	3			
	Malaysia	9	11	4	3	2
	Philippines	2	4	3	13	3
	Singapore Straits	6	6		1	
	Thailand		1			
<b>EAST</b>	China			5	1	2
<b>ASIA</b>	Vietnam	1	13	3		2
<b>INDIAN</b>	Bangladesh	10	11	2	5	7
<b>SUB CONT</b>	India	4	4	13	1	2
<b>AMERICAS</b>	Brazil	1				2
	Colombia	1	2	2	2	
	Ecuador				1	1
	Guyana			1	1	
	Haiti		1			3
	Peru			4	2	3
	Venezuela			2	6	7
<b>AFRICA</b>	Angola	1		1	1	
	Benin					5
	Cameroon	1				2
	Democratic Rep. of Congo		1	2		1
	Gabon	1				
	Ghana	2	2			5
	Guinea		3			1
	Gulf of Aden*	4		1	2	1
	Ivory Coast	1	1	1	1	
	Kenya		1	2	1	
	Liberia	1	1			
	Mozambique		1		1	
	Nigeria	10	11	24	13	31
	Red Sea*	2			1	
	Sierra Leone	1			4	
	Somalia	3			4	1
	South Africa			1		
	Tanzania	1				
	The Congo	3	2	1	1	
	Togo	2		1		1
<b>REST</b>	Iran				1	
<b>OF</b>	Oman	1			1	
<b>WORLD</b>	Papua New Guinea		1			
	Yemen			1	1	
<b>Subtotal for six months</b>		<b>116</b>	<b>134</b>	<b>98</b>	<b>87</b>	<b>107</b>
<b>Total at year end</b>		<b>245</b>	<b>246</b>	<b>191</b>	<b>179</b>	

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

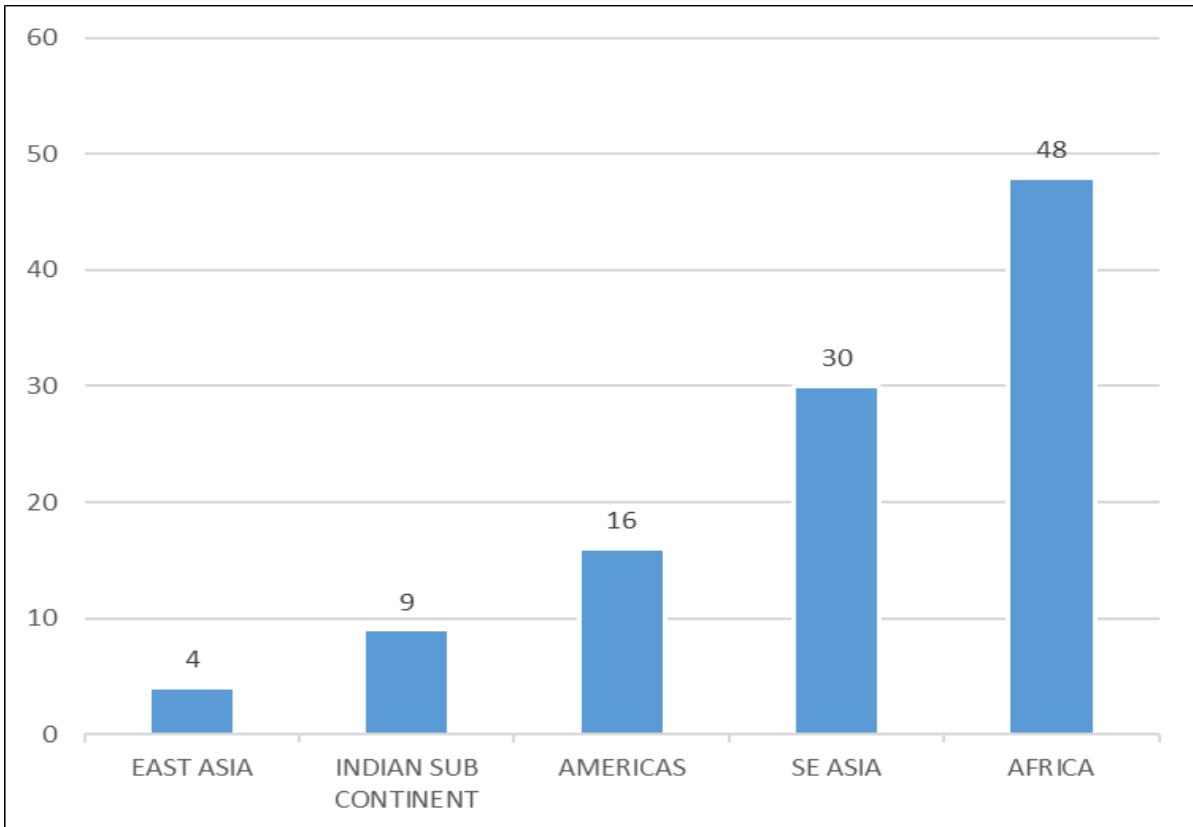
**CHART A: The following six locations contributed to 75% of the total of 106 incidents reported in the period January – June 2018**



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



**CHART C: Total incidents as per Regions of the world January – June 2018**





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

		Actual attacks		Attempted attacks	
Location		Boarded	Hijacked	Attempted	Fired Upon
<b>SE ASIA</b>	Indonesia	19		6	
	Malaysia	1		1	
	Philippines	1		1	1
<b>EAST ASIA</b>	China			2	
	Vietnam	2			
<b>INDIAN SUB</b>	Bangladesh	5		2	
<b>CONTINENT</b>	India	1		1	
<b>AMERICAS</b>	Brazil	2			
	Ecuador	1			
	Haiti	3			
	Peru	3			
	Venezuela	4		3	
	<b>AFRICA</b>	Benin	3	2	
	Cameroon	1		1	
	Democratic Rep. of Congo	1			
	Ghana	4	1		
	Guinea			1	
	Gulf of Aden				1
	Nigeria	18	1	4	8
	Somalia				1
	Togo			1	
<b>Sub total</b>		<b>69</b>	<b>4</b>	<b>23</b>	<b>11</b>
<b>Total</b>		<b>107</b>			

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

Country	Location	01.01.2018 to 30.06.2018
Bangladesh	Chittagong / Kutubdia	7
Benin	Cotonou	5
Ghana	Takoradi	4
Haiti	Port Au Prince	3
Indonesia	Muara Berau	11
Indonesia	Pulau Bintan	3
Nigeria	Lagos	14
Peru	Callao	3
Venezuela	Puerto Jose	4
Venezuela	Puerto La Cruz	3

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

<b>Location</b>	<b>Anchored</b>	<b>Berthed</b>	<b>Steaming</b>	<b>Not Stated</b>
<b>SE ASIA</b> Indonesia	16		3	
Malaysia			1	
Philippines	1			
<b>EAST ASIA</b> Vietnam	2			
<b>INDIAN SUB</b> Bangladesh	5			
<b>CONTINENT</b> India			1	
<b>AMERICAS</b> Brazil	2			
Ecuador	1			
Haiti	3			
Peru	3			
Venezuela	4			
<b>AFRICA</b> Benin	5			
Cameroon				1
Democratic Rep. of Congo		1		
Ghana	4		1	
Nigeria	10	4	5	
<b>Sub total</b>	<b>56</b>	<b>5</b>	<b>11</b>	<b>1</b>
<b>Total</b>	<b>73</b>			

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

<b>Location</b>	<b>Anchored</b>	<b>Berthed</b>	<b>Steaming</b>
<b>SE ASIA</b> Indonesia	6		
Malaysia			1
Philippines			2
<b>EAST ASIA</b> China	2		
<b>INDIAN SUB</b> Bangladesh	2		
<b>CONTINENT</b> India	1		
<b>AMERICAS</b> Venezuela	3		
<b>AFRICA</b> Cameroon		1	
Guinea		1	
Gulf of Aden			1
Nigeria	1		11
Somalia			1
Togo			1
<b>Sub total</b>	<b>15</b>	<b>2</b>	<b>17</b>
<b>Total</b>	<b>34</b>		

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

Type of Arms	2014	2015	2016	2017	2018
Guns	30	26	31	29	29
Knives	38	54	15	23	17
Other weapons	2	3	2	2	2
Not stated	46	51	50	33	59
<b>Sub total</b>	<b>116</b>	<b>134</b>	<b>98</b>	<b>87</b>	<b>107</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 – June 2014 – 2018**

Type of Attack	2014	2015	2016	2017	2018
Attempted	21	15	12	8	23
Boarded	78	106	72	63	69
Fired upon	7	-	9	12	11
Hijack	10	13	5	4	4
<b>Sub total</b>	<b>116</b>	<b>134</b>	<b>98</b>	<b>87</b>	<b>107</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 – June 2014 – 2018**

Type of Violence	2014	2015	2016	2017	2018
Hostage	200	250	64	63	102
Kidnapped	5	10	44	41	25
Threatened	6	5	3	4	6
Assaulted		14	3		
Injured	4	9	4	3	3
Killed	2	1		2	
<b>Sub total</b>	<b>217</b>	<b>289</b>	<b>118</b>	<b>113</b>	<b>136</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 – June 2018**

Location	Hostage	Kidnap	Threatened	Injured
<b>SE ASIA</b> Indonesia	1		2	
<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		
Democratic Rep. of Congo			1	
Ghana	44	3		
Nigeria	10	17		2
<b>Sub total</b>	<b>102</b>	<b>25</b>	<b>6</b>	<b>3</b>
<b>Total</b>	<b>136</b>			

**TABLE 10: Total incidents received by IMB v/s Community of Reporting (CoR) incidents for Gulf of Guinea Region, January – June 2018**

Period	Level I	Level II	Level III	Total	% Underreporting
IMB 2018 (Jan – Jun)	12	14	20	46	66%
CoR 2018 (Jan – Jun)	36	11	43	90	

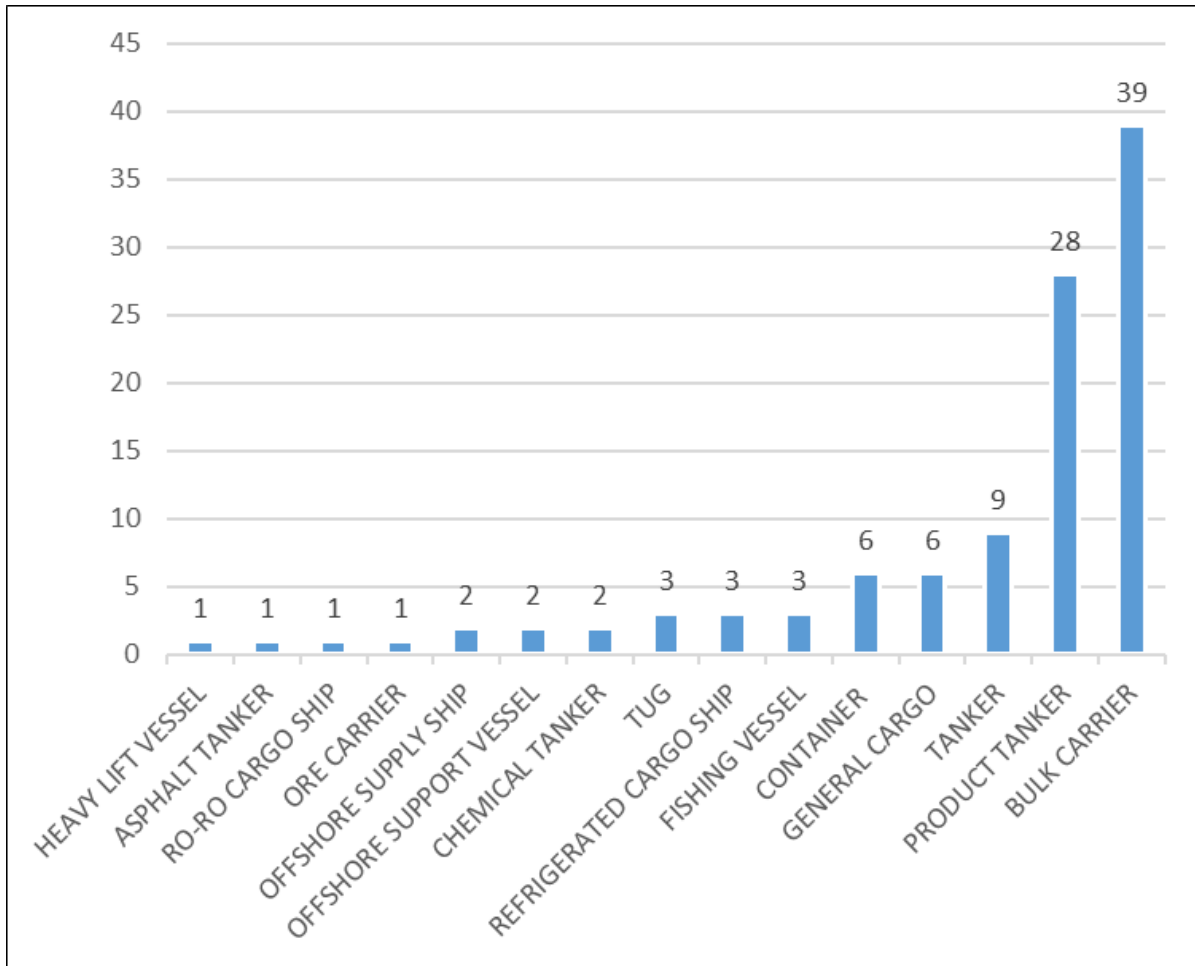
**TABLE 11: Types of arms used by geographical location, January – June 2018**

Locations	Guns	Knives	Not Stated	Other Weapons
<b>S E ASIA</b>				
Indonesia		4	21	
Malaysia		1	1	
Philippines	1		2	
<b>EAST ASIA</b>				
China			2	
Vietnam		1	1	
<b>INDIAN SUB</b>				
Bangladesh	1	3	1	2
<b>CONTINENT</b>				
India			2	
<b>AMERICAS</b>				
Brazil		1	1	
Ecuador	1			
Haiti	1		2	
Peru		2	1	
Venezuela	1	4	2	
<b>AFRICA</b>				
Benin	5			
Cameroon	1		1	
Democratic Rep. of Congo		1		
Ghana	1		4	
Guinea			1	
Gulf of Aden	1			
Nigeria	15		16	
Somalia	1			
Togo			1	
<b>Sub total</b>	<b>29</b>	<b>17</b>	<b>59</b>	<b>2</b>
<b>Total</b>	<b>107</b>			

**TABLE 12: Types of ships attacked, January – June 2014 – 2018**

<b>Type</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Bulk Carrier	22	45	20	18	39
Cable Ship		1			
Cement Carrier				1	
Container	10	13	8	7	6
Dhow				2	
Dredger			1		
General Cargo	11	8	3	7	6
Heavy Lift Vessel			1		1
Hopper Dredger		1			
Offshore Processing Vsl	1				
Offshore Support Vsl			1	1	2
Ore Carrier			1		1
Passenger		1			
Pipe Layer / Barge		1	1		
Refrigerated		2		1	3
Research Ship			2	2	
RORO	2				1
Supply Vsl	2	2	2	5	2
Tanker Asphalt/Bitumen	1			1	1
Tanker Bunkering	1	1		1	
Tanker Chem / Prod	40	34	35	26	30
Tanker Crude Oil	16	10	7	5	9
Tanker FPSO / FSO		2			
Tanker LNG			1	2	
Tanker LPG	5	3	5	4	
Trawler / Fishing	2	1		1	3
Tug / Offshore Tug	2	5	8	3	3
Vehicle Carrier	1	1	2		
Wood Chips Carrier		2			
Yacht		1			
<b>Sub total</b>	<b>116</b>	<b>134</b>	<b>98</b>	<b>87</b>	<b>107</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 – June 2018**

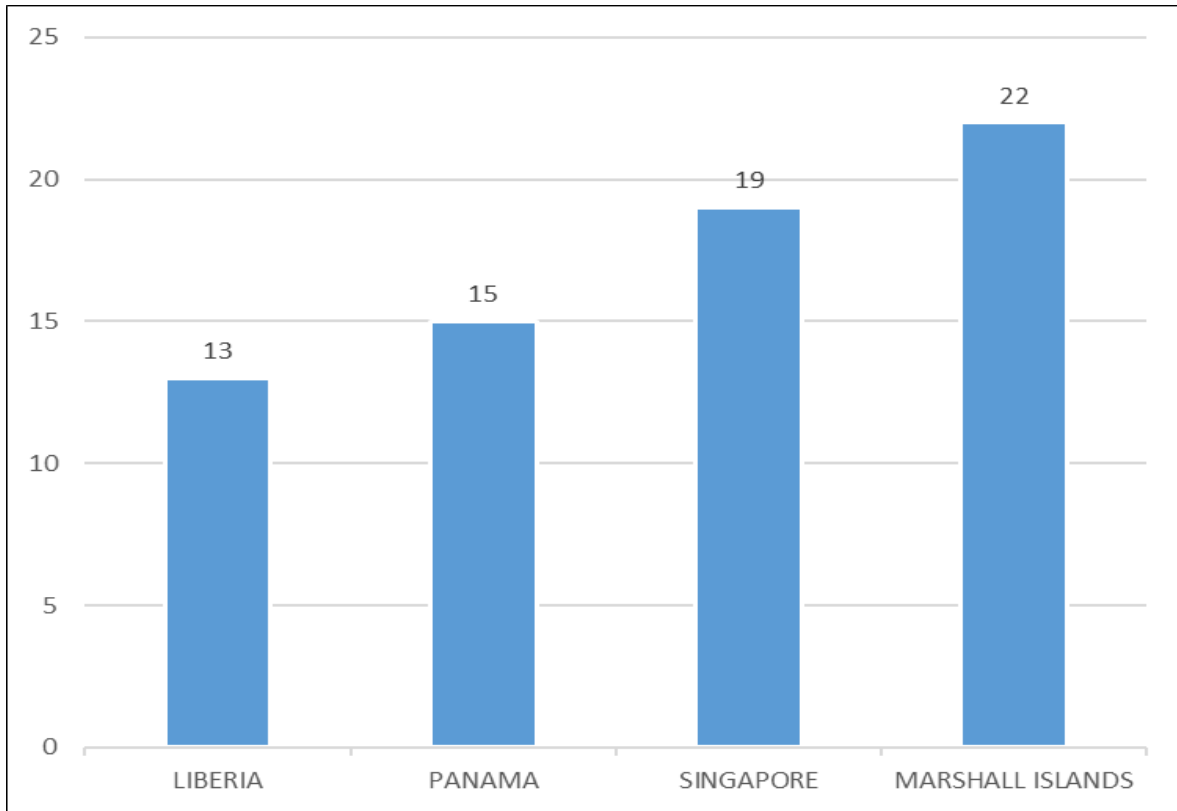


**TABLE 13: Nationalities of ships attacked, January – June 2014 – 2018**

Flag State	2014	2015	2016	2017	2018
Antigua & Barbuda	4	5		2	2
Australia		1			
Bahamas	3	3	2	4	5
Barbados					1
Belgium		1			
Belize		1	1		
Bermuda				1	
Chile					1
China	1				2
Cook Islands		1	1		1
Croatia			1		
Curacao		1			
Cyprus	1	2	2	1	3
Denmark	2	1	1		
Egypt		1			
Ethiopia			1		
Ghana	1	1			1

Gibraltar	1				
Greece		3	1	1	
Honduras	1				
Hong Kong (SAR)	8	12	3	6	5
India	3		1	2	1
Indonesia		2	2	1	1
Isle of Man	2	2	1	1	1
Italy	4				1
Japan			1		
Liberia	12	13	12	7	13
Luxemburg		1	1		2
Madeira			1		
Malaysia	2	10	3	2	
Malta	3	6	2	5	5
Marshall Islands	14	19	22	16	22
Mongolia					1
Netherlands	4		2		2
Nigeria	1	2	3	1	1
Norway	2	1	1	3	1
Panama	20	22	20	13	15
Papua New Guinea		1			
Philippines	1			2	1
Saudi Arabia	2	1	1	1	
Sierra Leone	1			1	
Singapore	15	15	10	8	19
South Korea	1	1			
Spain				1	
Sri Lanka				1	
St. Kitts & Nevis	1				
Thailand	2	3		1	
Turkey			1		
Tuvalu				1	
United Kingdom			1	1	
USA	1				
Vanuatu		1			
Vietnam		1		3	
Not Stated	1			1	
<b>Sub total</b>	<b>116</b>	<b>134</b>	<b>98</b>	<b>87</b>	<b>107</b>
<b>Total at year end</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>179</b>	

**CHART E: Flag States whose vessels attacked six or more times January – June 2018**



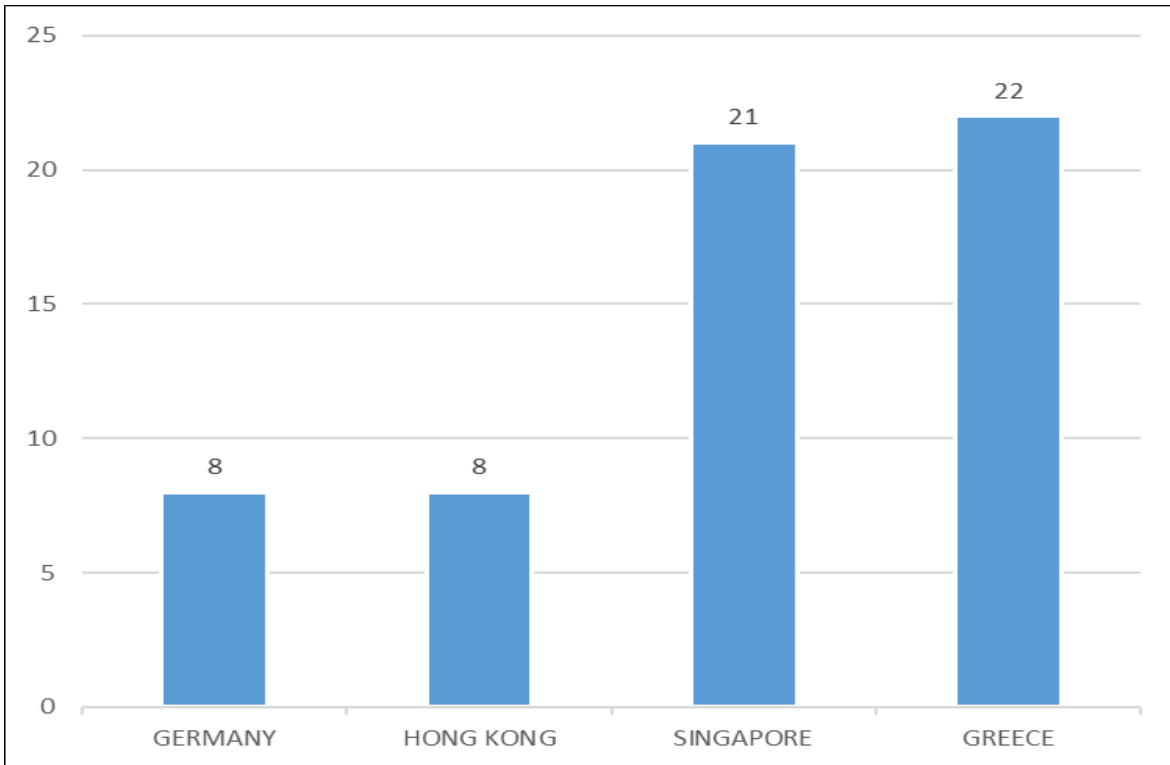
**TABLE 14: Countries where victim ships were controlled or managed: January – June 2018**

Country	No of Ships
Belgium	2
Chile	1
Croatia	1
Cyprus	3
Denmark	3
France	2
Germany	8
Ghana	1
Greece	22
Hong Kong	8
India	5
Indonesia	1
Iran	1
Italy	2
Japan	3
Korea South	1
Lithuania	1
Monaco	2



Netherlands	4
Nigeria	1
Norway	2
Philippines	2
Portugal	1
Singapore	21
Thailand	1
Turkey	1
United Kingdom	5
Not Stated	2
<b>Total</b>	<b>107</b>

**CHART F: Managing countries whose ships have been attacked six or more times from January – June 2018**



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

**From 1 January to 30 June 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 latest BMP5 recommendations while transiting these waters. Vessels employing Privately Contracted Armed Security Personnel (PCASP) should be cautious and not mistaken 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/warnings 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 fallen significantly over the past few years because of the efforts by the Bangladesh Authorities. However, recently it appears that attacks are increasing.

**Indonesia:** Tanjung Priok – Jakarta, 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 had so far brought incidents to come 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:** Although the number of attacks have dropped substantially (2016 and 2017 recorded zero attacks) 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, attacks may have gone unreported.

**Malaysia:** Off Eastern Sabah – Militant activities resulting in a number of 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, increase patrols by the Navies and ships taking precautionary 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 attacks locations issued by the Philippines Intel.

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

These kidnappings by militants have recently stopped due to the ongoing efforts of the Philippines military, increase patrols by the Navies and ships taking precautionary 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 attacks locations issued by the Philippines Intel.

Batangas and Manila – Be vigilant. Incidents continue to be reported in these waters.

**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, a number of hijackings of small product tankers occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend started in April 2014 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.

## **AFRICA AND RED SEA**

### **Africa:-**

**Benin** (Cotonou): Recently attacks have increased at Benin anchorage. Within several weeks, five attacks were reported at Benin anchorage. 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 attacks showed that the pirates / robbers in this area are well armed and are violent. In some incidents, vessels have been fired upon. On boarding the vessel, pirates force Masters to sail to an unknown location where ship's properties and sometimes cargo is stolen (gas oil). Crewmembers have been injured in the past.

**Ghana:** Takoradi

**Guinea:** Conakry

**Ivory Coast:** Abidjan: Attacks dropped but 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 reported up to about 170nm from coast. In many past incidents, pirates hijacked the vessels for several days and ransacked the vessels and stole part cargo usually gas oil. A number of crewmembers

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

(Off Bayelsa/Brass/Bonny Island/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.

**Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean:** Although the Somali pirates lack the opportunity they continue to possess the capability and capacity to carry out attacks. 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 attacks still exists in the waters off southern Red Sea / Bab el Mandeb, Gulf of Aden including Yemen and the northern Somali coast, Arabian sea / off Oman, Gulf of Oman and off the eastern and southern Somali coast. In the past vessels have been attacked off Kenya, Tanzania, Seychelles, Madagascar, Mozambique as well as in the Indian ocean and off the west and south coasts of India and west Maldives.

Somali pirates tend to be well armed with automatic weapons and RPG and sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows, to conduct attacks far from the Somali coast. Masters and ship owners are encouraged to register and report their vessels as per the BMP4 procedures and ensure that their vessel is hardened prior to entering the high-risk area. While transiting through these waters it is essential to maintain a 24-hour visual and radar watch. Early sightings / detection enables an accurate assessment, keeping in mind the warnings and alerts for the area, allowing the Masters and PCASP to make informed decisions to keep clear of small boats, dhows, fishing vessels and if necessary take evasive actions and request assistance as needed.

Masters are reminded that fishermen in this region may try to protect their nets by attempting to aggressively approach merchant vessels. Some of the fishermen may be armed to protect their catch and they should not be confused with pirates.

**Togo (Lome):** Attacks have dropped to zero attacks for 2017 but the area remains a concern and risky. In the past, pirates / robbers in this 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).

## **SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS**

**Ecuador:** Guayaquil. Attacks stopped but ships advised to be vigilant.

**Haiti:** Port Au Prince

**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 107 attacks for 01 January to 30 June 2018 are listed on pages 29 to 46. 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.

**Malaysia:**

On 31 May 2018, a Mongolia flagged product tanker MT Lee Bo was boarded whilst underway by 14 armed persons at position Latitude 02:18.2N and Longitude 104:15.7E, around 6.6nm East of Pulau Tinggi, Mersing, Johor, Malaysia at approximately 1900 UTC. After realising the tanker was in ballast the armed persons stole crew personal belongings and disembarked. The Malaysian Maritime Enforcement Agency (MMEA) received information of the incident and deployed assets, which spotted a tanker drifting suspiciously. A special forces team from the MMEA boarded the suspected tanker and detained the 14 persons on board, after finding weapons and the stolen items belonging to the tanker attacked earlier. In collaboration with the Indonesian Enforcement Authorities, two suspects were later arrested.

**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.

On 07 April 2018, a Panamanian flagged Bulk Carrier was attacked by armed pirates while underway at position Latitude 03:44 North and Longitude 006:37 East, around 41 nm SSE of Brass, Nigeria at approximately 0430 UTC. Four pirates armed with guns in a speed boat attacked and boarded the ship underway. Alarm was raised and all 19 crews mustered in the citadel. The IMB PRC liaised with the Nigerian Navy and Owners to request for immediate assistance. The Nigerian Navy dispatched a patrol boat to the location. The pirates fired upon the ship and damaged the ship's equipment and accommodation. They stole ship's cash and properties and escaped before the Navy patrol boat arrived. Naval personnel boarded the ship, rescued the crew and escorted the ship to a safe port.

On 21 April 2018, a Dutch flagged General Cargo Ship MV FWN Rapide was attacked by armed pirates while underway at position Latitude 03:48.0 North and Longitude 006:50.0 East, around 38 nm SSW of Bonny Island, Nigeria at approximately 0534 UTC. Armed pirates attacked and boarded a ship enroute from Takoradi, Ghana to Port Harcourt, Nigeria. The pirates kidnapped 11 crew members and escaped. The incident was reported to the Nigerian Navy and a patrol boat was dispatched to the location. Naval personnel boarded and searched the ship. A total of three crew members were found safe onboard. The ship then sailed under naval escort to a safe location. On 25 May 2018, the Owners confirmed that the 11 kidnapped crew members had been released safely on 20 May 2018.

**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.



## **TRENDS**

A total of 107 incidents of Piracy and Armed Robbery Against Ships were reported to the IMB Piracy Reporting Centre (PRC) in the first six months of 2018.

This number is broken down as 69 vessels boarded, 23 attempted attacks, 11 vessels fired upon and four vessels hijacked – although no vessels were reported as hijacked in Q2 2018.

The number of crew taken hostage has increased from 63 in H1 2017 to 102 in H1 2018. Overall seven vessels recorded hostage incidents in H1 2018.

The number of crew kidnappings has reduced from 41 in 2017 to 25 in H1 2018. It is noticeable however that all 25 crew kidnappings occurred in the Gulf of Guinea in six separate incidents. This includes the 21 April kidnapping of 11 crew from a general cargo vessel whilst underway, around 38 NM SSW off Bonny Island. All 11 crew were confirmed as safely released on 20 May 2018.

As a region, the Gulf of Guinea accounts for 46 of the H1 incidents, with Nigeria recording 31 of the report – more than any other country. Pirates and robbers were armed with guns in almost half the Nigerian incidents and vessels were fired upon in eight separate reports. The Nigerian Navy had again dispatched patrol boats in response to incidents reported to them this quarter.

The Community of Reporting continues to indicate that the actual number of incidents in the Gulf of Guinea are significantly higher than what is reported to the IMB PRC.

There were no reported incidents recorded off the coast of Somalia in Q2 and two in total for H1. Masters are however again 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.

Elsewhere, the number of incidents in the Philippines has dropped from 13 in H1 2017 to three in H1 2018. This includes however an attempted attack on an Ultra Large Ore Carrier in early May, whilst the vessel was transiting the Sibutu passage. The ship had also received cautionary advice from the Philippine Navy and Coast Guard Coast Watch during the transit.

The Malaysian Maritime Enforcement Agency (MMEA) is commended for the prompt and successful boarding of a product tanker which was under attack by armed robbers around six nautical miles East off Pulau Tinggi, Malaysia. Fourteen robbers were detained for investigation and two were arrested in Indonesia by Indonesian Enforcement authorities

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**

### **Shipping Industry Launches New Security Resources for World Fleet**

International shipping industry organisations, with military support, have launched a new website dedicated to providing comprehensive maritime security guidance to companies and mariners. The new website [www.maritimeglobalsecurity.org](http://www.maritimeglobalsecurity.org) provides security-related guidance produced by the industry as well as links to other useful maritime and military security resources.

“In a world of increasingly complex security risks, it is essential that mariners and ships are protected. The new website will be a freely available facility where companies and mariners can access essential guidance and information to help them comprehensively prepare for voyages through areas of security risk,” the authors said.

The aim is to ease access for companies and seafarers to maritime security related information and guidance. Central to the website are new best practice guides to help companies and mariners risk assess voyages and mitigate against external threats to their safety. These are covered in three publications:

- *Global Counter Piracy Guidance for Companies, Masters and Seafarers* is a new publication containing guidance on piracy and armed robbery that can be used by mariners around the world.
- *BMP5: Best Management Practices to Deter Piracy and Enhance Maritime Safety in the Red Sea, Gulf of Aden, Indian Ocean and the Arabian Sea* contains guidance for region-specific threats.
- The third edition of the *Guidelines for Owners, Operators and Masters for protection against piracy and armed robbery in the Gulf of Guinea region* is also provided.

All three publications are free to download and free printed copies of *Global Counter Piracy Guidance* and *BMP5* will be available soon.

### **Tanker attacked and robbed, gang apprehended by MMEA**

Tanker LEE BO was boarded by 14 pirates on the morning of 1 June off Baharu, Malaysia, north of Singapore.

Pirates, armed with machetes, robbed the crew of cash and valuables, slightly injured two of 12 crew, and moved to nearby MT Bright, where they were apprehended by The Malaysian Maritime Enforcement Agency (MMEA) team, which descended on tanker from helicopter.

Meanwhile, two gang leaders were arrested in Batam, Indonesia. Police already knew about gang and its' plans.

Understood MT BRIGHT was under attack when boarded by pirates, though role of MT BRIGHT isn't clear – MMEA director-general Admiral (Maritime) Datuk Seri Zulkifili Abu Bakar said that “...the robbers were targeting another ship but changed their target at the last minute to MT Lee Bo without knowing the oil tanker was not carrying any load...”.

It may be assumed, that MT BRIGHT was under gang control, as a storage for fuel to be siphoned from hijacked tanker. MT LEE BO was sailing north along Malaysian coast, she was brought to Kuala Sedilli anchorage, Baharu.

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

Below are the incident table showing the number of attacks received. A clearer trend could only be seen after the second quarter update. Currently, there is an increase of incidents at Muara Berau but nearly all reported incidents are low level. The IMP is notified of all incidents reported to the IMB PRC.

All ships intending to anchor, waiting for berth or drift should do so at the designated areas where IMP patrol boats are stationed to enable them to maximize their resources providing greater protection to ships.

All 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 – June 2018**

	<b>Locations</b>	<b>2014 Total</b>	<b>2015 Total</b>	<b>2016 Total</b>	<b>2017 Total</b>	<b>2018 to date</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	4
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	11
10	Balikpapan 01:22.00S - 116:53.00E	1	-	2	-	

## **Stable Seas – A Maritime Security Index**

Colorado based One Earth Future Foundation has released a first-of-its-kind Maritime Security Index to map a spectrum of (maritime) threats affecting maritime governance.

The Index covering 30 countries within sub-Saharan Africa identifies the challenges posed to each country based on its unique maritime security strengths.

The research has identified nine ‘issue areas’ covering international cooperation, rule of law, maritime enforcement, coastal welfare, blue economy, fisheries, piracy and armed robbery, illicit trade and maritime mixed migration.

While the goals of the project are to; assess current levels of maritime crime and monitor emerging threats, prioritise efforts to address the most critical challenges in maritime security, guide capacity-building efforts, monitor progress towards greater maritime security and track, measure and map quantitative indicators of maritime security, the aim is to provide practitioners and policymakers a useful tool to identify areas for development and expanded cooperation.

Further information on the Research can be found at:

<https://stableseas.org/assets/summaries/StableSeasBooklet.pdf>

## **Managing Stress and Sleeping Well at Sea**

The International Seafarers’ Welfare and Assistance Network (ISWAN) has launched its third Good Mental Health Guide for Seafarers.

Seafarers face unique challenges shared by few other professions – long periods away from home, living and working in the same place, adverse weather and even the risk of piracy.

The guide titled ‘Managing Stress and Sleeping Well at Sea’ - aims to help seafarers understand the effects of stress and provides advice on how to manage fatigue at sea. The guide provides practical strategies and exercises to relax the mind and body by controlling breathing.

Download a copy: <https://seafarerhelp.org/assets/downloads/Managing-Stress-and-Sleeping-Well-at-Sea.pdf>