



**ICC INTERNATIONAL MARITIME BUREAU**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS**

**REPORT FOR THE PERIOD**

**1 January – 31 December 2018**

**WARNING**

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**ICC International Maritime Bureau  
Cinnabar Wharf  
26 Wapping High Street  
London E1W 1NG  
United Kingdom**

**Tel: +44 207 423 6960  
Fax: +44 207 423 6961  
Email: [imb@icc-ccs.org](mailto:imb@icc-ccs.org)  
Web: [www.icc-ccs.org](http://www.icc-ccs.org)**

January 2019

## INTRODUCTION

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

This report is an analysis of world-wide reported incidents of piracy and armed robbery against ships from 1 January to 31 December 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 31 December 2018, received reports of 201 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
- 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](http://www.exactearth.com))
- Vesseltracker ([www.vesseltracker.com](http://www.vesseltracker.com))
- CLS Maritime Intelligence platform powered by Orbcomm AIS data ( [www.cls.fr](http://www.cls.fr) and [www.orbcomm.com](http://www.orbcomm.com) )

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

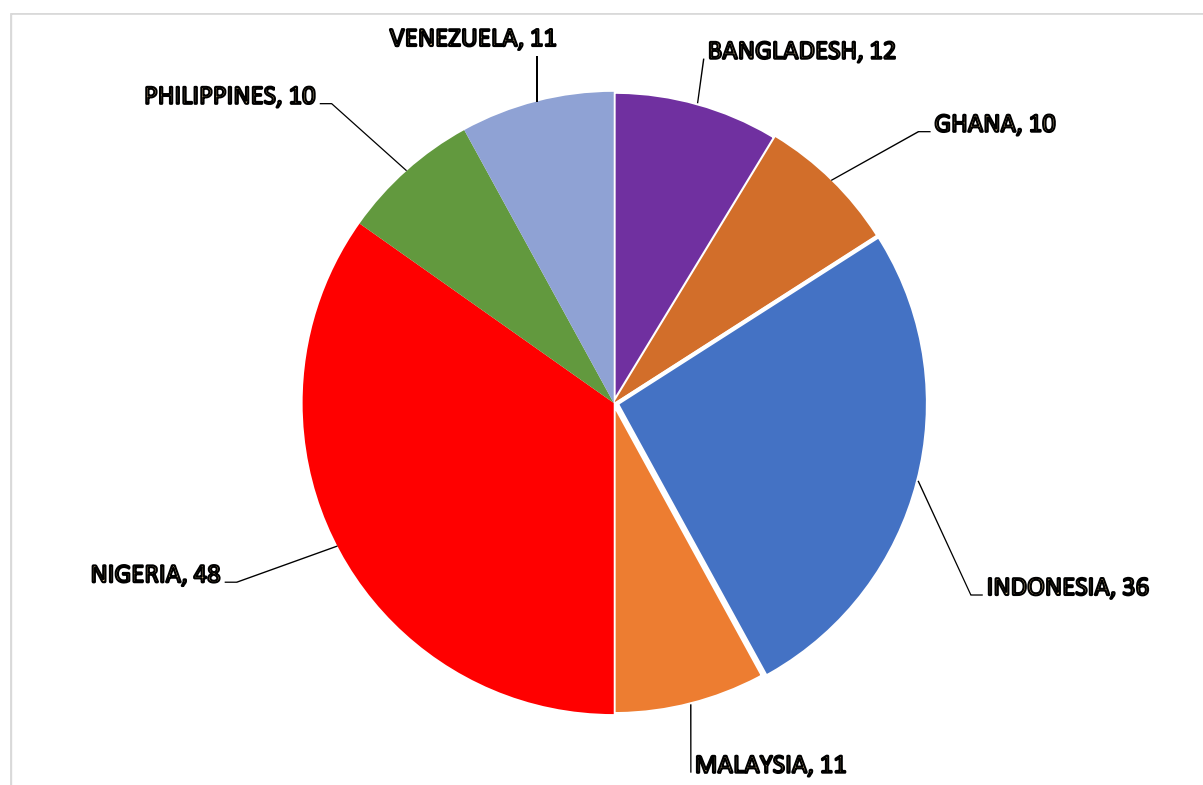
- Africa Risk Compliance Ltd (ARC)
- Bergen Risk Solutions
- Centre Interregional De Coordination (CIC)
- Control Risks
- EOS Risk Group
- Stable Seas (a program of One Earth Future)

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

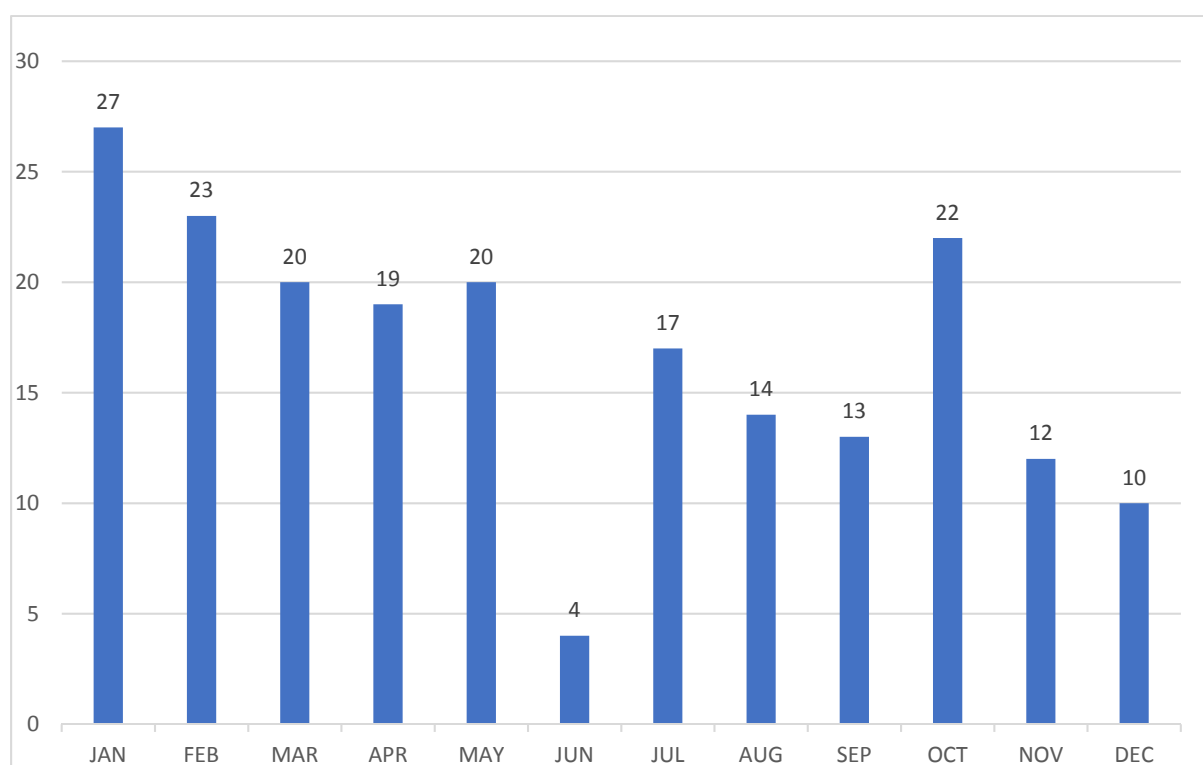
	<b>Location</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>S E ASIA</b>	Indonesia	100	108	49	43	36
	Malacca Straits	1	5			
	Malaysia	24	13	7	7	11
	Philippines	6	11	10	22	10
	Singapore Straits	8	9	2	4	3
	Thailand	2	1			
<b>EAST ASIA</b>	China		4	7	2	3
	South China Sea	1				
	Vietnam	7	27	9	2	4
<b>INDIAN SUB</b>	Bangladesh	21	11	3	11	12
<b>CONTINENT</b>	India	13	13	14	4	6
<b>SOUTH AMERICA</b>	Brazil	1				4
	Colombia	2	5	4	6	1
	Ecuador				2	4
	Guyana	1		2	1	2
	Haiti		2	4	1	3
	Mexico			1		
	Peru			11	2	4
	Venezuela	1	1	5	12	11
<b>AFRICA</b>	Angola	1		2	1	
	Benin			1		5
	Cameroon	1	1			7
	Dem. Republic of Congo	1	3	2		1
	Dem. Rep. of Sao Tome & Principe	1			1	
	Egypt		1			
	Gabon	1				
	Ghana	4	2	3	1	10
	Guinea		3	3	2	3
	Gulf of Aden*	4		1	3	1
	Ivory Coast	3	1	1	1	1
	Kenya		2	2	1	
	Liberia	1	2			
	Morocco	1		1		
	Mozambique	1	1	1	2	2
	Nigeria	18	14	36	33	48
	Red Sea*	4			1	
	Senegal				1	
	Sierra Leone	1			4	
	Somalia*	3		1	5	2
	South Africa			1		
	Tanzania	1				
	The Congo	7	5	6	1	6
	Togo	2		1		1
<b>REST OF</b>	Oman	2			1	
<b>WORLD</b>	Papua New Guinea		1			
	Yemen			1	3	
	<b>Total at year end</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>180</b>	<b>201</b>

All incidents with \* above are attributed to Somali pirates

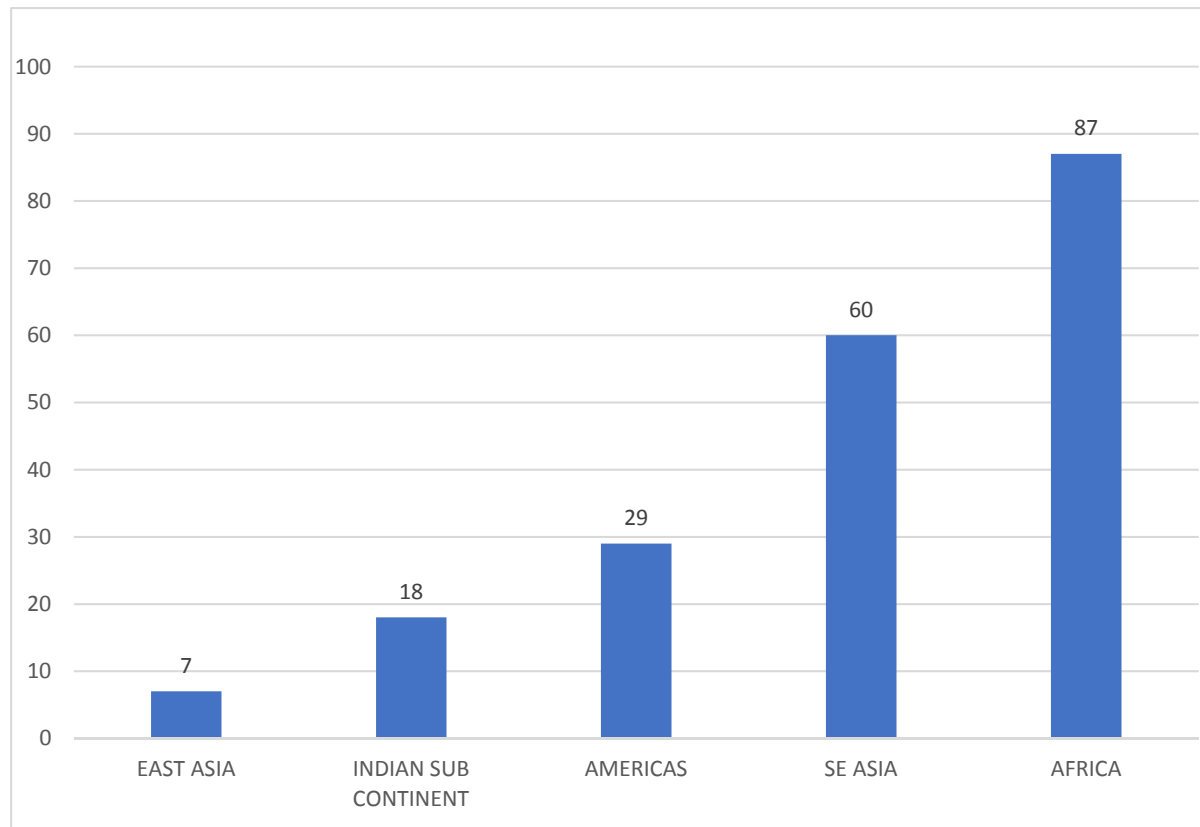
**CHART A: The following seven locations recorded around 69% attacks from a total of 201 reported attacks for the period.**



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



**Chart C: Total incidents as per region of the world January – December 2018**





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

		<b>ACTUAL ATTACKS</b>		<b>ATTEMPTED ATTACKS</b>	
	<b>Location</b>	<b>Boarded</b>	<b>Hijacked</b>	<b>Fired Upon</b>	<b>Attempted</b>
<b>S E ASIA</b>	Indonesia	29			7
	Malaysia	8		1	2
	Philippines	6		1	3
	Singapore Straits	3			
<b>EAST ASIA</b>	China	1			2
	Vietnam	4			
<b>INDIAN</b>	Bangladesh	10			2
<b>SUB CONT</b>	India	5			1
<b>SOUTH</b>	Brazil	4			
<b>AMERICA</b>	Colombia	1			
	Ecuador	1			3
	Guyana	2			
	Haiti	3			
	Peru	4			
	Venezuela	8			3
<b>AFRICA</b>	Benin	3	2		
	Cameroon	6			1
	Democratic Republic of Congo	1			
	Ghana	8	1		1
	Guinea	2			1
	Gulf of Aden			1	
	Ivory Coast	1			
	Mozambique	1			1
	Nigeria	29	1	12	6
	Somalia			2	
	The Congo	3	2	1	
	Togo				1
<b>Sub total</b>		<b>143</b>	<b>6</b>	<b>18</b>	<b>34</b>
<b>Total</b>		<b>201</b>			

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

Country	Location	1.1.2018 to 31.12.2018
Bangladesh	Chittagong / Kutubdia Island	12
Benin	Cotonou	5
Brazil	Macapa	3
Ecuador	Guayaquil	4
Ghana	Takoradi	7
Guinea	Conakry	3
Haiti	Port Au Prince	3
Indonesia	Merak	3
Indonesia	Muara Berau / Samarinda	16
Indonesia	Off Pulau Bintan	3
Indonesia	Tanjung Priok / Jakarta	3
Nigeria	Apapa / Lagos	23
Peru	Callao	4
Philippines	Tabangao / Batangas	5
Venezuela	Puerto Jose	6
Venezuela	Puerto La Cruz	5
Vietnam	Campha	3
The Congo	Pointe Noire	3

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

	Location	Berthed	Anchored	Steaming	Not Stated
<b>S E ASIA</b>	Indonesia	1	24	4	
	Malaysia	2	1	5	
	Philippines	1	4	1	
	Singapore Straits			3	
<b>EAST ASIA</b>	China		1		
	Vietnam		4		
<b>INDIAN</b>	Bangladesh		10		
<b>SUB CONT</b>	India		4	1	
<b>SOUTH</b>	Brazil		4		
<b>AMERICA</b>	Colombia		1		
	Ecuador		1		
	Guyana	1	1		
	Haiti		3		
	Peru		4		
	Venezuela		8		
<b>AFRICA</b>	Benin		5		
	Cameroon			5	1
	Democratic Republic of Congo	1			
	Ghana	1	7	1	
	Guinea		2		
	Ivory Coast		1		
	Mozambique	1			
	Nigeria	8	14	8	
	The Congo		3	2	
<b>Sub Total</b>		<b>16</b>	<b>102</b>	<b>30</b>	<b>1</b>
<b>Total</b>		<b>149</b>			

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

	Location	Berthed	Anchored	Steaming
<b>S E ASIA</b>	Indonesia		7	
	Malaysia			3
	Philippines	1	1	2
<b>EAST ASIA</b>	China		2	
<b>INDIAN</b>	Bangladesh		2	
<b>SUB CONTINENT</b>	India		1	
<b>SOUTH</b>	Ecuador			3
<b>AMERICA</b>	Venezuela		3	
<b>AFRICA</b>	Cameroon	1		
	Ghana			1
	Guinea	1		
	Gulf of Aden			1
	Mozambique		1	
	Nigeria		2	16
	Somalia			2
	The Congo			1
	Togo			1
	<b>Sub Total</b>	<b>3</b>	<b>19</b>	<b>30</b>
<b>Total</b>		<b>52</b>		

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

Types of Arms	2014	2015	2016	2017	2018
Guns	62	33	48	52	56
Knives	83	97	44	44	36
Not stated	93	108	96	80	104
Other weapons	7	8	3	4	5
<b>Total</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>180</b>	<b>201</b>

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

Category	2014	2015	2016	2017	2018
Attempted	28	27	22	22	34
Boarded	183	203	150	136	143
Fired upon	13	1	12	16	18
Hijack	21	15	7	6	6
<b>Total</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>180</b>	<b>201</b>

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

Types of Violence	2014	2015	2016	2017	2018
Assaulted	1	14	5	6	
Hostage	442	271	151	91	141
Injured	13	14	8	6	8
Kidnap/Ransom	9	19	62	75	83
Killed	4	1		3	
Missing	1				
Threatened	9	14	10	10	9
<b>Total</b>	<b>479</b>	<b>333</b>	<b>236</b>	<b>191</b>	<b>241</b>

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

	Location	Hostage	Threatened	Assault	Injured	Kidnap	Killed
<b>S E ASIA</b>	Indonesia	3	3				
	Malaysia	2			1	5	
	Philippines	3	1				
	Singapore Straits				1		
<b>EAST ASIA</b>	Vietnam				1		
<b>INDIAN SUB CONT</b>	Bangladesh	1	3				
<b>SOUTH AMERICA</b>	Peru	1					
	Venezuela	1	1				
<b>AFRICA</b>	Benin	46				2	
	Cameroon					21	
	Democratic Republic of Congo		1				
	Ghana	44				3	
	Guinea	3					
	Nigeria	17			4	40	
	The Congo	20			1	12	
	<b>Sub total</b>	<b>141</b>	<b>9</b>		<b>8</b>	<b>83</b>	
	<b>Total</b>	<b>241</b>					

**TABLE 10: Total incidents received by IMB v/s Community of Reporting (CoR) incidents for Gulf of Guinea Region, January – December 2018 (without local passenger boat incidents)**

Period	Level I	Level II	Level III	Total	% Underreporting
IMB 2018 (Jan – Dec)	31	20	28	79	48%
CoR 2018 (Jan – Dec)	17	11	45	73	

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

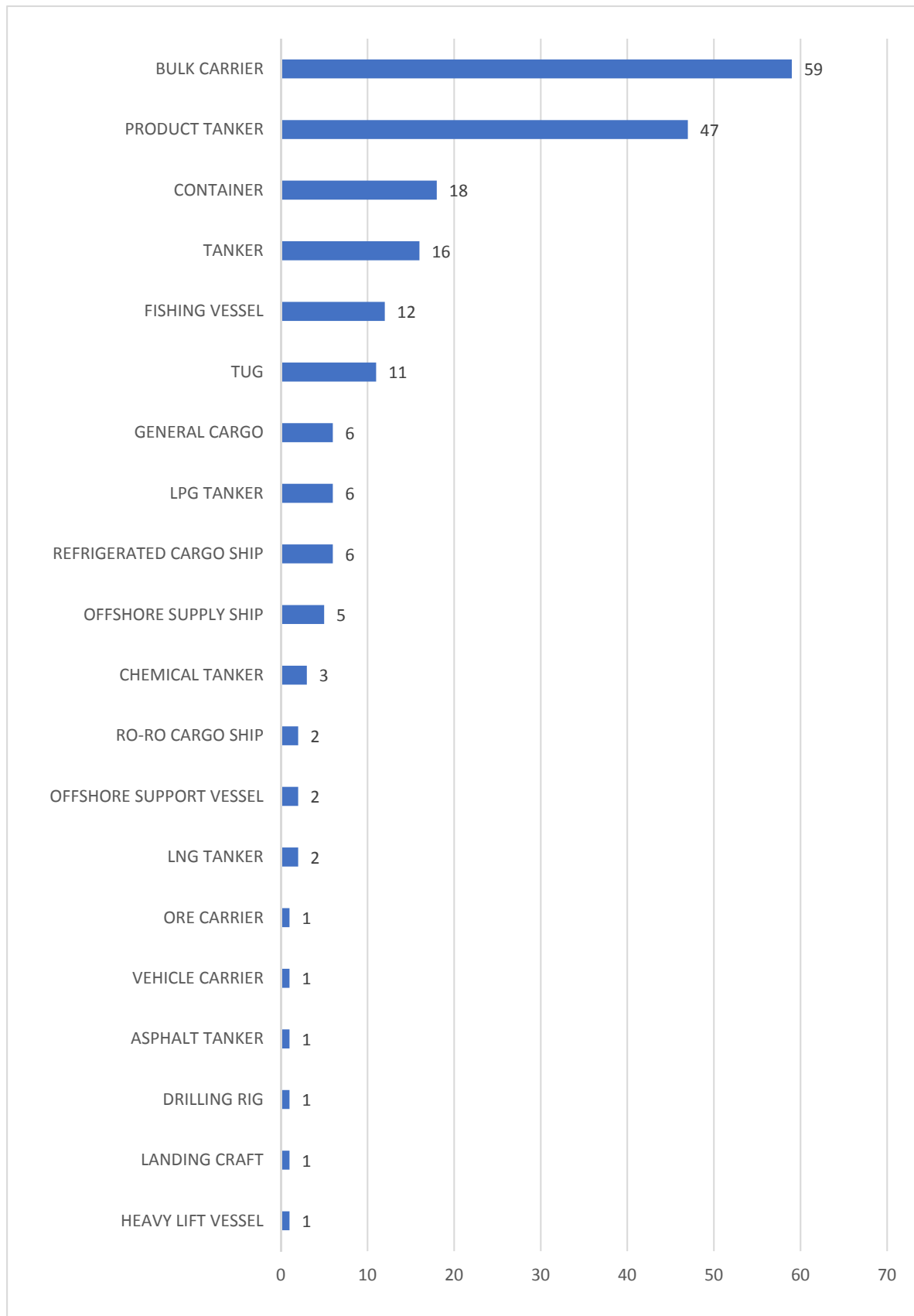
	Location	Guns	Knives	Other	Not Stated
<b>S E ASIA</b>	Indonesia	1	10		25
	Malaysia	5	2		4
	Philippines	2	1	1	6
	Singapore Straits		1		2
<b>EAST ASIA</b>	China				3
	Vietnam		2		2
<b>INDIAN</b>	Bangladesh	1	5	2	4
<b>SUB CONT</b>	India		1		5
<b>SOUTH</b>	Brazil		1		3
<b>AMERICA</b>	Colombia				1
	Ecuador	2			2
	Guyana				2
	Haiti	1			2
	Peru		3		1
	Venezuela	1	5	1	4
	Benin	5			
	Cameroon	6			1
	Democratic Republic of Congo		1		
	Ghana	1	1		8
	Guinea	2			1
	Gulf of Aden	1			

Ivory Coast				1
Mozambique		1		1
Nigeria	23	1		24
Somalia	2			
The Congo	3	1	1	1
Togo				1
<b>Sub total</b>	<b>56</b>	<b>36</b>	<b>5</b>	<b>104</b>
<b>Total</b>	<b>201</b>			

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

<b>Type</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Accommodation Barge			1		
Bulk Carrier	55	86	52	38	59
Cable Ship		1			
Cement Carrier	1			1	
Container	20	30	10	23	18
Dhow				3	
Dredger			1		
Drilling Rig					1
FPSO / FSO		2			
General Cargo	14	15	11	12	6
Heavy Lift Vessel			4		1
Heavy Load Carrier	1		1		
Hopper Dredger		1			
Landing Craft					1
Livestock Carrier	1				
Offshore Processing Ship	1				
Ore Carrier		1	1		1
Passenger	1	1			
Pipe Layer Barge		1	4		
Pipe Layer Crane Vessel		1			
Refrigerated Cargo		3	1	2	6
Research Ship	2		2	2	
RORO	2				2
Supply Ship	3	2	4	8	5
Support Ship	1		1	2	2
Tanker Asphalt /Bitumen	4		1	1	1
Tanker Bunkering	2	1		1	
Tanker Chem / Product	86	62	56	42	50
Tanker Crude Oil	24	20	13	19	16
Tanker LNG	1		1	3	2
Tanker LPG	13	4	10	11	6
Trawler/Fishing	3	2	1	1	12
Tug / Offshore Tug	7	10	14	11	11
Vehicle Carrier	2	1	2		1
Water barge	1				
Wood Chips Carrier		2			
Yacht		1			
<b>Total at year end</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>180</b>	<b>201</b>

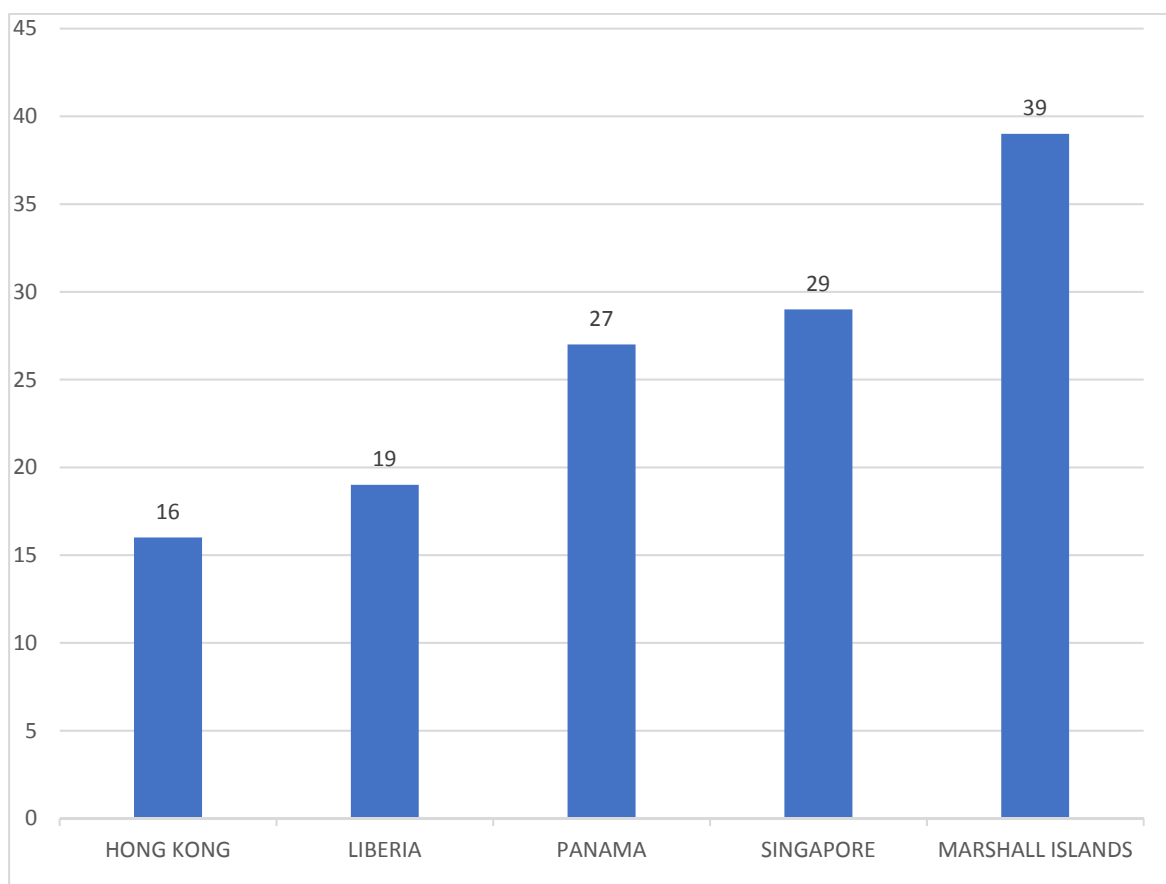
**CHART D: Type of vessels attacked January – December 2018**



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

<b>Flag State</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Antigua and Barbuda	5	9		3	2
Australia		1			
Bahamas	4	5	5	6	9
Bangladesh			1		
Barbados					2
Belgium		3			
Belize		1	1		
Bermuda	1			1	1
Cameroon					5
Chile					1
China	1				2
Comoros		1			
Cook Islands		1	1		1
Croatia			1		
Curacao		1	2		
Cyprus	2	7	3	4	3
Denmark	4	3	1	1	
Dominica	1				
Egypt		1			
Ethiopia			1		
France		1			
Ghana	1	1			2
Gibraltar	1		1		
Greece	4	3	2		
Honduras	2				
Hong Kong (SAR)	16	19	9	6	16
India	4	2	3	4	1
Indonesia	2	2	4	1	1
Iran		1		1	
Isle of Man	3	3	3	3	3
Italy	7				3
Japan			1		1
Kiribati	1				
Korea South	1	1	1		
Liberia	20	28	17	26	19
Luxemburg		2	1		2
Madeira			1		
Malaysia	9	12	6	4	7
Malta	6	11	5	8	7
Marshall Islands	36	40	36	29	39
Mauritius			1		
Mongolia	2				1
Netherlands	7	1	2	1	3
Nigeria	3	2	4	2	1
Norway	4	1	3	4	1
Panama	44	38	46	27	27
Papua New Guinea		1			
Philippines	3	1		2	2
Portugal		1			
Russia					1
Saudi Arabia	2	1	2	2	1
Sierra Leone	1			1	

Singapore	32	32	21	31	29
Spain				1	
Sri Lanka				1	
St. Kitts & Nevis	1				
St. Vincent & Grenadines					2
Switzerland	1				2
Thailand	6	5		3	
Turkey			1		
Tuvalu				1	
United Kingdom		1	2	2	2
USA	2				
Vanuatu		2	1	1	1
Vietnam	5	1	2	3	
Not Stated	1			1	1
<b>Total year end</b>	<b>245</b>	<b>246</b>	<b>191</b>	<b>180</b>	<b>201</b>

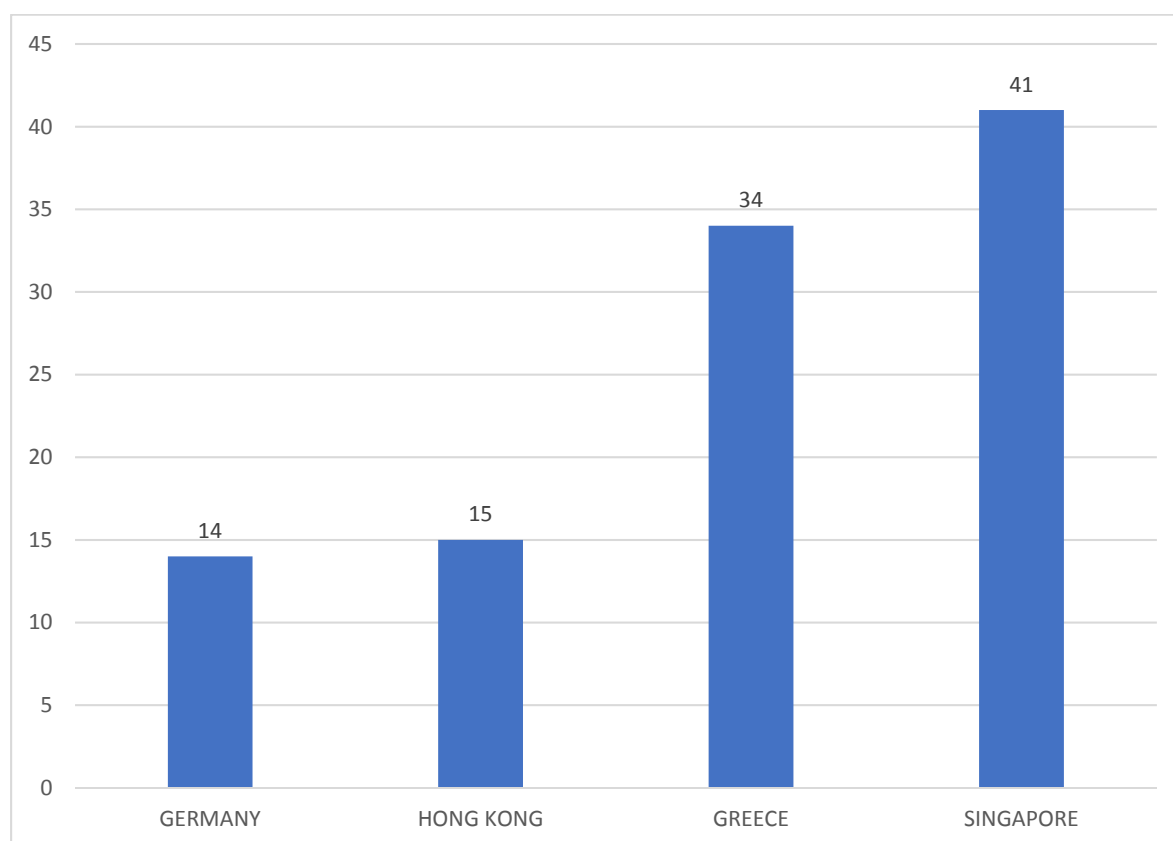
**CHART E: Flag States whose ships were attacked 12 times or more, January – December 2018**



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

<b>Country</b>	<b>No of Ships</b>
Belgium	2
Cameroon	1
Canada	1
Chile	1
China	4
Croatia	1
Cyprus	4
Denmark	5
France	2
Germany	14
Ghana	2
Greece	34
Hong Kong	15
India	8
Indonesia	1
Iran	1
Isle of Man	1
Italy	4
Japan	5
Korea South	2
Lithuania	1
Malaysia	11
Monaco	2
Netherlands	5
Nigeria	2
Norway	3
Peru	1
Philippines	3
Poland	1
Portugal	1
Singapore	41
Switzerland	1
Taiwan	1
Thailand	1
Turkey	4
UAE	2
United Kingdom	8
USA	2
Not Stated	3
<b>Total</b>	<b>201</b>

**CHART F: Managing countries whose ships were attacked 12 times or more, January – December 2018**



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

**From 1 January to 31 December 2018, the IMB PRC has received three attempted incidents off Somalia and Gulf of Aden where vessels have been fired upon.**

**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 BMP5 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 fallen significantly over the past few years because of the efforts by the Bangladesh Authorities. Recently, however it appears that attacks are increasing.

**Indonesia:** Tanjung Priok – Jakarta, Batu Ampar / Batam, 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.

The Indonesian Marine Police have advised all ships intending to anchor to do so at / near the following areas where patrols are conducted 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

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

**Malacca Straits:** Although the number of attacks has dropped substantially (2016, 2017 and 2018 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:** In / off Eastern Sabah – Militant activities resulting in several tugs / barges / fishing boats / ships being attacked and crews kidnapped. These activities had stopped since 23 March 2017 but a recent attack on 10 September 2018 resulted in two crew being kidnapped. In view of this latest incident, the local Authorities have increased patrols.

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 attacks locations issued by the Philippines Intel.

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

These kidnappings by militants have stopped since March 2017 but recently on 10 September 2018, two crews were kidnapped off Sabah. 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 attacks locations issued by the Philippines Intel.

Batangas and Manila – Be vigilant. A number of past and recent attacks / robberies.

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

**South China Sea:** Although attacks have dropped significantly in the vicinity off Tioman / off Pulau Aur / off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to continue to remain vigilant especially during the night. In the past, 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. In 2017 two tankers were hijacked off Kuantan / Off Pulau Aur / East coast Malaysia.

## **AFRICA AND RED SEA**

### **Africa:-**

**Benin** (Cotonou): Attacks have increased at Benin anchorage. Early this year, within a period of 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 and in some incidents ships have been fired upon. The pirates forced Masters to sail to unknown location where ship's properties and sometimes part 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. Attacks continue to rise substantially.

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

**Togo (Lome):** Attacks have reduced but the area remains one of concern and risk. 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 with 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 attacks has reduced, the Somali pirates 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, 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.

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

**Ecuador:** Guayaquil. Ships advised to be vigilant.

**Haiti:** Port Au Prince

**Peru:** Callao

**Venezuela:** Puerto La Cruz / Puerto Jose. Attacks are increasing. Ships are reminded to maintain strict anti-piracy watch and measures especially at anchor.

### ***Reporting of incidents***

Ships are advised to maintain strict anti-piracy / robbery watches and report all attacks (actual or 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's (IMB) dedicated hotline allows 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 relating to any maritime crime including terrorism, piracy or any other illegal activity.

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 201 attacks for 01 January to 31 December 2018 are listed on pages 30 to 64. 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.

On 23 November 2018, five Cameroon flagged Fishing Vessels (Chanlong 2, Chanlong 7, Haiying 7, Haiying 9 and Renouveau 6) were attacked by armed persons while underway at position Latitude 04:18.31 North and Longitude 008:47.63 East, around 13nm WNW of Idenao, Cameroon, at approximately 0200 UTC. They kidnapped a total of 18 crew members from these five fishing vessels and escaped. The remaining crew members sailed the vessels back to a safe port.

### **Congo:**

On 29 October 2018, a Singapore flagged offshore supply vessel was attacked and hijacked by armed pirates while underway at position Latitude 04:57.56 South and Longitude 010:43.11 East, around 68nm west of Pointe Noire, Republic of The Congo at approximately 0330 UTC. All the crew was taken hostage and made to lie on the deck while the pirates ransacked and stole crew and vessel's properties.



The pirates then kidnapped four crew members and escaped. The remaining crew members sailed the vessel to a safe port. One crew was reported to be injured. The bridge equipment was also damaged during the attack.

**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.

**Guinea:**

On 17 September 2018, a Marshall Islands flagged product tanker was attacked by armed pirates while anchored at position Latitude 09:20.8 North and Longitude 013:43.3 West, Conakry Anchorage, Guinea at approximately 0300 UTC. Four armed persons in a small craft attacked and boarded the tanker loaded with gas oil. Master raised the alarm, locked the accommodation and all 23 crews mustered in the citadel. The armed robbers fired at the bridge windows and gain access into the accommodation. They ransacked all the crew cabins and escaped with crew personal belongings and cash. A Navy boat arrived at the location to provide assistance. All crew reported safe.

**Malaysia:**

On 08 May 2018, a Malaysian flagged fishing vessel was attacked by armed persons while underway at position Latitude 04:55.12 North and Longitude 119:06.70 East, around 10nm SSE of Felda Sahabat, Sabah, Malaysia, at approximately 1800 UTC. Armed persons in a boat approached a group of fishing vessels at high speed. A Malaysian Marine Police patrol boat in the vicinity noticed the approach and chased the suspect boat resulting in the persons on the suspect boat firing upon the Marine Police patrol boat. In the ensuing exchange of fire, four armed persons / suspects were killed. The Malaysian Marine Police later indicated that the intentions of the armed suspects were to kidnap the fishermen for ransom.

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.

On 10 September 2018, a fishing vessel FV Dwi Jaya 1 was attacked by armed persons while underway at position Latitude 04:40.36 North and Longitude 118:43.12 East, around 3nm NNW of Pulau Gaya, Semporna, Sabah, Malaysia, at approximately 1800 UTC. Two armed persons in a speed boat approached and boarded the fishing vessel underway and kidnapped two crew members. The remaining crew managed to retreat to a safe location. Once the armed persons left the vessel, the remaining crew sailed the vessel to a safe port. Incident reported to the local police.

On 05 December 2018, a Malaysian Fishing Vessel SN 259/4/F was attacked by armed persons while underway off Kinabatangan, Sabah, Malaysia at approximately 1200 UTC. The owners of the fishing

vessel lost contact with the crew and notified and lodged a police report. A search was conducted, and the fishing boat was located drifting without any crew. The Authorities are investigating the disappearance of the crews who are believed to have been kidnapped.

On 05 December 2018, a Tug Boat TB Magtrans II was attacked by armed persons while underway at position Latitude 05:38 North and Longitude 118:57 East, around 12nm NE of Sabah, Malaysia, at approximately 1030 UTC. Four armed persons wearing black attire and masks in a speed boat approached and fired upon the tugboat towing an unladen barge resulting in the Master being shot in the leg. The alarm was raised and distress message broadcast on VHF CH16. The Malaysian Authorities responded and intercepted the tug and rescued the crews. They took the injured Master to hospital. Investigations are ongoing.

### **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 41nm 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 38nm 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.

On 22 September 2018, a Switzerland flagged bulk carrier was attacked by armed pirates while underway at position Latitude 03:40 North and Longitude 006:40 East, around 51nm SW of Bonny Island, Nigeria, at approximately 0500 UTC. Around 17 armed pirates in a craft attacked and boarded the bulk carrier underway. They kidnapped 12 crew members and escaped. The IMB Piracy Reporting Centre liaised with the Nigerian Navy who dispatched a naval vessel to assist the ship. The remaining seven crew members sailed the vessel under naval escort to a safe anchorage.

On 27 October 2018, a Liberia flagged Container ship MV Pomerania Sky was attacked by armed pirates while underway at position Latitude 03:21 North and Longitude 006:32 East, around 71nm SW of Bonny Island, Nigeria, at approximately 0300 UTC. Pirates successfully attacked and boarded the ship and kidnapped 11 crew members and escaped. The incident was reported to the Nigerian Navy who dispatched a patrol boat to the location. The Nigerian Navy then escorted the remaining crew and

ship to a safe anchorage. On 19 December 2018, the IMB PRC received confirmation from the ship owners that the 11 kidnapped crew members had been released safely and repatriated back to their home.

On 04 December 2018, a Vanuatu flagged Offshore supply vessel MV Saavedra Tide was attacked by armed pirates while underway at position Latitude 03:08 North and Longitude 006:20 East, around 70nm South of Brass, Nigeria, at approximately 1800 UTC. Around nine armed pirates in a speedboat chased and successfully boarded the vessel. All crews mustered in the citadel. The Nigerian Navy dispatched a patrol boat and intercepted the vessel. Upon arriving at the vessel's location, the Navy opened fire resulting in the pirates escaping with stolen personal belongings. The vessel was then escorted to a safe port. All crews reported safe.

**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.

### **CONTINUED COOPERATION**

The positive information sharing, actions and cooperation between the Indonesian Marine Police (IMP) and the IMB PRC has resulted in an overall decrease in the number of incidents in the 10 safe designated areas except for Muara Berau, as reported by ships. Actions by the IMP has resulted in a sharp decline in attacks on ships in this area. The IMB PRC is monitoring the situation and liaising closely with the IMP.

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

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 as per IMO Cir 1334. The IMB PRC will also liaise with local and regional Authorities to render necessary assistance.

In line with the Road Map Program Police Reforms Wave III, the Indonesian Authorities will continue to allocate and position resources and assets in key 10 designated areas of concern to prevent sea robbery and piracy in and around Indonesian waters until 2019.

### **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.

### **ACKNOWLEDGEMENT**

The IMB PRC appreciates the strong cooperation from the West African Authorities in the Gulf of Guinea. A special thanks to the Nigerian Authorities who have continued to provide prompt information, actions and valuable cooperation between Agencies. The IMB PRC looks forward to the continued cooperation from the West African Authorities.

## **TRENDS**

A total of 201 incidents of piracy and armed robbery against ships have been reported to the IMB Piracy Reporting Centre (PRC) in 2018 up from 180 in 2017.

The figures include 143 vessels boarded, 34 attempted attacks, 18 vessels fired upon and six vessels hijacked. The effects on the safety of the crew continues to be a cause for concern. One hundred and forty-one crew were taken hostage. A further 83 crew were kidnapped, with 44 crew kidnapped in Q4. Eight crew were also reported injured.

Seventy-nine incidents were reported from vessels within the Gulf of Guinea and its neighboring countries – more than twice as many recorded in 2017. Nigerian pirates have demonstrated their capability by hijacking a tanker underway 100nm off Point Noire, Congo. All six vessel hijackings and 13 of the 18 vessels fired upon globally occurred in this region. Furthermore, 78 crew were kidnapped in the Gulf of Guinea – with 41 in the last quarter – further evidencing the continued levels of violence and threats to seafarers in these waters and a spike towards the end of the year.

A Suezmax tanker was reported fired upon in the Gulf of Aden. A product tanker and a capesize bulk carrier were fired upon approximately 315nm and 340nm respectively east of Somalia. These incidents continue to demonstrate the Somali pirate capability and intent to launch attacks hundreds of miles from their coastline. This also highlights the requirement for the continued presence of the EU and international navies in this region. Masters are urged to continue to maintain high levels of vigilance when transiting these waters and to follow the recommendations within the latest version of the BMP.

Patrols by the Indonesia Marine Police have seen the number of incidents drop for the third successive year. The majority of the 36 Indonesian reports were low level opportunistic thefts. Six crew, however were taken hostage and threatened indicating the need to be vigilant and report incidents.

Incidents off eastern Malaysia, Sabah continue to be a cause of concern with five crew from two fishing boats reported as kidnapped. A tug also reported being fired upon resulting in the Master being injured.

Ten incidents have been reported from the Philippine islands – down from 22 in 2017. Batangas anchorage accounts for five of these. A general cargo ship was fired upon by suspected militants. The prompt action of the crew and the Philippine Coast Guard resulted in the vessel being safe – a crewmember was however injured due to the firing. The alerts broadcasted by the PRC on behalf of the Philippine authorities provides valuable information to Masters', CSOs and assisting in the prevention of successful attacks by the militants.

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.