



ICC INTERNATIONAL MARITIME BUREAU

PIRACY AND ARMED ROBBERY AGAINST SHIPS

REPORT FOR THE PERIOD

1 January – 31 March 2024

WARNING

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INTRODUCTION

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

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

The key advantages and services of the PRC are:

- A 24/7 manned operations centre.
- A single point of reporting for all vessels affected by piracy or armed robbery, as they trade through many different jurisdictions.
- Notifying the appropriate response agency of the reported incident and liaising with these agencies until the crew and vessel are safe.
- Warning vessels in the vicinity of a threat by broadcasting sitreps of incidents via Inmarsat-C SafetyNET service.
- Alerting CSOs and vessel managers of incidents via email.
- Keeping the International Maritime Organisation (IMO) updated on reported incidents.
- Assisting local law enforcement in apprehending and bringing the criminals to justice.
- Publishing comprehensive quarterly and annual reports detailing incidents reported to the PRC.

The IMB PRC provides all its services ***free of charge*** to all ships irrespective of crew nationality, ownership, or flag.

This report is an analysis of 33 global maritime piracy and armed robbery incidents reported to the IMB PRC from 1 January to 31 March 2024. Incidents are occasionally reported late, resulting in changes to the tables and figures in subsequent reports.

Due to the continued debate concerning the Malacca Straits, these narrated incidents are shown separately.

For further details on the anti-piracy service or to report an incident, contact the 24-hour manned IMB PRC at:

ICC International Maritime Bureau
PO Box 12559, 50782 Kuala Lumpur, Malaysia
24 Hours Anti-Piracy HELPLINE Tel: ++ 60 3 2031 0014
Tel ++ 60 3 2078 5763
WhatsApp / Telegram: +60 11 2659 3057
E-mail: piracy@icc-ccs.org / imbkl@icc-ccs.org

DEFINITIONS OF PIRACY & ARMED ROBBERY

The IMB PRC follows the definitions of Piracy as defined in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) and Armed Robbery as defined by the International Maritime Organisation (IMO) in its 26th Assembly session as Resolution A.1025 (26) “Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships”.

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).

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

The definitions of piracy and armed robbery are aimed to assign responsibility for responding to these illegal acts. It is worth noting that these definitions do not consider the resulting consequence on the crew, vessel and cargo, which in IMB’s experience ranges from opportunistic theft, cargo theft, taking crew hostage, assault and injury, kidnapping and in some cases death of a crew member.

It is vital that all actual and attempted incidents at the time of, or shortly after the incident, are reported and recorded.

This is the first essential step in the response chain.

Under the definitions of Piracy or Armed Robbery, the IMB PRC reports incidents as follows:

1. **Boarded:** An illegal act of perpetrators successfully gaining access onto the vessel.
2. **Hijacked:** An illegal act of perpetrators successfully gaining access onto the vessel and taking over the control of the vessel from the Master and crew.
3. **Fired Upon:** An illegal act of perpetrators discharging weapons towards the vessel while attempting to gain access onto the vessel.
4. **Attempted:** An illegal act of perpetrators attempting to approach a vessel with possible intention to board but remain unsuccessful due to the timely actions of the crew.

The consequences to the crew, vessel, or cargo, as a result of the above illegal acts:

1. **Crew:** Kidnap, hostage, death, threat, assault, injury, missing.
2. **Vessel:** Damage, especially due to the discharge of weapons or when perpetrators willfully damage vessel equipment and property.
3. **Cargo:** Theft or damage to cargo.

Region specific severity of incident on Crew, Vessel and Cargo: (Chart G)

As several agencies define and categorize incidents differently, the IMB reports under three generic Severity Levels – I, II, and III determined by the effect the incident has on the crew, vessel and cargo.

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

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

Severity 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.

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

FUNDING

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

- ANIA
- Assuranceforeningen Skuld
- Britannia Steam Ship Insurance Association Limited
- Gard AS
- Japan P&I
- Justships Ltd
- Merchant Shipping Cyprus
- Steamship Insurance Management Services Limited
- Northstandard Limited
- Tsakos Shipping and Trading SA

The PRC is additionally non-financially supported by:

- Spire Global Inc. (<https://spire.com/>)
- Vesseltracker (<https://www.vesseltracker.com/>)

TABLE 1: Locations of ACTUAL and ATTEMPTED incidents, January - March 2020 – 2024

Locations	2020	2021	2022	2023	2024
S E ASIA					
Indonesia	5	2	3	4	6
Malacca Straits					1
Malaysia	1		1	1	
Philippines	2	1		1	1
Singapore Straits	5	6	11	8	5
EAST ASIA					
Vietnam		1			
INDIAN SUB					
Bangladesh	1		1		7
CONTINENT					
India	5		2		2
AMERICAS					
Brazil	1	1	3	1	
Colombia	1	3		2	
Ecuador		1			
Haiti	1	1			
Peru	3	5	6	5	
Venezuela			1		
AFRICA					
Angola	3	2	4	1	4
Benin	3	1			
Cameroon		1			
Dem. Republic of Congo		1			
Dem. Rep. of Sao Tome & Principe	1	4			
Equatorial Guinea					1
Gabon	1	2			
Ghana		2	2	2	
Gulf of Aden*		1			
Ivory Coast	1		1	1	
Liberia			1		1
Mozambique	1				
Nigeria	11	2			
Somalia*					5
South Africa			1		
The Congo		1		1	
Togo	1				
Sub total	47	38	37	27	33
Total at year end	195	132	115	120	

All incidents with * above are attributed to Somali pirates.

CHART A: The following five locations contributed 82% of the total 33 incidents reported in the period January – March 2024.

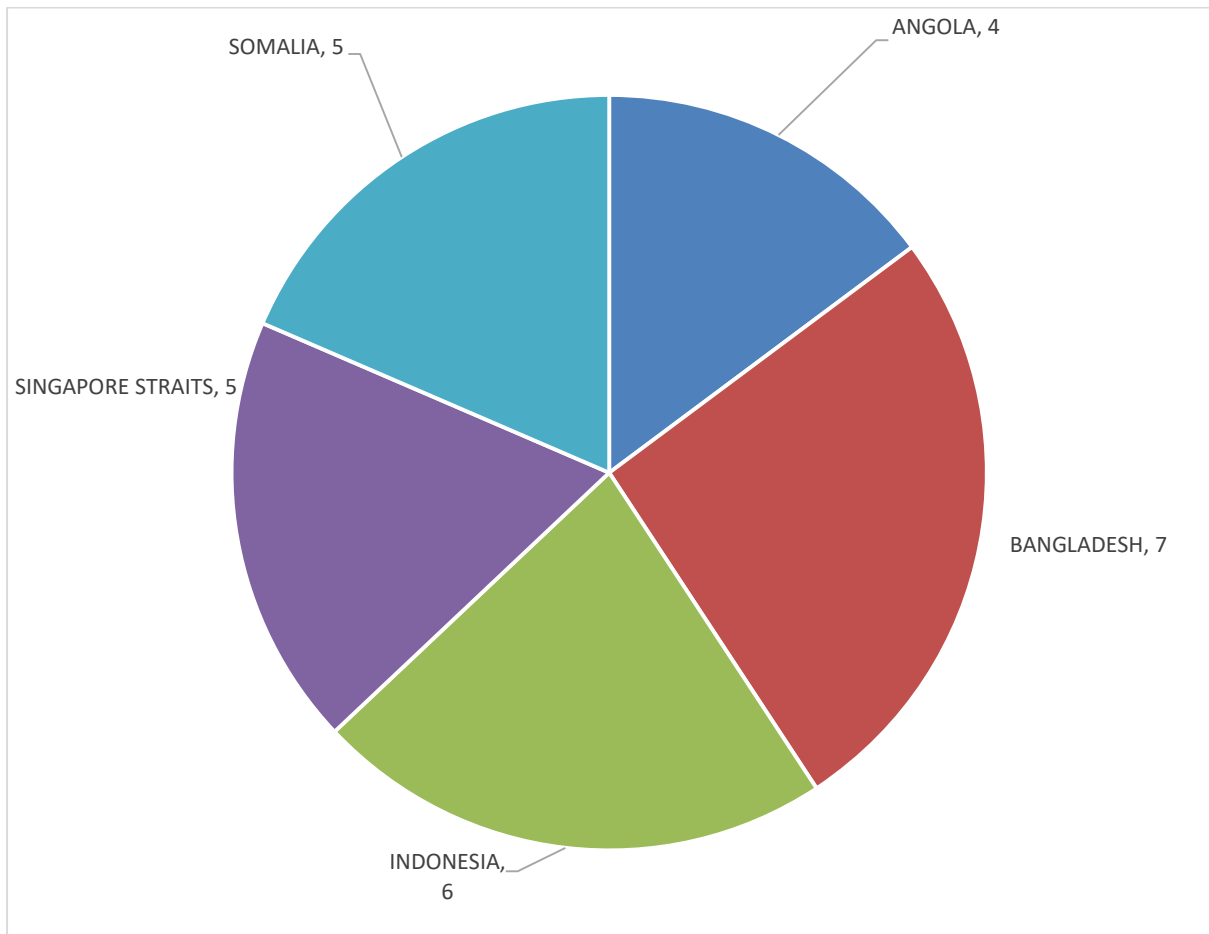


CHART B: Monthly comparison of incidents during January – March 2024

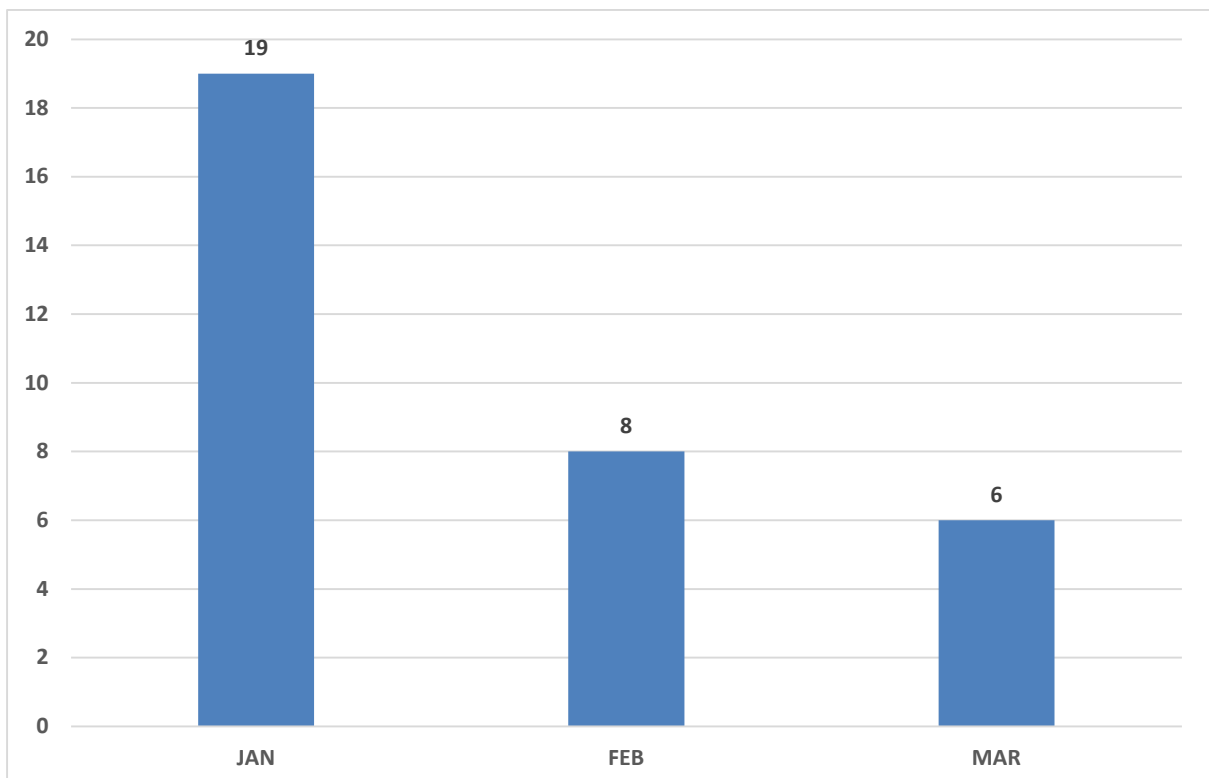


CHART C: Total incidents as per regions of the world January – March 2024

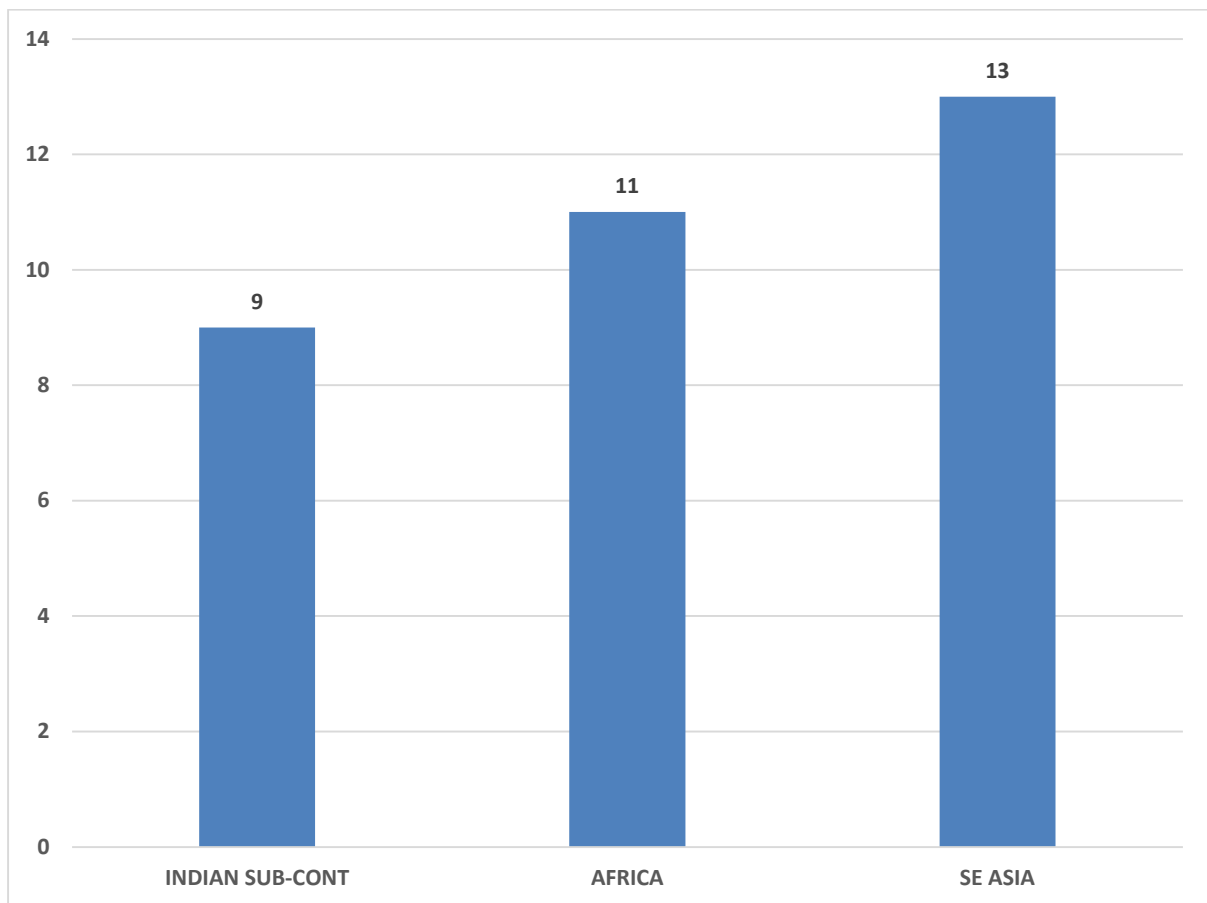


CHART D: Perpetrators successful in 79% of incidents. January – March 2024

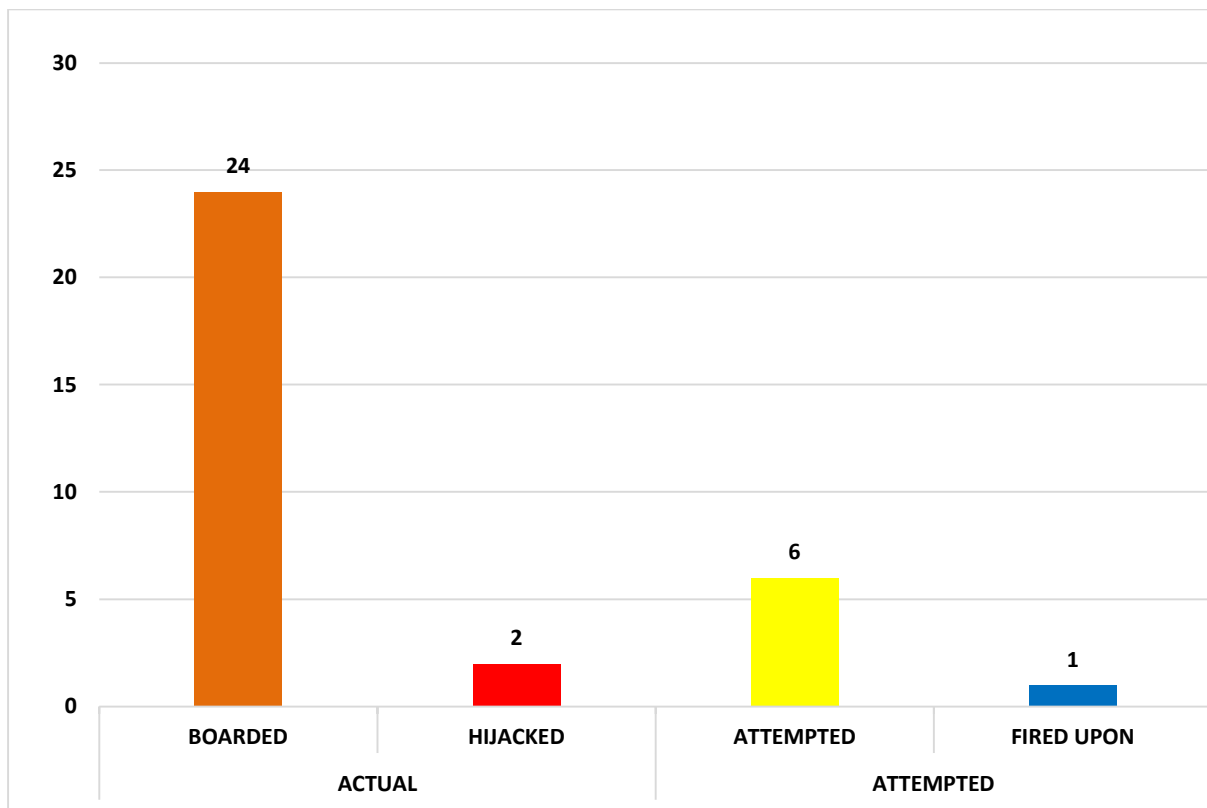


CHART E: Type of incident in relation to the status of vessel movement January – March 2024

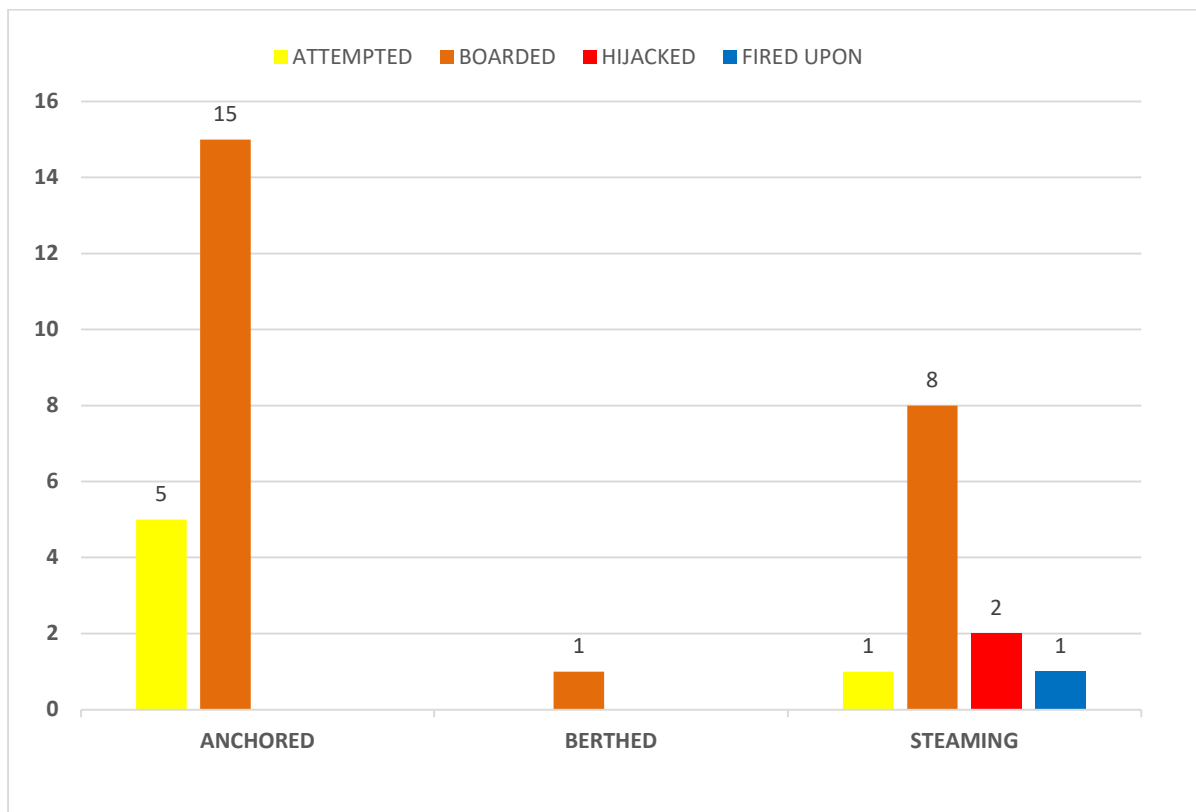


CHART F: Region specific type of incident in relation to the status of vessel movement January – March 2024

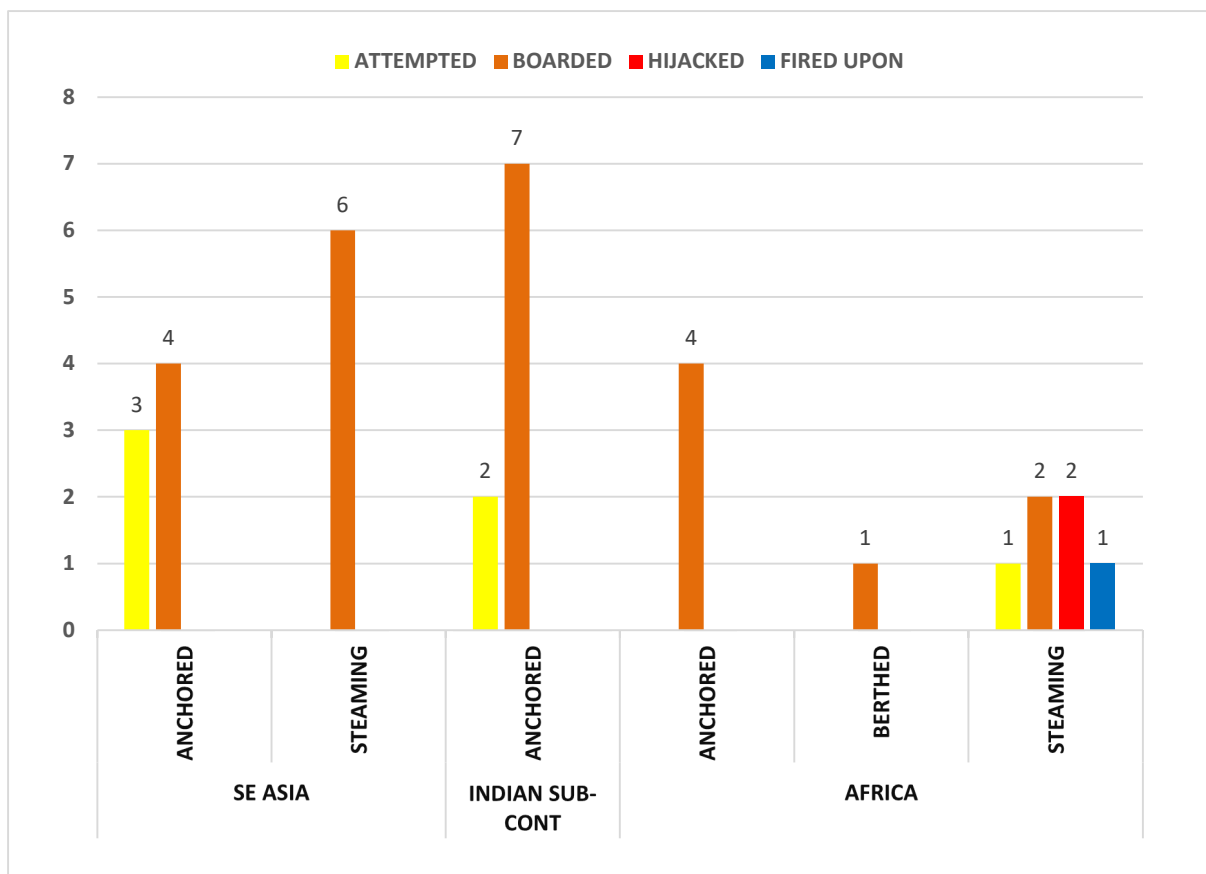


CHART G: Region specific severity of incident in relation January – March 2024
(Severity level I, II, III – see page 4 for clarification)

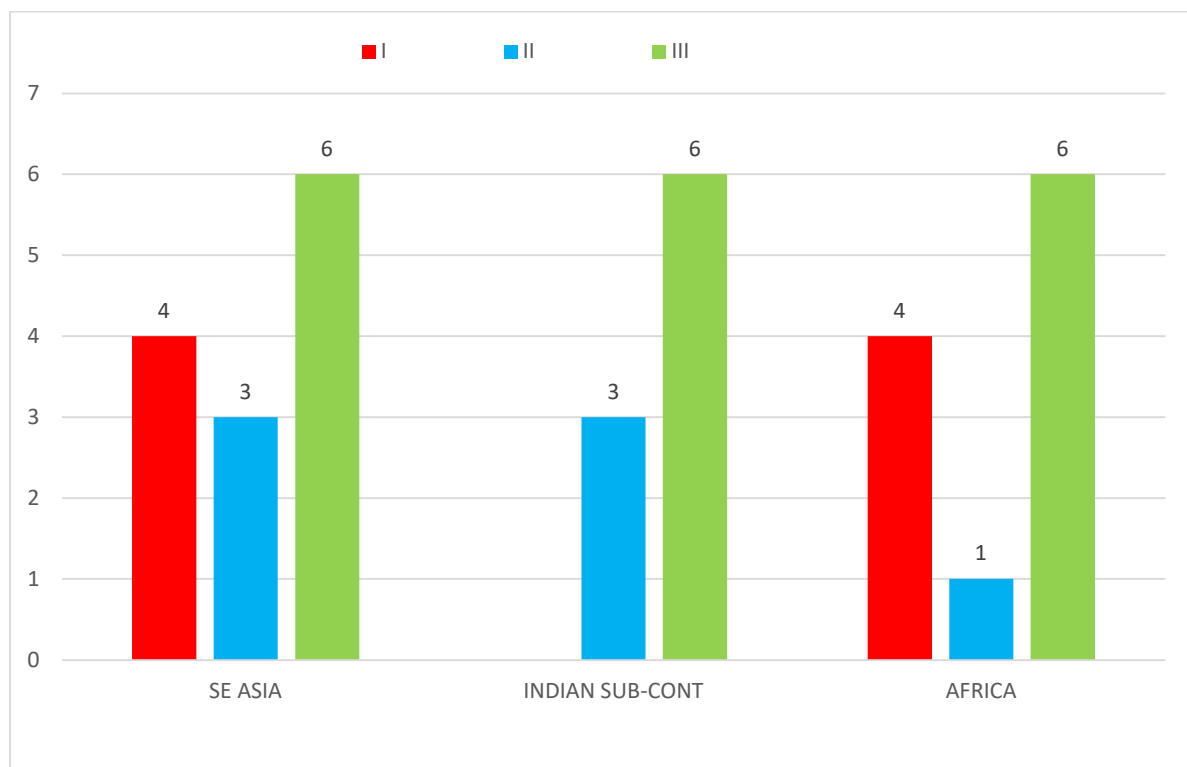


TABLE 2: ACTUAL and ATTEMPTED incidents by location, January – March 2024

Location	Actual		Attempted	
	Boarded	Hijacked	Fired upon	Attempted
SE ASIA Indonesia	3			3
Malacca Straits	1			
Philippines	1			
Singapore Straits	5			
INDIAN Bangladesh	5			2
SUB-CONT India	2			
AFRICA Angola	4			
Equatorial Guinea	1			
Liberia	1			
Somalia	1	2	1	1
Sub total	24	2	1	6
Total	33			

TABLE 3: Ports / anchorages, with three or more reported incidents, January – March 2024

Country	Location	01.01.2024 to 31.03.2024
Angola	Luanda	3
Bangladesh	Chattogram	6
Indonesia	Dumai	3

TABLE 4: Status of vessels during ACTUAL incidents, January – March 2024

Location	Berthed	Anchored	Steaming
SE ASIA Indonesia		3	
Malacca Straits			1
Philippines		1	
Singapore Straits			5
INDIAN Bangladesh		5	
SUB-CONT India		2	
AFRICA Angola		4	
Equatorial Guinea			1
Liberia	1		
Somalia			3
Sub total	1	15	10
Total		26	

TABLE 5: Status of vessels during ATTEMPTED incidents, January – March 2024

Location	Anchored	Steaming
SE ASIA Indonesia	3	
INDIAN SUB-CONT Bangladesh	2	
AFRICA Somalia		2
Sub total	5	2
Total	7	

TABLE 6: Types of arms used during incidents, January - March 2020 – 2024

Types of Arms	2020	2021	2022	2023	2024
Guns	13	11	5	1	8
Knives	8	11	13	8	10
Not stated	24	14	18	18	14
Other weapons	2	2	1		1
Sub total	47	38	37	27	33
Total at year end	195	132	115	120	

TABLE 7: Comparison of the type of incidents, January - March 2020 – 2024

Category	2020	2021	2022	2023	2024
Attempted	6	2	2	2	6
Boarded	37	33	34	24	24
Fired upon	4	2			1
Hijack		1	1	1	2
Sub total	47	38	37	27	33
Total at year end	195	132	115	120	

TABLE 8: Types of violence to crew, January – March 2020 – 2024

Types of Violence	2020	2021	2022	2023	2024
Hostage	2	2	23	2	35
Injured	2				
Kidnap/Ransom	22	40		6	9
Killed		1			
Threatened		2	4	2	1
Assaulted				1	
Sub total	26	45	27	11	45
Total at year end	191	82	55	102	

TABLE 9: Type of violence to crew by location, January – March 2024

Location	Kidnapped	Hostage	Threatened
SE ASIA Indonesia		1	1
Singapore Straits		5	
AFRICA Equatorial Guinea	9		
Somalia		29	
Sub total	9	35	1
Total	45		

TABLE 10: Types of arms used by geographical location, January – March 2024

Locations	Guns	Knives	Other Weapons	Not Stated
SE ASIA Indonesia	1	2	1	2
Malacca Straits				1
Philippines				1
Singapore Straits	1	4		
INDIAN Bangladesh		4		3
SUB-CONT India				2
AFRICA Angola				4
Equatorial Guinea	1			
Liberia				1
Somalia	5			
Sub total	8	10	1	14
Total	33			

TABLE 11: Incidents as per type of vessels, January – March 2020 – 2024

Type	2020	2021	2022	2023	2024
Bulk Carrier	7	12	19	11	10
Container	8	9	2	3	3
Crew Boat			2		
Drilling Ship		1			
Fire Fighting Vessel					1
General Cargo		1		1	3

Heavy Load Carrier					1
Offshore Support Vessel	1	1			
Refrigerated Cargo Ship	1	1			
Supply Ship	4	2	1		2
Tanker Asphalt / Bitumen	1				
Tanker Chemical / Product	13	4	7	6	7
Tanker Crude Oil	5	1	4	1	1
Tanker LNG		2			
Tanker LPG	2		1		2
Trawler / Fishing Vessel	1	1			2
Tug / Offshore Tug	4	2		5	1
Vehicle Carrier		1	1		
Sub total	47	38	37	27	33
Total at year end	195	132	115	120	

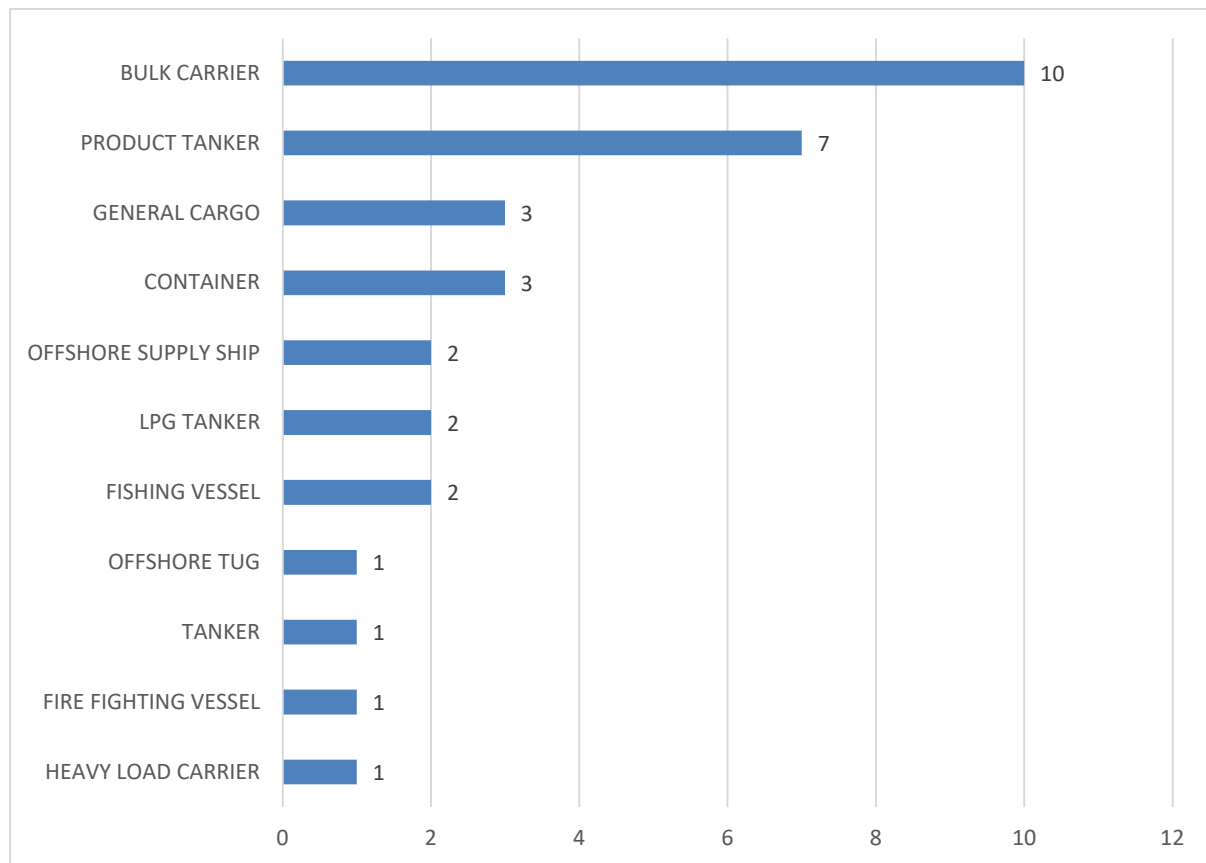
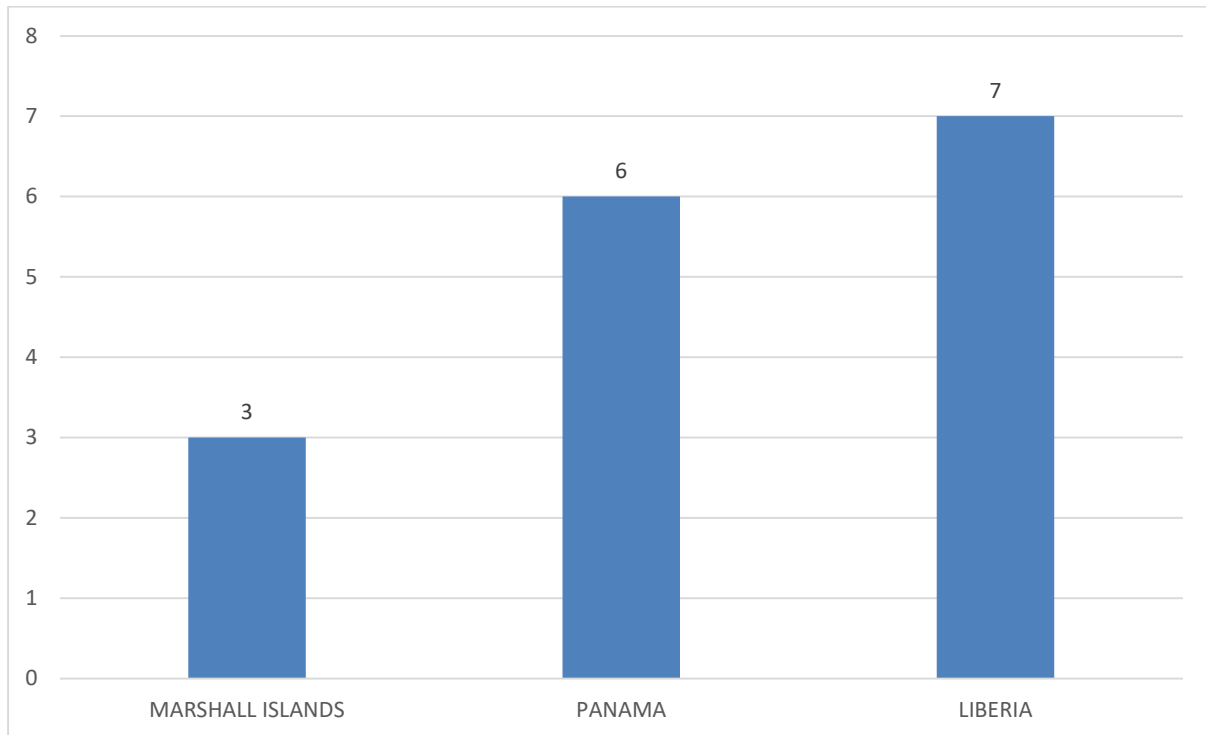
CHART H: Incidents as per type of vessels, January – March 2024

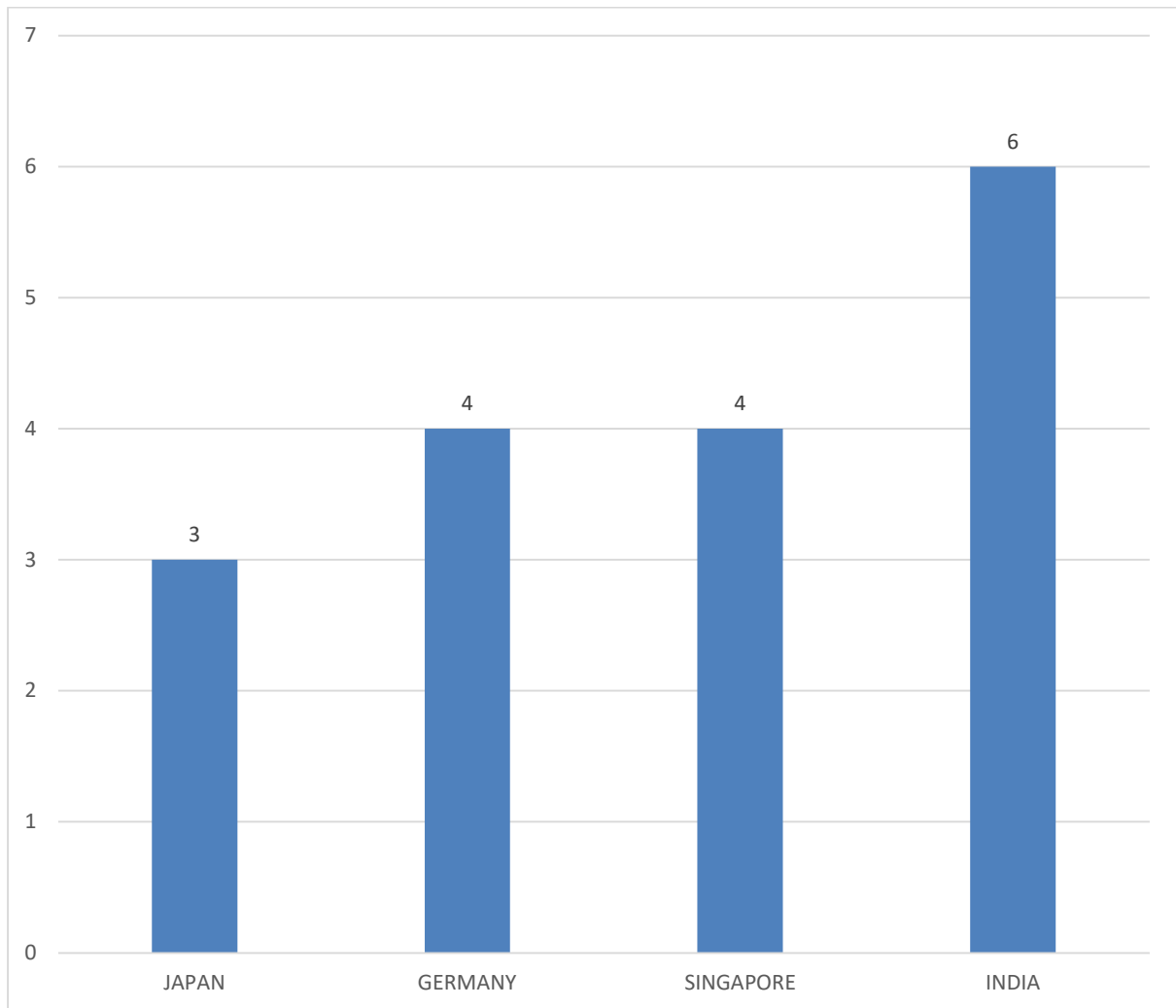
TABLE 12: Nationalities of vessels affected, January - March 2020 – 2024

Flag State	2020	2021	2022	2023	2024
Bahamas		3	1	1	1
Bangladesh					2
Barbados		1			
Bermuda		1			
Cayman Islands			1	1	
China		1			
Comoros	1				
Curacao					1
Cyprus		3	1	1	1
Denmark	1	1		1	
France		1	1		1
Germany		1	1		
Gibraltar	1				
Greece	2			1	
Hong Kong (SAR)		1	1	1	1
India	2		1		1
Indonesia	2				
Isle of Man	1		1		
Jamaica		1			
Japan				2	
Korea South					1
Liberia	7	6	5	3	7
Luxembourg		2			
Malaysia	1	1		1	
Malta	2	1	2	2	
Marshall Islands	10	6	8	4	3
Nigeria					1
Palau	1				1
Panama	8	1	9	2	6
Philippines	1				
Portugal	1		1	1	2
Saudi Arabia	1				
Singapore	5	6	4	6	2
Spain		1			
Sri Lanka					1
Tuvalu					1
Sub total	47	38	37	27	33
Total at year end	195	132	115	120	

CHART I: Nationalities of vessels involved in three or more incidents, January – March 2024**TABLE 13: Vessels affected – managed or controlled from January – March 2024**

Country	No of Ships
Bangladesh	1
China	2
France	1
Germany	4
Greece	2
Hong Kong	2
India	6
Japan	3
Korea South	1
Norway	1
Oman	1
Singapore	4
Sri Lanka	1
Turkey	1
UAE	1
United Kingdom	2
Total	33

CHART J: Managing countries whose vessels involved in three or more incidents between January – March 2024



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

From 1 January to 31 March 2024, two vessels were hijacked. One vessel each was boarded and fired upon while one reported an attempted approach in the waters off Somalia.

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

The IMB PRC cautions vessel owners and masters against complacency. Recent incidents demonstrate the continued capability and capacity of the Somali pirates to target vessels over 1000nm from the Somali coast.

All vessels are advised and encouraged to adhere to the latest BMP recommendations while transiting these waters. Vessels employing Privately Contracted Armed Security Personnel (PCASP) should be cautious and not mistake fishermen for pirates.

The IMB PRC continues to monitor the situation in the region. Although only five Somali piracy incidents have been recorded, several hijackings of dhows and fishing have not yet been reported.

The IMB PRC supports and compliments the role of international navies by relaying all reports received to the response agencies, as well as by broadcasting alerts to vessels via the GMDSS Safety Net Service on incidents of piracy and armed robbery.

The IMB PRC is also aware of the non-piracy related targeting of vessels by Houthi militants in the Gulf of Aden / Red Sea / Bab El Mandeb waters particularly off Yemen using drones and missiles. All vessels are urged to register and report as per the latest edition of the BMP.

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 reported incidents in the 10 safe designated areas.

All vessels 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 for vessels.

Vessels are advised to cooperate by maintaining strict anti-piracy and robbery watches and report all attacks and suspicious sightings to the local Authorities / IMP, as well as the IMB PRC. 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 10 key designated areas of concern, to prevent sea robbery and piracy in and around Indonesian waters.

The IMB thanks the IMP for their support and contribution to the shipping industry.

ACKNOWLEDGEMENT

The IMB PRC appreciates the strong and vital cooperation from the Philippine and Malaysian Intel that have provided crucial information relating to the safety of vessels and seafarers, particularly in the Sulu Sea/eastern Sabah waters. The successful cooperation has directly and indirectly saved many lives and properties at sea. The IMB PRC looks forward to the continued cooperation, and thanks both intel agencies for their commitment.

ACKNOWLEDGEMENT

The IMB appreciates the assistance (past and present) and vital cooperation provided by the Coalition naval forces / EU naval force (EUNAVFOR ATALANTA) / MSCHOA / US Navy / French Alindien / NATO / UKMT0 / 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 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, resulted in a drop in the number of attacks.

ACKNOWLEDGEMENT

The IMB PRC appreciates the strong cooperation from the West African authorities / navies and international navies (past and present), especially the Danish, Italian, Russian, Spanish and Portuguese Navies in the Gulf of Guinea. A special thanks to the Nigerian Authorities, particularly the Nigerian Navy and NIMASA, 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 / navies and international navies in the area.

ACKNOWLEDGEMENT

The IMB PRC thanks all the masters and vessel owners / operators who have reported incidents to the Centre. It encourages all incidents to be reported in a timely manner.

While the IMB PRC endeavours to always get a meaningful response from regional authorities, the reports also play a crucial role to increase awareness of this crime. This allows for additional resources to be allocated by authorities to tackle the crime of piracy and armed robbery.

Transparent statistics from an independent, non-political, international organization such as the IMB PRC can act as a catalyst to achieve this goal.

PIRACY AND ARMED ROBBERY PRONE AREAS AND WARNINGS

All vessels are advised to report all piracy and armed robbery incidents and suspicious sightings to local Authorities, their flag state and to the IMB Piracy Reporting Centre as per IMO Cir 1334.

The IMB Piracy Reporting Centre can be contacted at:

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

E-mail: piracy@icc-ccs.org / imbkl@icc-ccs.org

Tel: +60 3 2078 5763

WhatsApp / Telegram: +60 11 2659 3057. (Photograph or video submission encouraged).

Mariners are advised to be cautious, take precautionary measures and follow all recommended guidelines, when transiting the following areas:

SOUTH EAST ASIA AND INDIAN SUB CONTINENT

Bangladesh: Most incidents reported at anchorages and its approaches. Incidents in Bangladesh have fallen significantly over the past few years because of the efforts by the Bangladesh authorities. Recently, incidents have increased at Chattogram anchorage. Maintain a strict watch.

Indonesia: Belawan and Dumai / Lubuk Gaung and surrounding waters. Pirates / robbers are normally armed with guns / knives and / or machetes. Generally, be vigilant in other areas. Many incidents may have gone unreported. Pirates / robbers normally approach vessels during the night. When spotted and alarm is sounded, the pirates / robbers usually escape without confronting the crew. A strict anti-piracy watch is recommended.

Meetings and continued dialogue between the Indonesian Marine Police (IMP) and the IMB PRC resulted in positive actions by the Indonesian authorities, who have so far brought down the number of incidents significantly. With the assistance and actions of the IMP, the incidents appear to be curtailed.

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:

(After IMP-IMB started the cooperation, since 2014, no incident has been reported in the Adang Bay region. With this in view, in March 2021, IMP has decided to replace Adang Bay with Tanjung Butan at 01:11.30N – 104:12.30E as Singapore Straits and surrounding waters are now considered as risky waters).

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. Tanjung Butan: 01:11.30N-104:12.30E (effective 12 March 2021)
9. Muara Berau: 00:17.00S-117:36.00E
10. Balikpapan: 01:22.00S-116:53.00E

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

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

Malacca Straits: Although the number of incidents has dropped substantially due to increased and aggressive patrols by the littoral states' authorities since July 2005, vessels 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 when they will be reduced. In some cases, incidents may have gone unreported. Situation currently remains stable although one incident was reported.

Malaysia: Bandar Penawar, Johor – past incidents reported on anchored vessels. Off Tanjung Piai – past incidents reported on vessels underway. Though incidents have stopped, the IMB PRC is monitoring the situation and will liaise with the Malaysian Authorities / MMEA as needed.

In / off Eastern Sabah – kidnapping of merchant ship's crew by ASG has stopped for several years due to actions by the Malaysian and Philippines Authorities. Last kidnapping incident was reported in January 2020. It was reported that several ASG militants had been captured / killed by the authorities. Although the incidents have stopped, the waters remain risky.

Vessels are advised to continue to take precautionary measures and maintain strict anti-piracy watch and measures. Vessels transiting these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System. Vessels are also urged to monitor the IMB PRC Warnings on potential incidents / targets / description of militant boats issued on behalf of the Philippines and Malaysian Intel Agencies.

Philippines: In / off Sibutu passage / off Sibutu island / Tawi Tawi / Sulu Sea / Celebes sea / off eastern Sabah – past incidents included crew kidnappings. These kidnapping incidents have stopped for several years due to the actions by the Malaysian and Philippines Authorities. Last kidnapping incident was reported in January 2020. It was reported that several ASG militants had been captured / killed by the authorities. Although the incidents have stopped, the waters remain risky.

Vessels are advised to continue to take precautionary measures and maintain strict anti-piracy watch and measures. Vessels transiting these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System. Vessels are also urged to monitor the IMB PRC Warnings on potential incidents / targets / description of militant boats issued on behalf of the Philippines and Malaysian Intel Agencies.

Manila: Be vigilant. Several past and recent incidents / robberies have been reported.

Singapore Straits: A General Warning issued in December 2019 indicating a sudden rise in incidents in Singapore Straits especially during the night is still valid. The incidents are still occurring to date. It appears one or more groups are targeting passing ships, including tugs / barges to rob them. Authorities have been notified and are aware of the situation. Vessels are advised to remain vigilant and to continue maintaining adequate watches and measures. Robbers board vessels while underway or while at anchor especially during the night. Robbers will abort and move away when the alarm is sounded, and authorities notified. Therefore, a strict watch is necessary.

South China Sea: Although incidents have stopped in the vicinity off Tioman / off Pulau Aur / off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to continue to remain vigilant, especially during the night. In the past, several hijackings of small product tankers occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend started in April 2014, but the hijackings stopped abruptly in late 2015. It has been reported that some criminals have been arrested by local authorities both in Malaysia and in Indonesia. There were three incidents reported in 2017 where two tankers were hijacked off Kuantan / Off Pulau Aur / East coast Malaysia. The IMB continues to monitor the situation.

WEST AFRICA (Gulf of Guinea) – As a general rule:

- (i) Follow recommendations and guidelines presented in the BMP WA.
- (ii) All crews to keep a vigilant lookout using all available means. Ships advised to adjust ETA for direct berthing or wait / drift / transit more than 300nm from the coast, if appropriate and agreed by all in venture. Incidents reported up to 300nm from the coast.

Angola (Luanda): Incidents of robberies reported. Be vigilant and maintain watch.

Benin (Cotonou): No recent incidents reported. Past incidents reported in / off Benin. Vessels attacked and crews kidnapped. Incidents showed that the pirates / robbers in the area are well armed and violent. Pirates robbed vessels and kidnapped crews for ransom. In the past, tankers were hijacked, and part cargo stolen (gas oil).

Cameroon (Douala): Past incidents including vessels fired upon at anchor and kidnapping of crew. Be vigilant.

Equatorial Guinea: One recent incident off Bioko Island more than 45nm where ship's crew kidnapped. Past fired upon/kidnapped incidents off Bata up to 87nm from coast.

Gabon (Port Gentil / Owendo anchorage): Incidents stopped. Past incidents / kidnapping of crews occurred more than 70nm offshore.

Ghana (Takoradi): Incidents reported at Takoradi anchorages. Maintain strict watches.

Guinea (Conakry): Incidents dropped. Past incidents involving robberies reported at anchorages.

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

Nigeria (Lagos / Apapa, Off Bayelsa / Brass / Bonny Island / Port Harcourt): Pirates / robbers are often well armed, violent and have attacked and hijacked / robbed vessels / kidnapped crews along or far from the coast, rivers, anchorages, ports and surrounding waters. Incidents have also been reported up to about 300nm from the coast. Generally, all waters in / off Nigeria remain highly risky. Vessels are advised to be vigilant as incidents may have gone unreported. Kidnapping for ransom remains the biggest risk for crews. Vessels are advised to take additional measures in these high-risk waters. In the past, tankers were also hijacked, and part cargo stolen (gas oil).

Incidents dropped drastically for Nigeria, but vessels are advised to be vigilant as waters remain risky.

Togo (Lome): Incidents appear to have stopped. Past attacks reported at anchorage / in / off Togo. Vessels robbed and crews kidnapped. In the past, tankers were also hijacked, and part cargo stolen (gas oil).

The Congo: Incidents reported off Pointe Noire.

Sao Tome & Principe: No recent reported incidents. Past incidents showed vessels hijacked / attacked, and crews kidnapped. Vessels advised to continue to maintain strict anti-piracy watch and measures. Waters are still considered high risk for fishing and merchant vessels although incidents have dropped.

Sierra Leone: (off Turtle Islands). One past hijacking incident reported.

EAST AFRICA / GOA / RED SEA

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: Five recent piracy incidents and hijacking reported off Somalia. The incident last year on 14 December 2023 is the first successful hijacking of a merchant vessel by alleged Somali pirates since 2017. Somali pirates have the capability to target vessels over 1000nm from coast using mother vessels.

The recent successful incidents demonstrate the continued capabilities of these criminals. Vessels are advised to be vigilant, maintain strict anti-piracy watch and adhere to the recommendations in the latest BMP, while transiting in these waters. The IMB PRC will continue to alert and broadcast information to all ships in the region via GMDSS Safety Net Service.

In the past, Somali pirates have conducted their acts in waters off the southern Red Sea / Bab El Mandeb, Gulf of Aden including Yemen and the northern Somali coast, Arabian sea / off Oman, Gulf of Oman and off the eastern and southern Somali coast. Vessels have also been targeted 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.

Generally, Somali pirates tend to be well armed with automatic weapons and RPGs. They sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows. Masters and ship owners are encouraged to register their vessel and report as per the latest BMP procedures, ensure their vessel is hardened prior to entering these waters and to maintain a 24-hour visual and radar watch. Keeping in mind the warnings and alerts for the area, an early sighting / detection of an approaching skiff will enable an accurate assessment, allowing the Master and PCASP to make informed decisions to keep clear of small boats, dhows, fishing vessels and, if necessary, take evasive actions and request assistance as needed.

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

Vessels transiting in / off Yemen / Gulf of Aden / Southern Red Sea / Bab El Mandeb: There is a heightened security risk to vessels transiting these waters. Vessels are being approached by skiffs and hailed via VHF allegedly by Yemeni naval forces to alter course into Yemeni waters. Masters are encouraged to be cautious, ignore these calls and immediately report any such activities to Coalition warships on VHF Ch 16. Ships transiting Gulf of Aden, Southern Red Sea and Bab El Mandeb are also advised to be vigilant and take precautionary measures as vessels have been targeted by missiles and unmanned aerial vehicles. The number of these reported incidents, which are not piracy related, are increasing.

Vessels transiting Straits of Hormuz / Gulf of Oman / Off Iran – incidents are not piracy related. Unauthorised boardings have been reported.

SOUTH AND CENTRAL AMERICA AND CARIBBEAN WATERS

Brazil (Macapa): Incidents have dropped. Waters remain risky. Stay vigilant.

Colombia (Cartagena): Incidents have dropped. Past incidents reported at anchorages, river passage and pilot boarding ground. Stay vigilant.

Ecuador (Guayaquil): Incidents have stopped. Past incidents reported at anchorage / river passage with pilot. Robbers well-armed. Fired upon.

Haiti (Port Au Prince / Lafiteau): Incidents dropped. Advised to continue maintaining watch and to stay vigilant.

Mexico (Puerto Dos Bocas): Incidents dropped. Past reported incidents - pirates / robbers in this area armed with guns.

Peru (Callao): Incidents still high. Waters remains risky. Maintain vigilant watch and employ anti-piracy measures.

Venezuela (Puerto La Cruz / Puerto Jose / Guanta): Although incidents have stopped, vessels are still reminded to maintain strict anti-piracy watch and measures especially at anchor.

EASTERN EUROPE/UKRAINE

Not piracy related: Ukraine and Russia conflict: stay clear of Ukrainian coast. Mines reported in the Black Sea.

IMB Maritime Security Hotline

The International Maritime Bureau (IMB) has 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 any maritime crime including terrorism, piracy and other illegal activities. All information reported 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

E-mail: imbsecurity@icc-ccs.org

WhatsApp or Telegram at +601126593057. Photograph or video submission encouraged.

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

Trends within areas of continued concern

CHART K: SE Asia – Singapore Straits – Total number of reported incidents

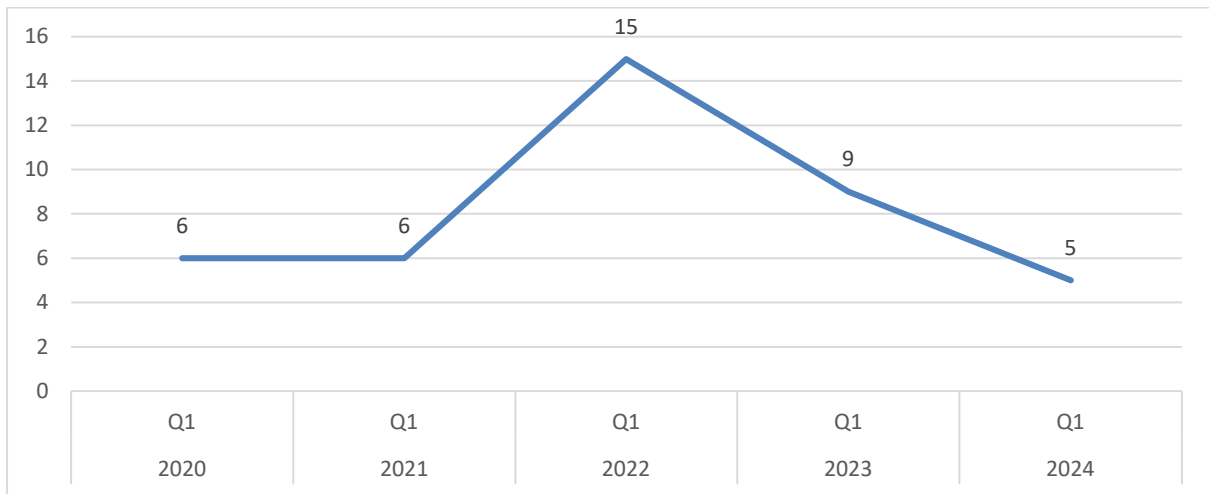


CHART L: West Africa – Gulf of Guinea – Total number of reported incidents

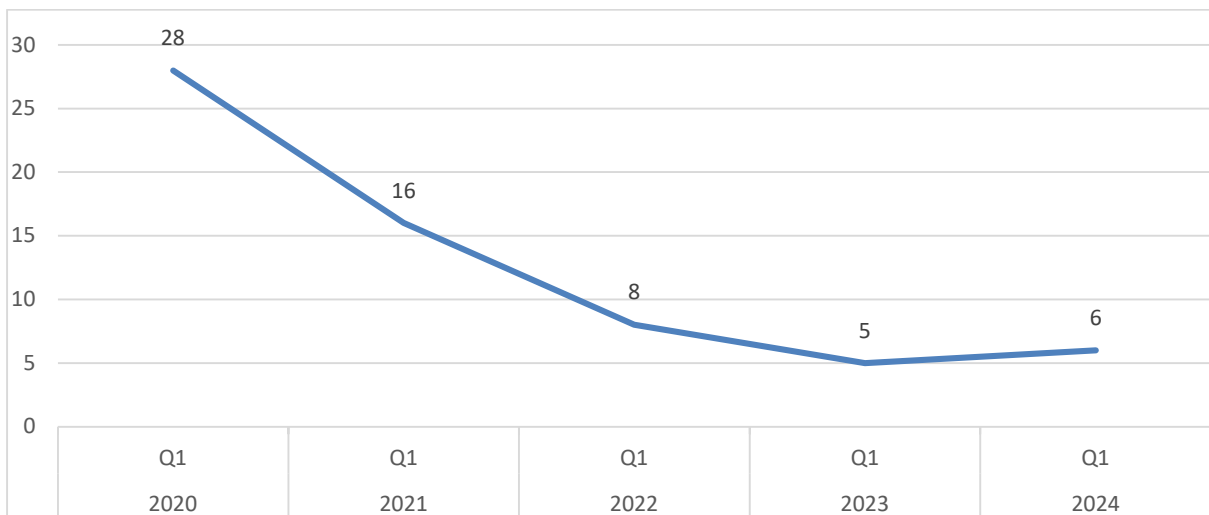
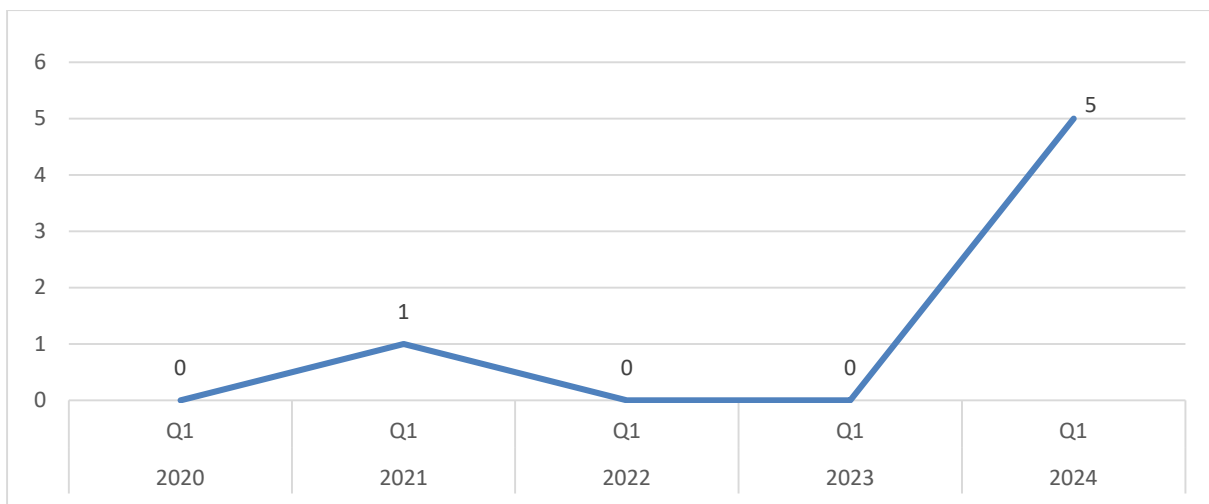


CHART M: East Africa – Waters off Somalia – Total number of reported incidents



TRENDS

Thirty-three incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre (PRC) in the first three months of 2024 – compared with 27 in Q1 2023.

The figures are broken down as 24 vessels boarded, six attempted incidents, two vessels hijacked and one fired upon.

Violence against and the threat to crews continues with 35 crew taken hostage, nine crew kidnapped and one threatened.

The reported hijacking incidents and the vessel fired upon are attributed to Somali pirates who have targeted vessels at great distances from the Somali coast evidencing their continued capabilities and capacities.

On 4 January 2024 a 170,000 DWT bulk carrier was boarded over 450nm off the east coast of Somalia. The crew managed to retreat into the citadel. An Indian naval vessel managed to board and secure the vessel and its 21 crew members.

In late January, the Seychelles coast guard successfully intervened to safeguard a hijacked fishing vessel and its six crew. Three suspected Somali pirates were apprehended in this operation.

The IMB PRC is also aware of several reported hijacked dhows and fishing vessels, which are ideal mother ships to launch attacks against shipping at distances from the Somali coastline.

On 15 March 2024, the Indian navy intercepted the previously hijacked vessel MV Ruen in the Indian Ocean culminating in the release of 17 crew and capture of 35 Somali pirates in what was a 40-hour naval operation. The hijacked vessel was reportedly taken out to sea with the intention of being used as a mother vessel for further attacks.

The IMB PRC commends the timely and positive actions of these authorities which has ensured the safety of the crew.

On 12 March 2024, a Bangladesh flagged, 58,000 DWT bulk carrier was hijacked and its 23 crew taken hostage by over 20 Somali pirates. The vessel was approximately 550 nm from Mogadishu and en route from Mozambique to the UAE when the incident occurred.

The IMB therefore urges all vessels transiting these waters to be cautious and follow all recommended guidelines, as per BMP 5, especially in respect to registering, reporting and vessel hardening.

Incidents within the Gulf of Guinea waters and the littoral states continue to remain curtailed. Six incidents were reported in Q1 2024 compared to five in the same period of 2023. All nine kidnapped crew were reported in these waters.

While the reduction is welcomed, the IMB continues to urge caution. On 1 January 2024 a product tanker was boarded around 45nm south of Bioko Island, Equatorial Guinea. Nine crew, including the Master and C/E were kidnapped suggesting the criminality of piracy remains a real threat. The IMB PRC reiterates the need of a continued and robust regional and international naval presence to respond promptly to these incidents and to safeguard life at sea.

Elsewhere, there has been a noticeable increase in incidents in Bangladeshi waters in 2024. Seven reports have been received – six from vessels at anchorage in Chattogram – compared to one report for the whole of 2023.

The Singapore Straits recorded five incidents against four large bulk carriers and a general cargo vessel. Whilst viewed as low level opportunistic incidents, five crew were taken hostage in three separate incidents in January in the Straits.

Since 1991 the IMB Piracy Reporting Centre's 24-hour manned centre, remains a single point of contact to report the crimes of piracy and armed robbery. The Centre has not only assisted ships in a timely manner, it provides the maritime industry, response agencies and governments with transparent data – received directly from the Master of the vessel under attack - or its owners.

The IMB PRC's prompt forwarding of reports and liaison with response agencies, its broadcasts to shipping via GMDSS 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.

OBSERVATIONS

Narrations of the 33 attacks for 01 January to 31 March 2024 are listed on pages 28 to 34. The following serious incidents, in chronological sequence are described in more detail.

Equatorial Guinea:

On 01 January 2024, a Tuvalu flagged Product Tanker, MT Hana 1, was approached and boarded by armed pirates while underway at position Latitude 02:33 North and Longitude 008:14 East, around 45nm South of Bioko Island, Equatorial Guinea, at approximately 1945 UTC. Six pirates armed with guns attacked and boarded the tanker underway. The pirates opened fire at the bridge to gain access. They kidnapped nine crew members including the Captain and Chief Engineer. The remaining crew managed to sail the tanker to a safe port and reported the incident to the Authorities. The nine kidnapped crew members were safely released during the night hours on 29 / 30 January 2024.

Somalia:

On 04 January 2024, a Liberian flagged Bulk Carrier, MV Lila Norfolk, was attacked and boarded by armed pirates while underway at position Latitude 05:52 North and Longitude 057:14 East, around 455nm SE of Eyl, Somalia, at approximately 1314 UTC. The ship was fired upon and successfully boarded by seven pirates, in a skiff launched from a mother vessel, armed with machine guns. Ship sustained damaged to bridge windows due to gunshots. Master raised the alarm, contacted the Authorities, activated the SSAS and all crew mustered in the citadel. An Indian Navy Warship responded to the distress and dispatched a helicopter to locate the ship. The warship subsequently arrived at the ship's location and the naval team boarded and searched the ship. Once the clearance was given, the crew emerged from the citadel and regained control of the ship. All 21-crew reported safe.

On 21 January 2024, a Sri Lankan flagged Fishing Vessel, FV Lorenzo Putha 4, was hijacked by armed pirates while underway at position Latitude 00:35 North and Longitude 061:19 East, around 960nm East of Mogadishu, Somalia, at approximately 0330 UTC. A Seychelles Coast Guard patrol boat located the fishing vessel on 29 January 2024 and after a brief exchange of fire between the pirates and the Seychelles Coast Guard the pirates surrendered. The Fishing Vessel was escorted to a safe port. All six crew reported safe.

On 12 March 2024, a Bangladesh flagged Bulk Carrier, MV Abdullah, was hijacked by armed pirates while underway at position Latitude 01:27 North and Longitude 054:53 East, around 550nm East of Mogadishu, Somalia, at approximately 0853 UTC. All 23 crew were taken hostage. The vessel was sailed towards the Somali coast and anchored.

1 January – 31 March 2024**ACTUAL ATTACKS****SOUTH EAST ASIA (MALACCA STRAITS)**

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	26.03.2024 0900 UTC Steaming Boarded	Dark Knight Offshore Tug Palau 2599 9172284 Ambur Drill Ship - - -	01:24.35N – 103:13.98E, Malacca Straits	Four unauthorised persons in a fishing boat came alongside and boarded the drill ship towed by an offshore tug. The Master requested assistance from the IMB PRC who in turn contacted the MMEA resulting in a patrol boat being dispatched to the location. A search around the tow was carried out. No unauthorised persons were found. The vessel continued her journey.

SOUTH EAST ASIA (EXCLUDING MALACCA STRAITS)

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	03.01.2024 1840 UTC Steaming Boarded	Crimson Queen Bulk Carrier Singapore 32309 9465174	01:03.20N – 103:40.53E, Singapore Straits	Five robbers armed with long knives boarded the ship underway. They entered the engine room, took hostage the 3/E, blindfolded him, secured his hands, punched him on his forehead and forced him to kneel. The robbers stole engine spares and escaped. The 3/E managed to enter the engine control room. Alarm raised and a search was carried out. Incident reported to VTS. Upon anchoring, the Singapore authorities boarded the ship for inspection.
2.	03.01.2024 2000 UTC Anchored Boarded	Name Withheld General Cargo Panama 19799 -	01:42.31N – 101:29.63E, Dumai Anchorage, Indonesia	Three robbers armed with guns and knives boarded the anchored ship. They took the duty engine crew as hostage and tied his hands. The robbers stole ship's engine spare parts and escaped. The duty crew managed to alert the OOW who raised the alarm. Crew mustered and a search carried out. No robbers found onboard.
3.	09.01.2024 1830 UTC Steaming Boarded	CMB Chikako Bulk Carrier Panama 34810 9701190	01:03.0N – 103:39.6E, Singapore Straits	Five robbers armed with a knife, boarded the ship underway. They took hostage and tied up one of the crew. Alarm raised and crew mustered. Hearing the alarm, the robbers escaped with stolen ship's engine spare parts. Incident reported to Singapore VTIS.

4.	30.01.2024 1800 UTC Steaming Boarded	Clipper I-Star Bulk Carrier Singapore 34815 9660085	01:02.6N – 103:39.5E, Singapore Straits	Six robbers armed with long knives boarded the ship underway. They entered the engine room, tied up the C/E, Oiler and blindfolded the 3/E. Alarm raised by the alert crew. Hearing the alarm, the robbers escaped with stolen ship's engine spare parts and personal belongings. Incident reported to local authority.
5.	01.02.2024 1640 UTC Anchored Boarded	Nordpuma Container Cyprus 18826 9626259	14:23.11N – 120:48.63E, Manila Bay Anchorage, Philippines	Five robbers boarded the anchored ship, stole ship's stores, and escaped. Alarm raised, fire hoses activated and a search was carried out. Incident reported to VTMS Manila. The Philippines Coast Guard approached the ship for inspection.
6.	19.02.2024 1910 UTC Steaming Boarded	Top Diligence General Cargo Hong Kong 31257 9767895	01:07.7N - 103:29.7E, Singapore Straits	Four robbers armed with guns boarded the ship underway. Alarm raised resulting in the robbers escaping with stolen engine spares. Incident reported to Singapore VTIS. All crew members safe.
7.	19.02.2024 2100 UTC Anchored Boarded	Globe Explorer Bulk Carrier Panama 17027 9675561	05:29.6S – 105:17.3E, Panjang Anchorage, Indonesia	Two robbers armed with long knives boarded the anchored ship and entered the engine room. The robbers were spotted by the duty oiler who managed to evade being captured and raised the alarm resulting in the robbers escaping with stolen ship's engine spares. Incident reported to VTS.
8.	29.02.2024 1910 UTC Anchored Boarded	Boka Vanguard Heavy Load Carrier Curacao 91784 9618783	01:11.6N – 103:59.0E, Batam Anchorage, Indonesia	Three robbers armed with knives boarded the anchored ship. Duty watchmen noticed the robbers and informed the OOW who raised the alarm. The robbers threatened the duty watchmen before escaping with the stolen ship's properties.
9.	03.03.2024 1850 UTC Steaming Boarded	Alpha Hope Bulk Carrier Marshall Islands 92758 9446582	01:07.6N – 103:31.5E, Singapore Straits	Duty crew on routine rounds onboard the ship underway noticed two unauthorised persons onboard. General alarm raised. Hearing the alarm and seeing the crew alertness, the persons jumped overboard and escaped without stealing anything. Footprints were noticed on the main deck. The incident was reported to Singapore VTIS and the ship was escorted to the anchorage by the Singapore Coast Guard.

INDIAN SUB-CONTINENT

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	24.01.2024 1740 UTC Anchored Boarded	Regency Product Tanker India 27969 9258363	17:03.32N – 082:24.42E, Kakinada Anchorage, India	OOW onboard the anchored tanker noticed a fishing boat roaming suspiciously close to the vessel. The OOW instructed the duty crew to investigate. As the duty crew made his way forward, he noticed one unauthorised person jumping overboard and escaping with five accomplices in their boat. Ship's stores were reported stolen. Port control informed.
2.	26.01.2024 2000 UTC Anchored Boarded	White Peach Product Tanker Marshall Islands 29283 9328144	17:01.94N – 082:21.64E, Kakinada Anchorage, India	OOW onboard the anchored tanker noticed unauthorised persons lowering ship's stores into a small boat alongside. Alarm raised and ship's whistle activated. Hearing the alarm and seeing the crew alertness, the persons escaped with the stolen stores. Pilot station notified. The master was advised to lodge a police report through the agent.
3.	03.02.2024 0010 UTC Anchored Boarded	Name Withheld Container Portugal 7852 -	22:09.8N – 091:46.4E, Chattogram Inner Anchorage, Bangladesh	Two unauthorised persons boarded the anchored ship. Alarm raised and crew mustered. Seeing the crew's alertness, the persons escaped empty handed.
4.	16.02.2024 1530 UTC Anchored Boarded	Maersk Hai Phong Container Liberia 32828 9858735	21:55.20N – 091:44.58E, Chattogram Anchorage, Bangladesh	Duty watchkeepers onboard the anchored ship noticed four robbers armed with knives and other weapons and raised the alarm. Master notified port control, coast guard and agent. After the robbers left, a search was carried out. Ship's stores reported stolen.
5.	18.02.2024 1940 UTC Anchored Boarded	Gas Courage LPG Tanker Panama 46907 9240419	21:49.92N – 091:42.84E, Chattogram Anchorage, Bangladesh	Alert duty crew onboard the anchored tanker noticed five robbers armed with knives. Ship's horn sounded and crew mustered. Seeing the crew alertness, the robbers escaped with stolen ship's properties. The incident was reported to the coast guard who responded, apprehended the robbers, and recovered the stolen items.
6.	02.03.2024 2145 UTC Anchored Boarded	Era Star LPG Tanker Liberia 4963 9988061	21:50.93N – 089:31.82E, Mongla Anchorage, Bangladesh	Eight robbers armed with knives boarded the anchored tanker. Ship's horn sounded, PA announcement made and crew mustered. Seeing the crew alertness, the robbers escaped with stolen ship's stores.
7.	27.03.2024 2125 UTC	Viva Cosmos Bulk Carrier	21:48.7N – 091:47.9E,	Eight robbers armed with knives boarded the anchored ship. Alarm raised

	Anchored Boarded	Panama 30363 9251327	Chattogram Anchorage, Bangladesh	and crew mustered. Seeing the crew alertness, the robbers escaped with stolen ship's store.
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AFRICA (SOMALIA / GULF OF ADEN / RED SEA)

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	04.01.2024 1314 UTC Steaming Boarded	Lila Norfolk Bulk Carrier Liberia 84448 9281700	05:52N – 057:14E, Around 455nm SE of Eyl, Somalia	The ship underway was approached, fired upon and boarded by seven pirates in a skiff launched from a mother vessel. The pirates were armed with machine guns and a rocket launcher. Master raised the alarm, contacted local authorities, activated SSAS and all crew mustered in citadel. An Indian navy warship responded to the distress and dispatched its helicopter to locate the ship. The warship arrived at the location and its naval boarding team searched the ship. Once the clearance was given, the crew emerged from the citadel and regained control of the ship. All crew safe.
2.	27.01.2024 0330 UTC Steaming Hijacked	Lorenzo Putha 4 Fishing Vessel Sri Lanka - -	00:35N – 061:19E, Around 960nm East of Mogadishu, Somalia	Three armed pirates hijacked the fishing vessel while underway. The Seychelles Coast Guard located the fishing vessel on 29 January 2024. After a brief exchange of fire with the pirates the Seychelles Coast Guard boarded the vessel, apprehended the pirates and rescued the crew. The fishing vessel was escorted to a safe port. All crew safe.
3.	12.03.2024 0853 UTC Steaming Hijacked	Abdullah Bulk Carrier Bangladesh 32714 9745598	01:27N – 054:53E, Around 550nm East of Mogadishu, Somalia	The bulk carrier was hijacked by armed pirates. The ship's SSAS was activated. All 23 crew members were taken hostage by the pirates, who had full control of the ship. The pirates then sailed the ship and anchored it off the Somali coast.

AFRICA (EXCLUDING SOMALIA / GULF OF ADEN / RED SEA)

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	01.01.2024 1945 UTC Steaming Boarded	Hana I Product Tanker Tuvalu 8539 9340398	02:33N – 008:14E, Around 45nm South of Bioko Island, Equatorial Guinea	Six pirates armed with guns boarded the tanker underway and opened fire on the bridge. They kidnapped nine crew members including the Captain and C/E. Remaining crew sailed to a safe port and reported the incident to the

				Authorities. The nine kidnapped crew were released during the night hours of 29 / 30 Jan 2024.
2.	03.01.2024 0001 UTC Anchored Boarded	Bourbon Explorer 519 Fire Fighting Vessel France 3147 9654347	08:44.4S – 013:18.2E, Luanda Anchorage, Angola	Three persons in a canoe approached and boarded the anchored vessel. They stole ship's properties and escaped. The theft was noticed during routine rounds in the morning hours.
3.	07.01.2024 2330 UTC Anchored Boarded	Rathbone Product Tanker Nigeria 7446 9341380	08:42.00S – 013:16.85E, Luanda Anchorage, Angola	Five persons in a small fishing boat approached and boarded the anchored tanker. Security watchmen onboard the tanker noticed the unauthorised persons and raised the alarm. Seeing the alerted crew, the persons escaped with stolen ship's properties. The incident was reported to the port control.
4.	14.01.2024 Night Hours Anchored Boarded	Name Withheld Offshore Supply Ship Bahamas 3790 -	06:05S - 012:15E, Soyo Anchorage, Angola	Unnoticed, thieves boarded an anchored offshore supply vessel, stole ship's properties and escaped. The theft was noticed during routine rounds in the morning hours.
5.	25.01.2024 0030 UTC Anchored Boarded	Aurora Diamond Offshore Supply Ship Liberia 3832 9648025	08:44.4S – 013:17.2E, Luanda Anchorage, Angola	Unauthorised persons boarded an anchored offshore supply ship, stole ship's stores and escaped. The theft was noticed when the OOW sighted a small boat moving away from the vessel and duty watchman instructed to investigate. The incident was reported to the port authorities.
6.	16.02.2024 - Berthed Boarded	Severn Product Tanker Liberia 30087 9859234	06:21.1N – 010:47.8W, Monrovia Port, Liberia	Unnoticed persons boarded the berthed tanker, stole ship's properties and escaped. The theft was noticed after the tanker sailed.

ATTEMPTED ATTACKS

1 January – 31 March 2024

SOUTH EAST ASIA (EXCLUDING MALACCA STRAITS)

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	03.01.2024 1650 UTC Anchored Attempted	Helga Oldendorff Bulk Carrier Portugal 107700 9713040	01:21.37S – 116:59.70E, Balikpapan Anchorage, Indonesia	During security rounds, duty AB onboard the anchored ship sighted a white hull skiff near the anchor chain. One person was observed climbing the chain. He immediately informed the OOW, who raised the alarm and sounded the ship's whistle. Hearing the

				alerted crew, the person aborted the boarding attempt and moved away.
2.	12.01.2024 1830 UTC Anchored Attempted	Solar Roma Product Tanker Liberia 18335 9887372	01:43.30N – 101:25.73E, Dumai Anchorage, Indonesia	Duty security patrol onboard the anchored tanker noticed five unauthorised persons attempting to board and immediately notified the OOW. Alarm raised, resulting in the persons aborting and moving away. The incident was reported to the port control and the pilot station.
3.	27.01.2024 2150 UTC Anchored Attempted	Al Amerat Product Tanker Panama 29768 9405851	01:43.1N – 101:24.5E, Dumai Anchorage, Indonesia	Watchkeeper onboard the anchored tanker spotted an unauthorised person attempting to board. Alarm raised resulting in the person aborting and moving away.

INDIAN SUB-CONTINENT

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	14.01.2024 1645 UTC Anchored Attempted	Name Withheld Tanker Bangladesh 60007 -	21:50.85N – 091:41.84E, Chattogram Anchorage, Bangladesh	D/O onboard the anchored tanker noticed a small target on the radar in the vicinity of the vessel. Forward and aft security watchkeepers notified to be vigilant and report any approaching boats. The forward security noticed a boat with two persons preparing to throw a hook attached to a rope. Alarm raised, ship's whistle sounded, crew mustered and fire hoses activated. Seeing the crew alertness, the persons aborted the attempted boarding and moved away.
2.	29.03.2024 1545 UTC Anchored Attempted	ASL Leban General Cargo Marshall Islands 22852 9547178	22:14N – 091:42E, Chattogram Anchorage, Bangladesh	Ship crew and security watchman onboard the anchored ship noticed three persons in a boat attempting to gain access to the ship using a rope and hook. Alarm raised and crew mustered resulting in the persons aborting and moving away.

AFRICA (SOMALIA / GULF OF ADEN / RED SEA)

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	24.01.2024 0550 UTC Steaming Attempted	Adria Fishing Vessel South Korea 2227 8919489	05:33N – 065:50E, Around 950nm ESE of Eyl, Somalia	The fishing vessel underway was approached by six armed pirates in a skiff. A suspected mother vessel was seen in the vicinity. Alarm raised and all crew members mustered in the citadel. The master contacted the Korean navy and the onboard armed

				security team fired warning shots, resulting in the pirates aborting the approach and moving away. All crew reported safe.
2.	27.01.2024 0805 UTC Steaming Fired upon	Waimea Bulk Carrier Liberia 32795 9513907	10:54.1N – 064:17.1E, Around 764nm East of Xaafuun, Somalia	Four to five armed persons fired upon the ship underway. The onboard armed security team returned fire, resulting in the skiff retreating and moving away. The ship and crew reported safe.



IMB Piracy Report – January to March 2024

 = Attempted Attack  = Boarded  = Fired upon  = Hijacked  = Suspicious vessel

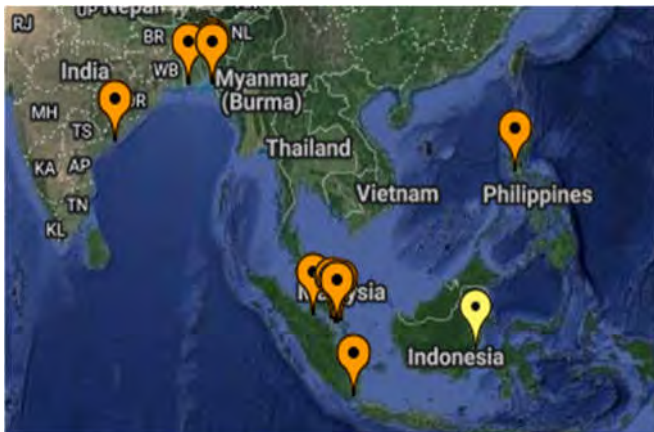


Total number of reported incidents – 33



IMB Piracy Report – January to March 2024

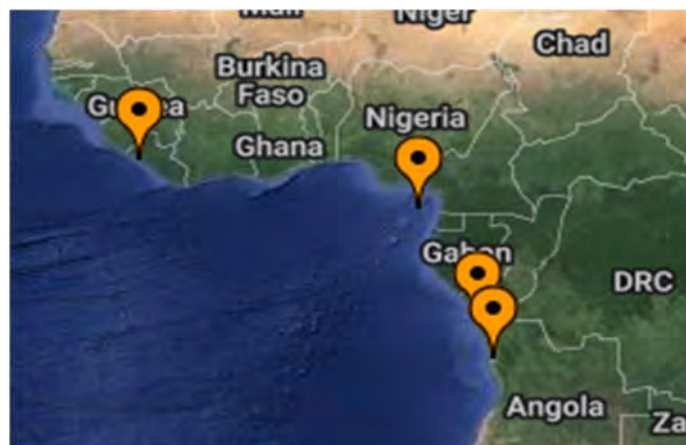
 = Attempted Attack  = Boarded  = Fired upon  = Hijacked  = Suspicious vessel



Indian Sub-Continent – 9
East & SE Asia – 13



Waters off Somalia - 5



Gulf of Guinea - 6