



**ICC INTERNATIONAL MARITIME BUREAU**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS**

**REPORT FOR THE PERIOD OF**

**1 January – 30 June 2014**

**WARNING**

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**July 2014**

## INTRODUCTION

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

This report is an analysis of world-wide reported incidents of piracy and armed robbery against ships from 1 January to 30 June 2014.

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 Internet, twitter and email alerts
- 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 lost ships or ships seized by pirates, recovers stolen cargoes and prepares customised reports on a chargeable basis.

The IMB Piracy Reporting Centre is located at:

ICC International Maritime Bureau (Asia Regional Office)  
PO Box 12559, 50782 Kuala Lumpur, Malaysia  
Tel ++ 60 3 2078 5763  
Fax ++ 60 3 2078 5769  
E-mail: [imbkl@icc-ccs.org](mailto:imbkl@icc-ccs.org)  
**24 Hours Anti Piracy HELPLINE Tel: ++ 60 3 2031 0014**

**Piracy report on the Internet:** The IMB posts updates of attacks on the Internet at [www.icc-ccs.org](http://www.icc-ccs.org). By posting the information on the Internet, ship owners and authorities ashore as well as ships at sea can access these updates regularly and make informed decisions on the risks associated with certain sea areas. Incidents reported to the IMB can now be followed on Twitter at [www.twitter.com/IMB\\_Piracy](http://www.twitter.com/IMB_Piracy)

Sometimes, incidents occurring in the previous quarter(s) are reported to the Centre after a time lag. This late reporting of incidents results in changes to the figures in the tables. The Centre has, as at 30 June 2014, received reports of 116 incidents but may receive details of more in the coming months relating to the same period.

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

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

## DEFINITIONS OF PIRACY & ARMED ROBBERY

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

Article 101 of UNCLOS defines Piracy as:

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

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

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

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

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

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

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

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

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

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

## **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
- Assuranceforeningen Gard
- Britannia Steam Ship Insurance Association Limited
- Charles Taylor Consulting / Standard Club
- Den Norske Krigsforsikring for Skib
- European Commission
- Japan P&I Club
- Steam Ship Insurance Management Services Limited
- Taipei Economic & Cultural Office in Malaysia
- The North of England P&I Association Ltd
- Tsakos Shipping

The PRC is additionally non-financially supported by:

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

**TABLE 1: Locations of ACTUAL and ATTEMPTED attacks, January - June 2009 – 2014**

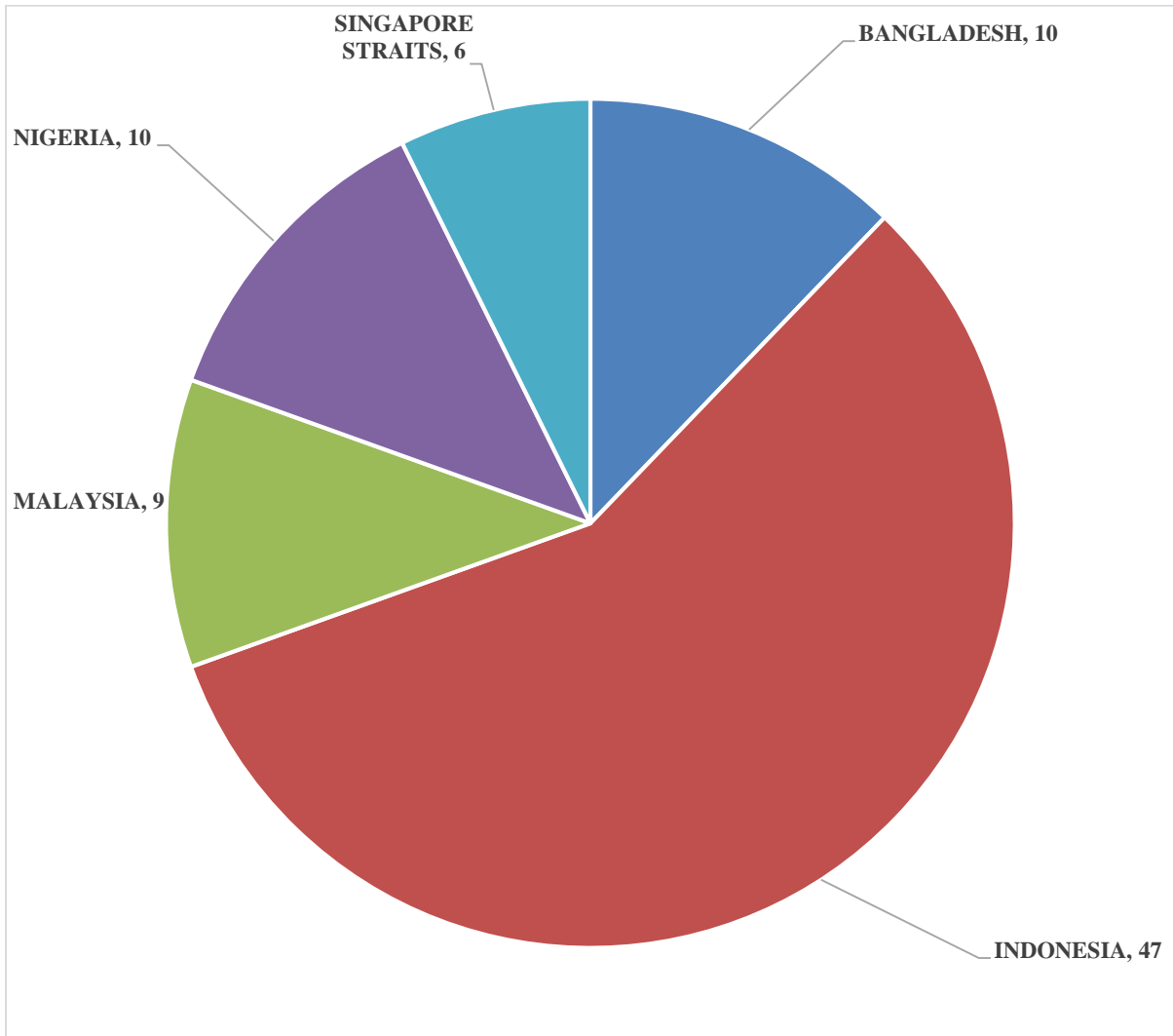
<b>Locations</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>S E ASIA</b> Indonesia	3	16	21	32	48	47
Malacca Straits	2	1		1	1	1
Malaysia	9	9	11	4	3	9
Myanmar (Burma)	1		1			
Philippines	1	2	1	3	1	2
Singapore Straits	2	1	7	3	4	6
Thailand / Gulf of Thailand	1	1				
<b>FAR</b> China / HK /Macau		1				
<b>EAST</b> South China Sea	7	15	11	1	2	
Vietnam	5	7	4	4	3	1
<b>INDIAN SUB</b> Bangladesh	5	8	4	6	6	10
<b>CONTINENT</b> India	6	4	5	4	6	4
<b>AMERICAS</b> Brazil	3		1	1		1
Colombia	4	1	1	2	6	1
Costa Rica	1		3	1		
Ecuador		2	1	2	3	
Guyana		1	1		1	
Haiti	3	2		1		
Peru	10	6	1	2	4	
Venezuela	1	3	1			
<b>AFRICA</b> Algeria				1		
Angola						1
Benin			12	1		
Cameroon	2	2				1
Democratic Rep. of Congo	1	1	4	2		
Egypt			1	5	5	
Gabon						1
Ghana	2		2	2		2
Guinea Bissau	1					
Guinea		1	2		1	
Gulf of Aden*	100	33	20	13	4	4
Ivory Coast	1	3	1	3	3	1
Kenya	1			1		
Liberia		1				1
Mauritania					1	
Mozambique				1	1	
Nigeria	13	6	6	17	22	10
Red Sea**		14	18	12		2
Sierra Leone					1	1
Somalia*****	44	51	125	44	4	3
Tanzania	5	1		1	1	1
The Congo		1		2	2	3
Togo	2			5	5	2
<b>REST OF</b> Arabian Sea***	1	2				
<b>WORLD</b> Indian Ocean****	1					
Med. Sea			1			

Oman*****	2					1
<b>Subtotal for six months</b>	<b>240</b>	<b>196</b>	<b>266</b>	<b>177</b>	<b>138</b>	<b>116</b>
<b>Total at year end</b>	<b>406</b>	<b>445</b>	<b>439</b>	<b>297</b>	<b>264</b>	

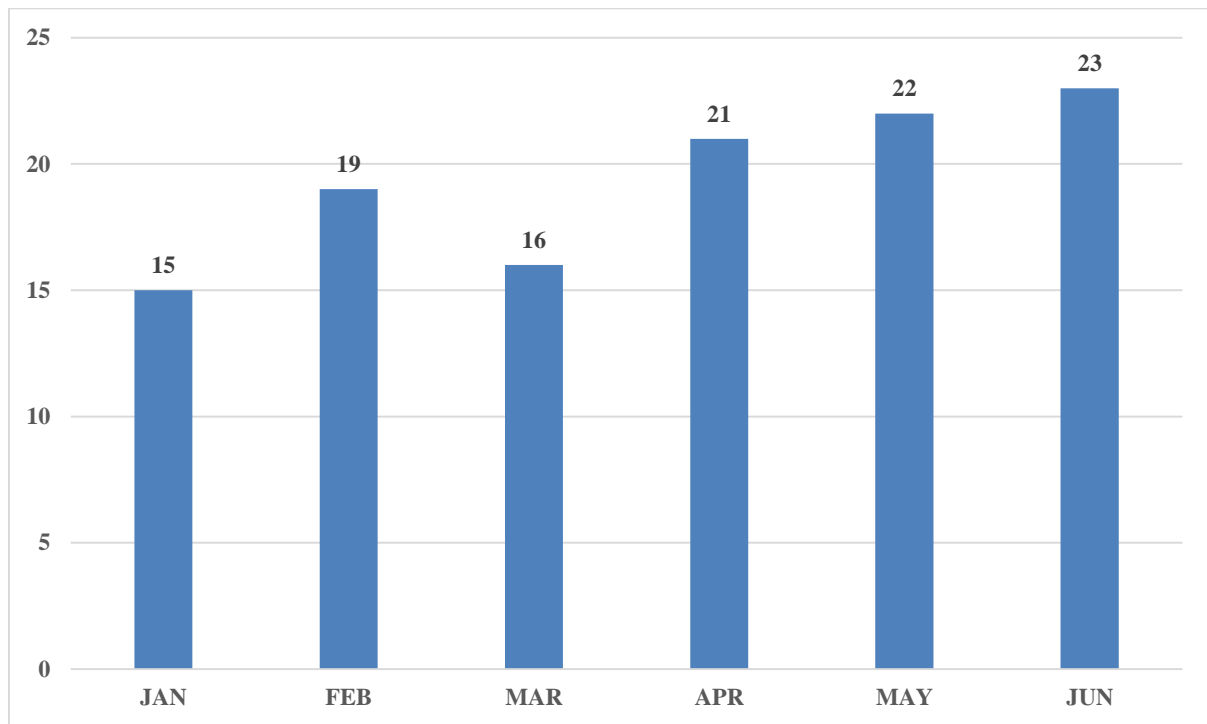
\*Gulf of Aden / \*\*Red Sea / \*\*\*Arabian Sea / \*\*\*\*Indian Ocean / \*\*\*\*\* Oman / \*\*\*\*\* Somalia – attacks include waters off Somalia/off Oman/Arabian Sea/Indian Ocean/off Kenya/off Tanzania/off Mozambique/off Madagascar/off Seychelles/off west India and off west Maldives.

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

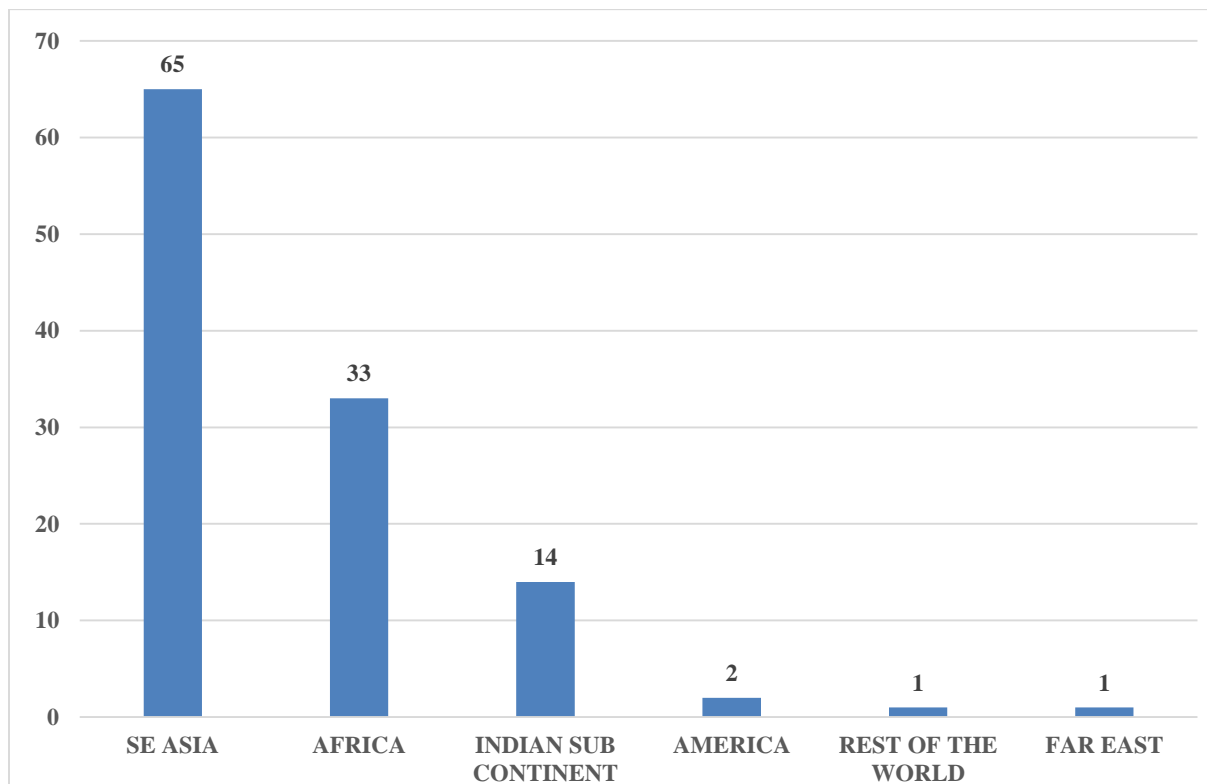
**CHART A: The following five locations contributed to 70% of the total of 116 incidents reported in the period January – June 2014**



**CHART B: Monthly comparison of incidents during January – June 2014**



**CHART C: Total incidents as per Regions of the world January – June 2014**



**TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – June 2014**

		ACTUAL ATTACKS		ATTEMPTED ATTACKS	
	Location	Boarded	Hijacked	Fired Upon	Attempted
<b>S E ASIA</b>	Indonesia	40	1		6
	Malacca Straits		1		
	Malaysia	4	4		1
	Philippines	1		1	
	Singapore Straits	6			
<b>FAR EAST</b>	Vietnam	1			
<b>INDIAN</b>	Bangladesh	9			1
<b>SUB CONT</b>	India	3			1
<b>AMERICAS</b>	Brazil	1			
	Colombia	1			
<b>AFRICA</b>	Angola		1		
	Cameroon	1			
	Gabon	1			
	Ghana		2		
	Gulf of Aden*				4
	Ivory Coast	1			
	Liberia	1			
	Nigeria	3	1	3	3
	Red Sea**				2
	Sierra Leone	1			
	Somalia***			2	1
	Tanzania	1			
	The Congo	3			
	Togo				2
<b>REST OF WORLD</b>	Oman****			1	
<b>Sub total</b>		<b>78</b>	<b>10</b>	<b>7</b>	<b>21</b>
<b>Total</b>		<b>116</b>			

\*Gulf of Aden / \*\*Red Sea / \*\*\*Somalia – attacks include waters off Somalia/off Oman/Arabian Sea/Indian Ocean/off Kenya/off Tanzania/off Mozambique/off Madagascar/off Seychelles/off west India and off west Maldives / \*\*\*\*Oman

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

**TABLE 3: Ports and anchorages, with three or more reported incidents, January – June 2014**

Location	Country	01.01.2014 – 30.06.2014
Belawan	Indonesia	7
Chittagong	Bangladesh	8
Jakarta/Tg Priok	Indonesia	6
Karimun Kecil	Indonesia	8
Pointe Noire	The Congo	3
Pulau Bintan	Indonesia	18
<b>Sub Total</b>		<b>50</b>



**TABLE 4: Status of ships during ACTUAL attacks, January – June 2014**

LOCATION		BERTHED	ANCHORED	STEAMING	NOT STATED
<b>S E ASIA</b>	Indonesia	2	30	9	
	Malacca Straits			1	
	Malaysia		3	5	
	Philippines		1		
	Singapore Straits			6	
<b>FAR EAST</b>	Vietnam		1		
<b>INDIAN</b>	Bangladesh		8	1	
<b>SUB CONT</b>	India		3		
<b>AMERICAS</b>	Brazil		1		
	Colombia		1		
<b>AFRICA</b>	Angola		1		
	Cameroon	1			
	Gabon			1	
	Ghana			2	
	Ivory Coast		1		
	Liberia	1			
	Nigeria		1	3	
	Sierra Leone	1			
	Tanzania	1			
	The Congo		3		
	<b>Sub Total</b>	<b>6</b>	<b>54</b>	<b>28</b>	<b>-</b>
	<b>Total</b>	<b>88</b>			

**TABLE 5: Status of ships during ATTEMPTED attacks, January – June 2014**

LOCATION		BERTHED	ANCHORED	STEAMING
<b>S E ASIA</b>	Indonesia		6	
	Malaysia		1	
	Philippines			1
<b>INDIAN SUB CONT.</b>	Bangladesh		1	
	India		1	
<b>AFRICA</b>	Gulf of Aden*			4
	Nigeria		2	4
	Red Sea**			2
	Somalia***			3
	Togo		2	
<b>REST OF WORLD</b>	Oman****			1
<b>Sub Total</b>			<b>13</b>	<b>15</b>
<b>Total</b>			<b>28</b>	

\*Gulf of Aden / \*\*Red Sea / \*\*\* Somalia – attacks include waters off Somalia/off Oman/Arabian Sea/Indian Ocean/off Kenya/off Tanzania/off Mozambique/off Madagascar/off Seychelles/off west India and off west Maldives / \*\*\*\*Oman

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

**TABLE 6: Types of arms used during attacks, January – June 2009 – 2014**

Types of Arms	2009	2010	2011	2012	2013	2014
Guns	151	100	160	78	44	30
Knives	36	35	35	39	39	38
Other weapons	-	2	3	2	2	2
Not stated	53	59	68	58	53	46
<b>Total</b>	<b>240</b>	<b>196</b>	<b>266</b>	<b>177</b>	<b>138</b>	<b>116</b>

**TABLE 7: Comparison of the type of attacks, January – June 2009 – 2014**

Category	2009	2010	2011	2012	2013	2014
Attempted	56	47	62	52	16	21
Boarded	78	70	99	80	100	78
Fired upon	75	48	76	25	15	7
Hijack	31	31	29	20	7	10
<b>Sub total</b>	<b>240</b>	<b>196</b>	<b>266</b>	<b>177</b>	<b>138</b>	<b>116</b>
<b>Total at year end</b>	<b>406</b>	<b>445</b>	<b>439</b>	<b>297</b>	<b>264</b>	

**TABLE 8: Types of violence to crew, January – June 2009 – 2014**

Types of Violence	2009	2010	2011	2012	2013	2014
Hostage	561	597	495	334	127	200
Kidnapped	7	3	13	3	30	5
Threatened	6	9	21	10	8	6
Assaulted	3	1	4	1		
Injured	19	16	39	9	10	4
Killed	6	1	7	4	1	2
Missing	8					
<b>Total</b>	<b>610</b>	<b>627</b>	<b>579</b>	<b>361</b>	<b>176</b>	<b>217</b>

**TABLE 9: Type of violence to crew by location, January – June 2014**

Location	Hostage	Threatened	Injured	Killed	Kidnap
<b>SE ASIA</b>					
Indonesia	23	2	1		
Malacca Straits					3
Malaysia	69	2	1		
Philippines				1	
Singapore Straits	1	1			
<b>INDIAN SUB CONT.</b>					
Bangladesh		1			
<b>AFRICA</b>					
Angola	26		1		
Ghana	65				
Nigeria	15		1	1	2
Sierra Leone	1				
<b>Sub total</b>	<b>200</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>5</b>
<b>Total</b>	<b>217</b>				

**TABLE 10: Types of arms used by geographical location, January – June 2014**

<b>LOCATIONS</b>	<b>Guns</b>	<b>Knives</b>	<b>Other Weapons</b>	<b>Not Stated</b>
<b>S E ASIA</b> Indonesia	8	20	1	18
Malacca Straits	1			
Malaysia	4	1		4
Philippines	1			1
Singapore Straits		4		2
<b>FAR EAST</b> Vietnam				1
<b>INDIAN</b> Bangladesh		5		5
<b>SUB CONT</b> India		1		3
<b>AMERICAS</b> Brazil		1		
Colombia				1
<b>AFRICA</b> Angola	1			
Cameroon		1		
Gabon			1	
Ghana	2			
Gulf of Aden*	2			2
Ivory Coast		1		
Liberia				1
Nigeria	7	1		2
Red Sea**				2
Sierra Leone		1		
Somalia***	2			1
Tanzania				1
The Congo	1	1		1
Togo		1		1
<b>REST OF WORLD</b> Oman****	1			
<b>Sub total</b>	<b>30</b>	<b>38</b>	<b>2</b>	<b>46</b>
<b>Total</b>	<b>116</b>			

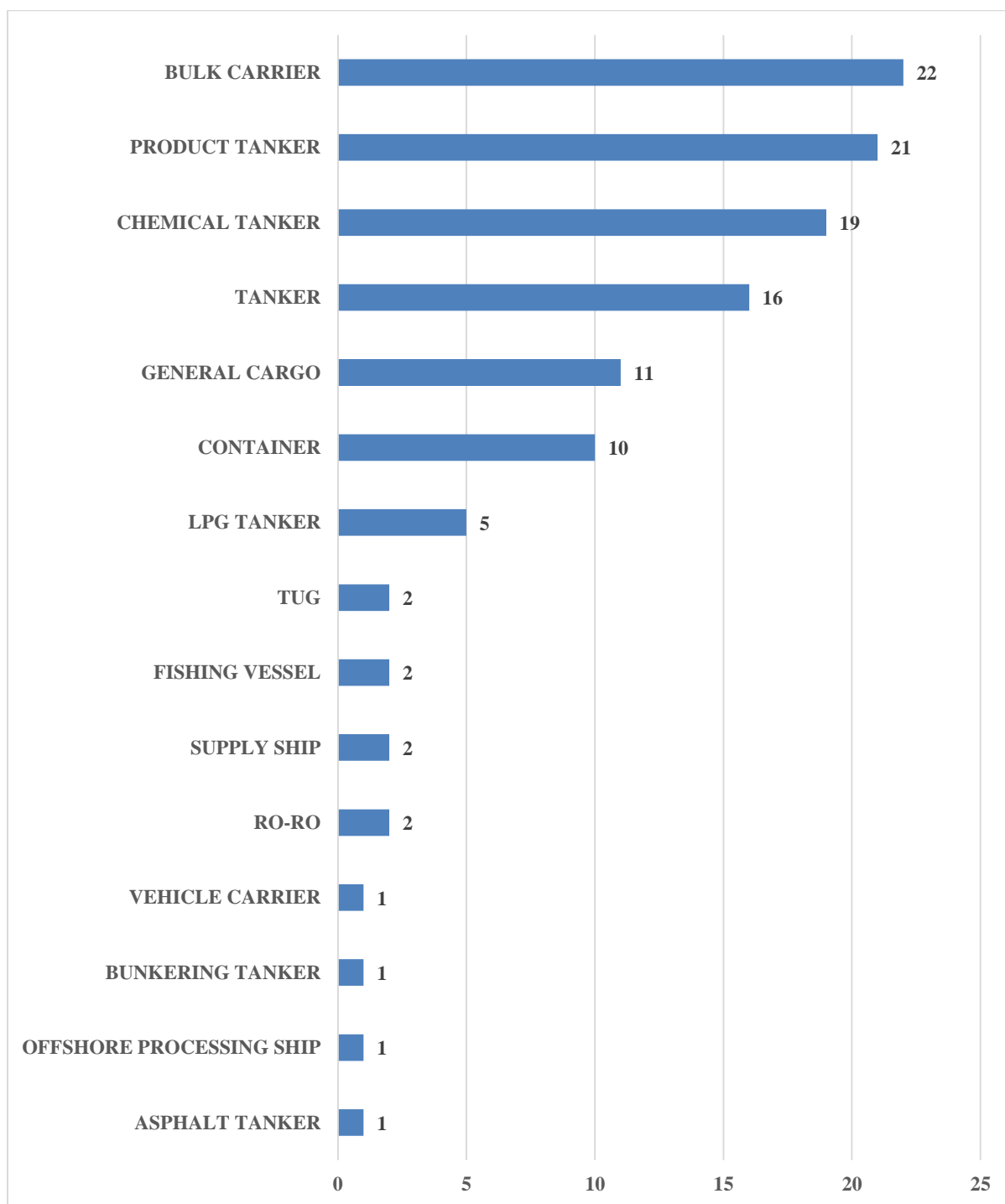
\*Gulf of Aden / \*\*Red Sea / \*\*\* Somalia – attacks include waters off Somalia/off Oman/Arabian Sea/Indian Ocean/off Kenya/off Tanzania/off Mozambique/off Madagascar/off Seychelles/off west India and off west Maldives / \*\*\*\*Oman.

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

**TABLE 11: Types of ships attacked, January – June 2009 – 2014**

Type	2009	2010	2011	2012	2013	2014
Bulk carrier	64	30	61	39	31	22
Catamaran	2					
Container	36	33	35	26	17	10
Crane Ship		1				
Dhow	1	3	1	5	1	
Diving Support Vsl			1			
General Cargo	36	23	20	8	14	11
Guard Vessel				1		
Heavy Load carrier			1			
Landing Craft		1				
Livestock carrier			2			
Naval Auxiliary Ship				1		
OBO	1					
Offshore Processing Ship						1
Passenger	1	1	1			
Pipe Layer Vessel				1		
Refrigerated	1	3	3	2	2	
Research Ship	1	1		1		
RORO	6	2	2	2	1	2
Seismographic Res.		1	1			
Supply Ship	1		1	5	5	2
Tanker Bitumen	2		1		1	1
Tanker Bunkering						1
Tanker Chem / Prod	39	51	56	46	37	40
Tanker Crude Oil	24	18	41	22	16	16
Tanker LNG	1			2		
Tanker LPG	3	4	2	6	4	5
Trawler/Fishing	9	12	5	4	2	2
Tug	7	7	21	6	7	2
Vehicle carrier	1	3	6			1
Warship		1				
Wood Chip carrier			1			
Yacht	4		3			
Not stated		1	1			
<b>Six Month Total months</b>	<b>240</b>	<b>196</b>	<b>266</b>	<b>177</b>	<b>138</b>	<b>116</b>
<b>Total for year</b>	<b>406</b>	<b>445</b>	<b>439</b>	<b>297</b>	<b>264</b>	

**CHART D: Type of vessels attacked January – June 2014**

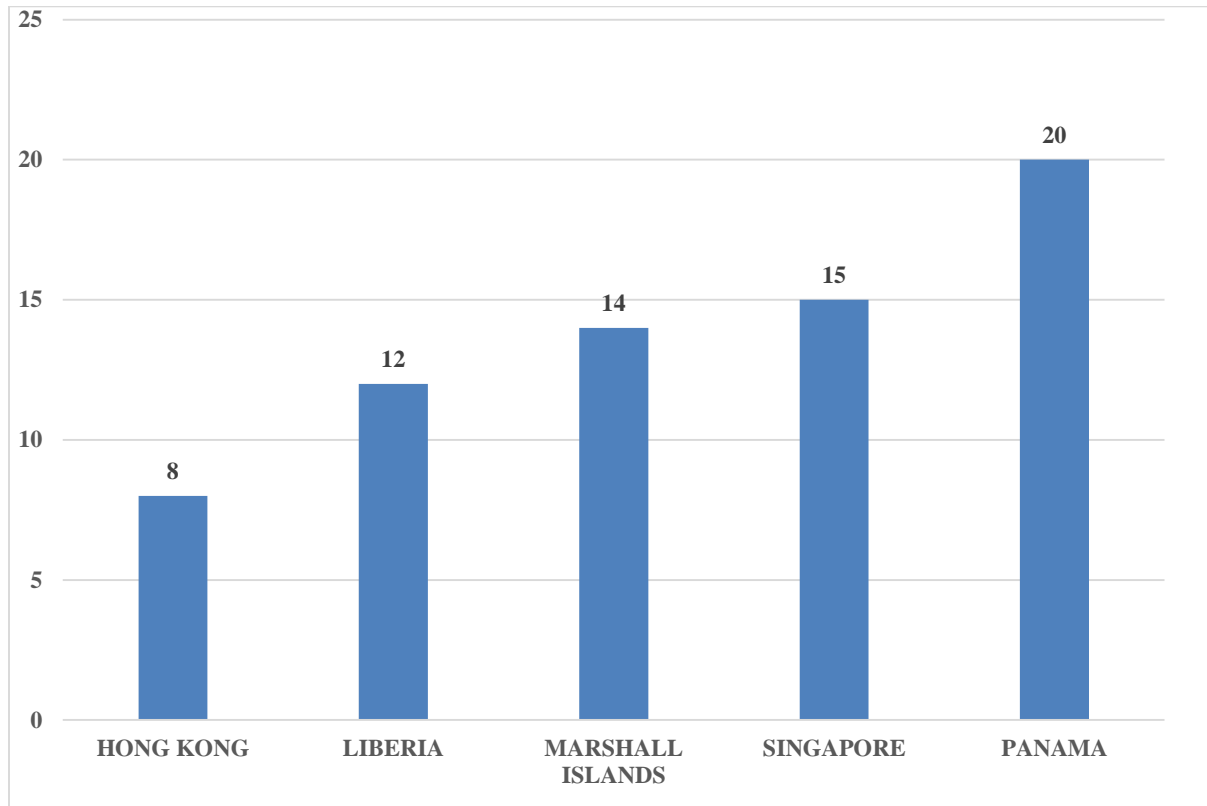


**TABLE 12: Nationalities of ships attacked, January – June 2009 – 2014**

<b>Flag State</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Algeria			1			
Antigua Barbuda	12	6	9	2	6	4
Austria			1			
Bahamas	9	3	7	12	3	3
Barbados			1		1	
Belgium	1		2			
Bermuda		1				
Bolivia				1		
Brazil	1					
Bulgaria		1				
Cayman Island	1		1	1		
China	1	1	2		2	1
Comoros			2	1		
Croatia	1				1	
Curacao				2		
Cyprus	8	3	3	1		1
Denmark	2	1	5	4	2	2
Dominica Republic			1			
Egypt	3					
Ethiopia	1		1	1		
France	1	2	2		1	
Germany	5	1	3	2		
Ghana						1
Gibraltar	1		1	2	2	1
Greece	5		6	3	2	
Honduras						1
Hong Kong (SAR)	12	5	11	11	12	8
India	4	5	4	4	2	3
Indonesia	1	2	4			
Iran		1			1	
Isle Of Man	1	2	2	3		2
Italy	6	3	5	3	1	4
Jamaica		1				
Japan			1			
Kiribati					1	
Liberia	22	28	29	33	27	12
Libya	1		2			
Lithuania		1				
Luxemburg			1		2	
Malaysia	1	7	7	5	5	2
Malta	16	10	19	6	5	3
Marshall Islands	18	18	28	9	13	14
Mongolia			3			
Netherlands Antilles		3				
Netherlands	2	3		1		4
Nigeria	1				1	1
North Korea		4				
Norway	4	2	5	2	3	2

Oman				3		
Pakistan		2				
Panama	14	40	42	26	16	20
Philippines	4	1	2	4		1
Russia		1				
Saudi Arabia		1				2
Seychelles Islands		2	1			
Sierra Leone					1	1
Singapore	9	15	21	24	19	15
South Korea	2	1		1		1
Spain		1	2	1		
St. Kitts & Nevis		2	1	1		1
St. Vincent Grenadines	3	5	2		4	
Taiwan	1	1				
Tanzania		1				
Thailand	1	2	1	1	1	2
Togo		1	1			
Turkey	1	4	3	1	1	
Tuvalu				1		
UAE	1		5			
Ukraine	1					
United Kingdom	1	3	3	1	1	
USA	4	2	3	1	1	1
Vanuatu			1		1	
Vietnam	2	3	3			
Yemen	2	5	5	3		
Not Stated		1	1			1
<b>Total for six months</b>	<b>114</b>	<b>240</b>	<b>266</b>	<b>177</b>	<b>138</b>	<b>116</b>
<b>Total year end</b>	<b>293</b>	<b>406</b>	<b>439</b>	<b>297</b>	<b>264</b>	

**CHART E: Flag States whose vessels attacked six or more times January – June 2014**



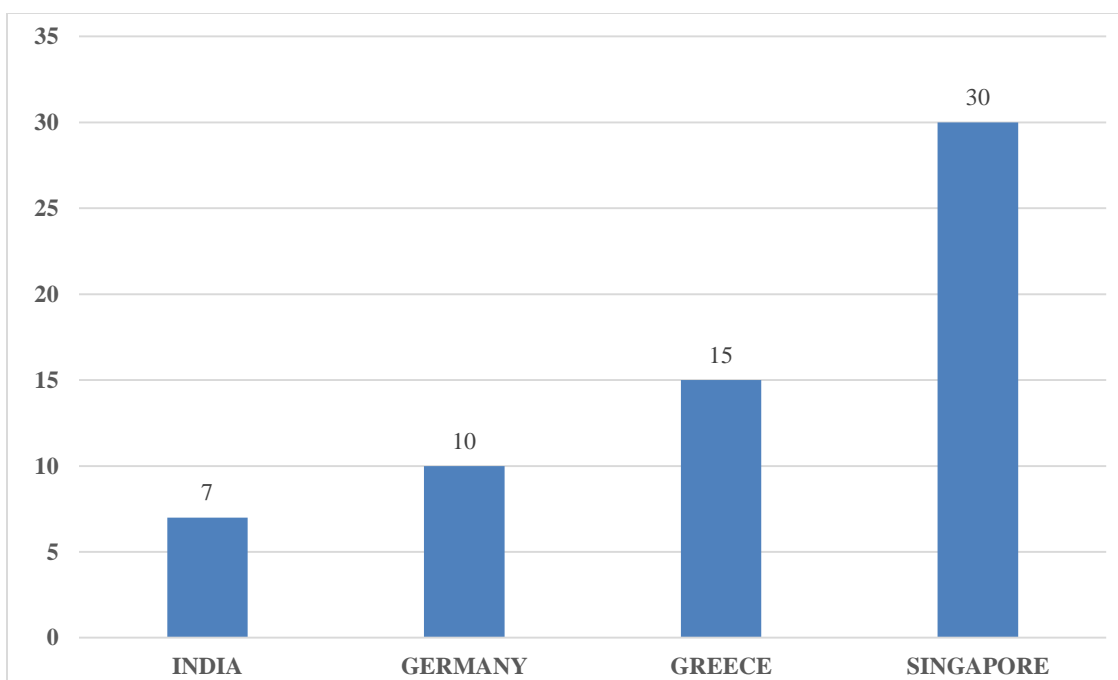
**TABLE 13: Countries where victim ships were controlled or managed: January – June 2014**

Country	No of Ships
Belgium	1
China	2
Cyprus	3
Denmark	3
Egypt	1
France	1
Germany	10
Ghana	1
Greece	15
Hong Kong	4
India	7
Italy	3
Japan	3
Korea South	1
Malaysia	1
Monaco	2
Netherlands	4
Nigeria	1
Norway	5
Philippines	2



Romania	1
Singapore	30
Taiwan	1
Tanzania	1
Thailand	2
Turkey	1
UAE	3
United Kingdom	4
USA	1
Vietnam	2
<b>Total</b>	<b>116</b>

**CHART F: Managing countries whose ships have been attacked six or more times from January – June 2014**



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

**From 1 January to 30 June 2014, the IMB PRC has received reports of ten incidents including three incidents in which vessels were fired upon.**

**The combined efforts of the Navies in the region, along with the increased hardening of vessels and BMP4 compliance, employment of Privately Contracted Armed Security Personnel (PCASP), and the stabilizing factor of the central government within Somalia have resulted in the reduction in attacks.**

**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 believes that a single successful hijacking of a merchant vessel, will rekindle the Somali pirates' passion to resume its piracy efforts.**

**As of 30 June 2014, suspected Somali pirates continue to hold one vessel for ransom with three crewmembers on board as hostage. In addition, 38 crewmembers are still held on land and four are missing.**

## **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**

**Indonesia:** Tanjung Priok – Jakarta, off Bintan Island, off Karimun Island and Belawan anchorage and surrounding waters. Pirates / robbers 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.

Ongoing meetings between the Indonesian Marine Police and the IMB PRC resulted in positive actions by the Indonesian Authorities, which had so far brought incidents down.

The Indonesian Marine Police have advised all ships intending to anchor to do so at / near the following areas where Indonesian Marine Police will conduct patrols for greater protection.

1. Belawan: 03:55.00N-098:45.30E
2. Dumai: 01:42.00N-101:28.00E
3. Nipah: 01:07.30N-103:37.00E
4. Tanjung Priok: 06:00.30S-106:54.00E
5. Gresik: 07:09.00S-112:40.00E
6. Taboneo: 04:41.30S-114:28.00E
7. Adang bay: 01:40.00S-116:40.00E
8. Muara Berau: 00:17.00S-117:36.00E
9. Muara Jawa: 01:09.00S-117:13.00E
10. Balikpapan: 01:22.00S-116:53.00E
11. Bintan Island: 01:21.00N-104:29.00E

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 have dropped substantially due to the increase and aggressive patrols by the littoral states authorities since July 2005, ships are advised to continue maintaining strict anti-piracy / robbery watches when transiting the Straits. Currently, there are no indications as to how long these patrols will continue or reduce.

**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 Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to continue to remain vigilant. A number of product tankers have been reported hijacked off the coast of Malaysia, Indonesia and Singapore in the South China Sea.

**Bangladesh:** Robbers targeting ships preparing to 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.

### **AFRICA AND RED SEA**

#### **Africa:-**

**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. Attacks reported up to about 170nm from coast. Pirates have hijacked vessels for several days, ransacked and looted the crew and ship

properties and stolen its cargo, usually gas oil. Crewmembers have been injured and kidnapped during the attacks. Generally, all waters in Nigeria remain risky. Vessels are advised to be vigilant, as many attacks may have gone unreported.

**Benin (Cotonou):** Although the number of attacks has dropped significantly, these waters remain an area of concern. Past attacks have showed that the pirates / robbers in this area are well armed and violent. In some incidents, vessels have reported being fired upon. Vessels have been hijacked and forced to sail to unknown locations where ship's properties and cargos have been reported as stolen (gas oil). Crewmembers have been injured during some of these incidents. Joint patrols by Benin and Nigerian Authorities has resulted in a drop in the number of attacks. However, vessels are advised to continue to be vigilant and maintain strict anti-piracy / robbery watches and measures.

**Togo (Lome):** Even though the reported attacks have decreased, these waters remain an area of concern. Pirates / robbers in the area are well armed, violent and dangerous. Attacks have occurred at anchorages as well as off shore and usually at night. Some attacks resulted in vessels being hijacked for several days and ransacked and part cargo stolen (gas oil).

**Ivory Coast:** Abidjan: Attacks have decreased but these waters remain an area of concern.

**The Congo:** Pointe Noire

**Egypt:** Attacks reported at Suez and Alexandria anchorages.

**Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean:** Attacks related to Somali pirates have reduced. However, the risk of being approached or attacked still exists. Vessels are advised and encouraged to remain vigilant and comply with all BMP4 procedures. The threat of these attacks still exist 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. Incidents have also been reported close to the east African coastlines.

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

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

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

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

### **Reporting of incidents**

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

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

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

***IMB Maritime Security Hotline***

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

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

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

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

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

## **TRENDS**

A total of 116 incidents of Piracy and Armed Robbery Against Ships has been reported to the IMB Piracy Reporting Centre (PRC) in the first six months of 2014. The figure is down on the corresponding period for 2013 when 138 incidents were reported.

In the first six months, ten vessels were hijacked, seven fired upon, 78 boarded and 21 vessels reported attempted attacks against their vessels. Two hundred crewmembers were taken hostage, five kidnapped from their vessels and there were two crew fatalities.

Off West Africa, 23 incidents have been reported with Nigeria accounting for ten of these reports. Four vessels, including a product tanker taken off Ghana in early June and under the control of suspected Nigerian pirates for a week, were hijacked. A crewmember was reported killed and another injured during a firefight when armed pirates boarded his vessel, at the end of April, off Nigeria. A further three vessels came under fire from Nigerian pirates during this period, reinforcing the violent nature of the attacks.

In South East Asia, at least six known cases of coastal tankers being hijacked for their cargoes of diesel or gas oil have been reported since April this year, sparking fears of a new trend in pirate attacks in the area. Up until then, the majority of attacks in the region were vessels, mainly at anchor, boarded for petty theft. The IMB continues to monitor the situation, work with the Authorities and alert ships in the vicinity.

As a country, Indonesia accounts for 47 incidents with vessels boarded in 40 reports. The over whelming number of incidents are low-level thefts against vessels. Eighteen incidents were reported at Pulau Bintan prompting the Indonesian Marine Police to add this port to the list of areas where patrols have increased this year.

The number of Somali pirate attacks continues to remain low with ten incidents reported including three vessels fired upon. Masters are reminded to adhere to the latest recommendations in the Best Management Practices, as the risk of piracy has not completely diminished.

The IMB PRC remains an independent, not for profit, single and sustainable, 24-hour manned Centre providing information and reports to ships, law enforcement and governments alike and hence strongly urges all Shipmasters and Owners, to report all incidents of actual and attempted piracy and armed robbery incidents to the IMB PRC. Reporting and information sharing is the first and most important step in the response chain and remains vital in ensuring that adequate resources are allocated by governments to deal with the problem. A set of transparent statistics from an independent, non-political, international organisation such as the IMB PRC acts as an effective catalyst to achieve this goal.

## **OBSERVATIONS**

*Narrations of the 116 attacks for 01 January to 30 June 2014 are listed on pages 29 to 48. The following serious incidents, in chronological sequence are described in more detail.*

### **Angola:**

Armed pirates boarded and hijacked a Liberian flagged Tanker, MT Kerala anchored off Luanda, Angola, on 18 January 2014. The pirates sailed the vessel and stole large quantities of the tanker's gas oil cargo in three separate STS operations. The tanker was subsequently released off Nigeria and the Master made contact with the Owners on 26 January 2014. Interpol and US NCIS later boarded the tanker to conduct investigations. One crewmember was injured during the incident.

### **Ghana:**

On 05 June 2014, armed pirates attacked and hijacked a Ghanaian flagged Fishing Vessel, FV Marine 711 underway off Ghana at approximately 1800 LT. They took hostage all 41 crewmembers and tied their hands. The pirates then cut off all power supplies to the communication equipment and forced the Master to sail the vessel towards Nigeria in an attempt to hijack other vessels. However, fearing that the Nigerian Navy was in pursuit, the pirates disembarked and escaped within 24 hours. The crew and fishing vessel arrived at a safe port.

On 05 June 2014, armed pirates attacked and hijacked a Liberian flagged Product Tanker, MT Fair Artemis while underway at position Latitude 04:47 North and Longitude 000:12 West, around 45nm south of Accra, Ghana in the early morning hours. The pirates stole the vessel's oil cargo, the crew and ship's properties and released the vessel after a week. The tanker thereafter arrived at a safe port. All crew reported safe.

### **Indonesia:**

On 28 May 2014, armed pirates attacked and hijacked a Thai flagged Product Tanker, MT Orapin 4 while underway at position Latitude 01:30 North and Longitude 104:50 East, around 23nm NE of Pulau Bintan, Indonesia at approximately 0205 LT. The tanker laden with fuel cargo departed Singapore on 27 May 2014 with ETA discharge port, Pontainak as 29 May 2014. The Owners lost contact with the tanker and reported to IMB Piracy Reporting Centre, which immediately notified all Authorities. A broadcast was transmitted to all ships to lookout and report sightings of the missing tanker. On 01 June 2014, the tanker safely arrived at Sriracha port in Thailand. Information from the crew indicated that pirates had hijacked the vessel and stolen its oil cargo. Prior to escaping the pirates stole crew and ship's property and damaged the tanker's communication equipment. All crew reported safe.

### **Malacca Straits:**

On 22 April 2014, ten armed pirates attacked and hijacked a St Kitts and Nevis flagged Product Tanker, MT Naniwa Maru No.1 while underway at position Latitude 02:59 North and Longitude 100:54 East, around 3nm WNW of One Fathom Bank, Malacca Straits at approximately 0055 LT. The pirates stole the vessel's oil cargo by transferring it into an unknown tanker. They stole crew and ship's properties, damaged the communication equipment, kidnapped three crewmembers and escaped. The tanker and remaining crew arrived at a safe port.

### **Malaysia:**

On 17 April 2014, 16 armed pirates attacked and hijacked a Thai flagged Product Tanker, MT Sri Phang-Nga while underway at position Latitude 01:59.8 North and Longitude 104:25.4 East, around 26nm SSW of Pulau Aur, Malaysia at approximately 2010 LT. The pirates stole the vessel's oil cargo by transferring it into an unknown tanker. They then stole crew and ship's properties, damaged the communication equipment and escaped. The Master and crewmembers managed to repair the damage and proceeded to a safe port.

On 25 May 2014, eight armed pirates attacked and hijacked a Singaporean flagged Asphalt Tanker, MT New Glory while underway at position Latitude 01:51 North and Longitude 104:31 East, around 30nm south of Pulau Aur, Malaysia at approximately 0520 LT. The vessel remained hijacked for approximately seven hours during which time the pirates stole crew and ship's properties and damaged the tanker's equipment before escaping. All crew reported safe and the tanker continued her voyage to next port.

On 07 June 2014, around 20 armed pirates attacked and hijacked a Malaysian flagged Product Tanker, MT Budi Mesra Dua while underway at position Latitude 03:57 North and Longitude 111:57 East, around 80nm NW of Bintulu port, Malaysia at approximately 2330 LT. The pirates took hostage the Master and Chief Officer and locked up the rest of the crew in a cabin. The tanker's oil cargo was transferred into an unknown bunker barge, which came alongside the vessel. The pirates stole crew and ship's properties and cash and ordered the Master to sail towards Labuan where they disembarked and escaped in a wooden speedboat.

On 14 June 2014, armed pirates attacked and hijacked a Honduran flagged Bunkering Tanker MT Ai Maru while underway at position Latitude 02:04.5 North and Longitude 104:38.5 East, around 32nm ENE of Tanjung Sedili, Malaysia at approximately 2114 LT. The IMB Piracy Reporting Centre (PRC) received a message that a loaded bunkering tanker had been hijacked by pirates while enroute to the Gulf of Thailand. The IMB PRC Duty Officer immediately relayed the message to regional Authorities requesting them to render assistance to the crew and tanker. The Authorities dispatched a patrol boat to investigate. Seeing the patrol boat approaching, the pirates escaped. It was reported that the pirates had stolen part of the gas oil cargo and destroyed the tanker's communication equipment.

**Nigeria:**

Eight armed pirates in a high-powered boat attacked a Panamanian Chemical Tanker MT Cher, while underway around 75nm WSW of Brass, Nigeria at approximately 1055 LT on 06 February 2014. The tanker raised the alarm, made evasive manoeuvres, sent distress message and activated the SSAS alert. The pirates manoeuvred alongside the tanker and boarded using a long ladder. The crew cut off the power supply to the vessel and retreated into the citadel. After around five hours, the crew emerged and noticed that the pirates had used sledgehammers to break into stores and cabins and loot ship and crew property. The tanker's communication equipment was destroyed. The crew managed to start the emergency generators and other necessary machinery, informed the Owners and sailed to Lagos.

On 04 March 2014, a Marshall Island Bulk Carrier was attacked and fired upon by armed pirates while underway at position Latitude 04:00.2 North and Longitude 005:16.6 East, around 58nm WSW of Brass, Nigeria at approximately 1915 UTC. Armed pirates in two skiffs chased and fired upon and attempted to board the bulk carrier underway. The ship raised the alarm and the non-essential crew mustered in the citadel. The Master increased speed, took evasive manoeuvres and activated the SSAS Alert. Due to the hardening measures taken, the pirates aborted the attempt and moved away. The ship sustained bullet marks along the accommodation area due to the firing.

On 06 March 2014 a Nigerian flagged Supply Ship Prime Lady was attacked and hijacked by armed pirates while underway at position Latitude 04:11 North and Longitude 005:44 East, around 30nm WxS of Brass, Nigeria at approximately 1912 LT. Seven pirates in a speed boat armed with machine guns, revolvers and knives approached the drifting vessel and hijacked her. They took all the crewmembers as hostage and used the vessel as a mother vessel to lookout for another vessel to hijack. After around 20 hours when the pirates found no suitable vessel, they forced their way into the locked cabins and stores and stole crew and ship properties. Some of the crewmembers were beaten up during the incident while one crewmember missed being shot.

Four armed pirates attacked and fired upon a Liberian flagged Tanker MT Crete, while drifting around 40nm SW of Bayelsa, Nigeria at approximately 0115 LT on 20 March 2014. The Master immediately raised the alarm and non-essential crewmembers retreated into the citadel. The Master and C/E started the main engine and managed to get underway before the pirates boarded the vessel.

On 29 April 2014, armed pirates attacked and boarded a Marshall Islands flagged Tanker, MT SP Brussels while underway at position Latitude 04:56 North and Longitude 004:49 East, around 35nm west of Bayelsa province coast, Nigeria at approximately 1931 UTC. As the pirates boarded the tanker, the on board armed security team fired at the pirates. Most of the crew including the security guards managed to retreat into the citadel. Head count inside the citadel indicated two crewmembers missing. When the security guards and crewmembers emerged from the citadel, they found that the Chief Engineer had been killed and the Third Officer injured. Two pirates had also been killed. The tanker headed towards Lagos for investigations.



On 02 June 2014, armed pirates approached and fired upon a Chinese flagged Bulk Carrier anchored at position Latitude 04:49 North and Longitude 008:18 East, Calabar River, Nigeria at approximately 1740 UTC. The boats aborted the attack and moved away upon seeing armed security on board the vessel.

**Oman:**

On 30 March 2014, a Panamanian flagged Tanker, MT Album was attacked and fired upon by six armed persons in a skiff, while underway around 8nm ENE of Musandam Island, Oman at approximately 1415 LT. Alarm raised, crew mustered, fire pump activated and the tanker altered course to move away from the skiff. Upon hearing the alarm and crew alertness, the armed persons aborted the attempt and moved away.

**Philippines:**

On 10 June 2014, three armed persons approached and fired upon a Philippine flagged Fishing Vessel, FV Ronald while underway off Margosatubig, Zamboanga Del Sur, Philippines at approximately 1930 LT. To save himself one fisherman jumped overboard and managed to swim to safety. When the speedboat departed, the fisherman was rescued and he noticed his boat and companion were missing. The coast guard carried out a search and the boat was located off the coast of Igat Island, Margosatubig and the body of the fisherman was found off the coast of Purok Gumamela, Barangay, Igat Island, Margosatubig, Zamboanga. Local Authorities are carrying out investigations.

**Somalia:**

On 17 January 2014, a Marshall Islands flagged Product Tanker MT Nave Atropos was attacked and fired upon by armed pirates while underway at position Latitude 15:06 North and Longitude 054:23 East, around 115nm south of Salalah, Oman, Off Somalia at approximately 1804 UTC. Armed pirates in a skiff launched from a mother vessel nearby chased and fired upon the tanker underway. The Master raised the alarm, increased speed, altered course, and activated SSAS Alert, contacted UKMTO and all non-essential crew members were mustered in the citadel. The on board armed security team returned fire resulting in the pirates aborting the attack. A coalition helicopter arrived to assist.

On 13 February 2014, a Sierra Leone flagged Ro-Ro ship MV Andrea was attacked and fired upon by armed pirates while underway at position Latitude 01:07 North and Longitude 044:34 East, around 32 nm east of Barawe, Somalia at approximately 1430 UTC. Five pirates armed with guns chased and fired upon the ship underway carrying UN cargo. Lockdown was initiated and the on board armed security team returned fire. After 20 minutes, the pirates aborted the attempt and moved away. On deck containers sustained bullet holes damaged. Ship and crew reported safe.

***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 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.**

## **PIRACY NEWS**

### **Cooperation between Indonesian Marine Police and IMB continues to show positive results**

The cooperation between Indonesian Marine Police and IMB for the 10 high-risk areas continues to show positive results. The majority of the ports with the 'on water' presence of the Marine Police appear to have shown the desired effect. Only the ports of Belawan and Tanjung Priok have reported a hand full of incidents in the second quarter. All ships intending to anchor should do so at the designated areas to enable the Indonesian Marine Police to maximize their resources and provide greater protection to ships.

Recently, another high-risk area in / off Bintan Island has emerged. Many vessels have reported attacks in this area and this has prompted the Indonesian Marine Police to allocate resources to curb these attacks.

All ships are advised to cooperate by maintaining strict anti-piracy and robbery watches and to report all attacks and suspicious sightings to the local Authorities including the IMB PRC who will relay the reported incidents and also liaise with local and regional Authorities to render necessary assistance.

### **IMB PRC warns of new threat to small tankers in South East Asia**

The ICC PRC is warning small tankers to maintain strict anti-piracy measures in the South China Sea following a spate of hijackings in the region. At least six known cases of coastal tankers being hijacked (or same modus operandi) for their cargoes of diesel or gas oil have been reported since April this year, sparking fears of a new trend in pirate attacks in the area. Up until then, the majority of attacks in the region were vessels boarded for petty theft.

The latest hijackings seem to follow a specific modus operandi, where armed pirates seize a small tanker and siphon off its cargo to large bunker barges or other small tankers in a ship-to-ship operation. In some cases, communication equipment is destroyed before the vessel is released. The crew are usually not injured or harmed.

These types of incidents are not common in this region and this makes the situation even more alarming. The IMB PRC has issued a warning to all ships providing the details of the location of the incident and the modus operandi.

The pirates appear to be interested only in oil products such as gas oil / diesel oil. Two tankers were released when the pirates realised it had the 'wrong type of cargo'.

The IMB PRC advises all ships, and particularly small product tankers, to maintain strict anti-piracy measures and vessels are advised to monitor the IMB PRC satellite broadcast warnings via INMARSAT C EGC Safety Net and to report all attacks and suspicious sightings to the IMB-PRC.

### **Turkish Navy keen to work with Nigerian Navy to tackle piracy**

The Turkish Maritime Task Group is keen to work with the Nigerian Navy to tackle piracy and other maritime crimes. The Turkish Navy will cooperate and support the current efforts of the West African countries in tackling piracy to ensure safety at sea. The Turkish Navy also took the opportunity to contribute ideas and suggestions to help tackle piracy and other crimes.

### **US to assist Nigeria to stop oil theft and piracy in the Gulf of Guinea**

The US is finding ways to help Nigeria and other West African countries to stop piracy and armed robbery against ships. This arrangement is in line with its bi-national commission agreement with Nigeria. The US also plans to provide another warship to the Nigerian Navy. Nigeria welcomes the assistance and looks forward to use this asset to combat security threats along the Nigerian coastline.

Nigeria also says that it needs international collaboration from countries to stop existing markets for stolen oils. It says if there is no market for stolen oils the criminals will have no choice but to stop. The US continues to support the Nigerian Government to try to stop these crimes.

### **MV Albedo hostages free**

After 1,288 days in captivity, the final hostages from the MV Albedo are free.

Pirates hijacked MV Albedo on 26 November 2010, as it transited from Mombassa, Kenya, to Jebel Ali, UAE. Protracted negotiations and a demand for a ransom of USD eight million left the crew abandoned by the Iranian owners of the ship.

In July 2012, the relatives of seven Pakistani crew on board the ship raised USD 1.2 million in ransom, with the help of a wealthy donor, to ensure their release. This led to fighting amongst the pirates controlling the ship, and the vessel itself sank in rough seas during the SW monsoon that year, with the loss of five hostages and five pirates who died as they tried to abandon the vessel.

The IMB PRC welcomes the release of the 11 crew - seven Bangladeshi, two Sri Lankan, one Indian and one Iranian seafarer.