



ICC INTERNATIONAL MARITIME BUREAU

PIRACY AND ARMED ROBBERY

AGAINST SHIPS

REPORT FOR THE PERIOD

1 January – 31 December 2016

WARNING

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INTRODUCTION

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

This report is an analysis of world-wide reported incidents of piracy and armed robbery against ships from 1 January to 31 December 2016.

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, MRCCs and the IMO
- Helping local law enforcement apprehend pirates and assist in bringing them to justice
- Assisting shipowners whose vessels have been attacked or hijacked
- Assisting crewmembers whose vessels have been attacked
- Providing updates on pirate activity via the Internet
- Providing free updates to CSOs and ship managers in-charge of the safety and security of their vessels
- Publishing comprehensive quarterly and annual reports detailing piracy statistics

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

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

The IMB Piracy Reporting Centre can be contacted at:

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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. 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.

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 31 December 2016, received reports of 191 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 historical issues off Somalia incidents in this area are also shown as separate categories.

Attacks in the Gulf of Aden 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 26th Assembly session as Resolution A.1025 (26).

Article 101 of UNCLOS defines Piracy as:

Definition of Piracy consists of any of the following acts:

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

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

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

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

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

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

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

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

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

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
- Japan P&I Club
- Just Ships
- Standard Steam Ship Mutual P&I Association
- 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)
- Vesseltracker (www.vesseltracker.com)

TABLE 1: Locations of ACTUAL and ATTEMPTED attacks, January – December: 2012 – 2016

	Location	2012	2013	2014	2015	2016	
S E ASIA	Indonesia	81	106	100	108	49	
	Malacca Straits	2	1	1	5		
	Malaysia	12	9	24	13	7	
	Philippines	3	3	6	11	10	
	Singapore Straits	6	9	8	9	2	
	Thailand			2	1		
EAST ASIA	China	1			4	7	
	South China Sea	2	4	1			
	Vietnam	4	9	7	27	9	
INDIAN SUB	Bangladesh	11	12	21	11	3	
CONTINENT	India	8	14	13	13	14	
SOUTH AMERICA	Brazil	1	1	1			
	Colombia	5	7	2	5	4	
	Costa Rica	1					
	Dominican Republic	1	1				
	Ecuador	4	3				
	Guyana		2	1		2	
	Haiti	2			2	4	
	Mexico					1	
	Peru	3	4			11	
	Venezuela			1	1	5	
	AFRICA	Algeria	1				
		Angola			1		2
		Benin	2				1
		Cameroon	1		1	1	
		Dem. Republic of Congo	2		1	3	2
Dem. Rep. of Sao Tome & Principe				1			
Egypt		7	7		1		
Gabon			2	1			
Ghana		2	1	4	2	3	
Guinea		3	1		3	3	
Gulf of Aden*		13	6	4		1	
Ivory Coast		5	4	3	1	1	
Kenya		1	1		2	2	
Liberia				1	2		
Mauritania			1				
Morocco			1	1		1	
Mozambique		2	2	1	1	1	
Nigeria		27	31	18	14	36	
Red Sea*		13	2	4			
Sierra Leone		1	2	1			
Somalia*		49	7	3		1	
South Africa						1	
Tanzania		2	1	1			
The Congo	4	3	7	5	6		
Togo	15	7	2		1		
REST OF	Oman			2			
	Papua New Guinea				1		
WORLD	Yemen					1	
	Total at year end	297	264	245	246	191	

All incidents with * above are attributed to Somali pirates

CHART A: The following five locations recorded around 63% attacks from a total of 191 reported attacks for the period.

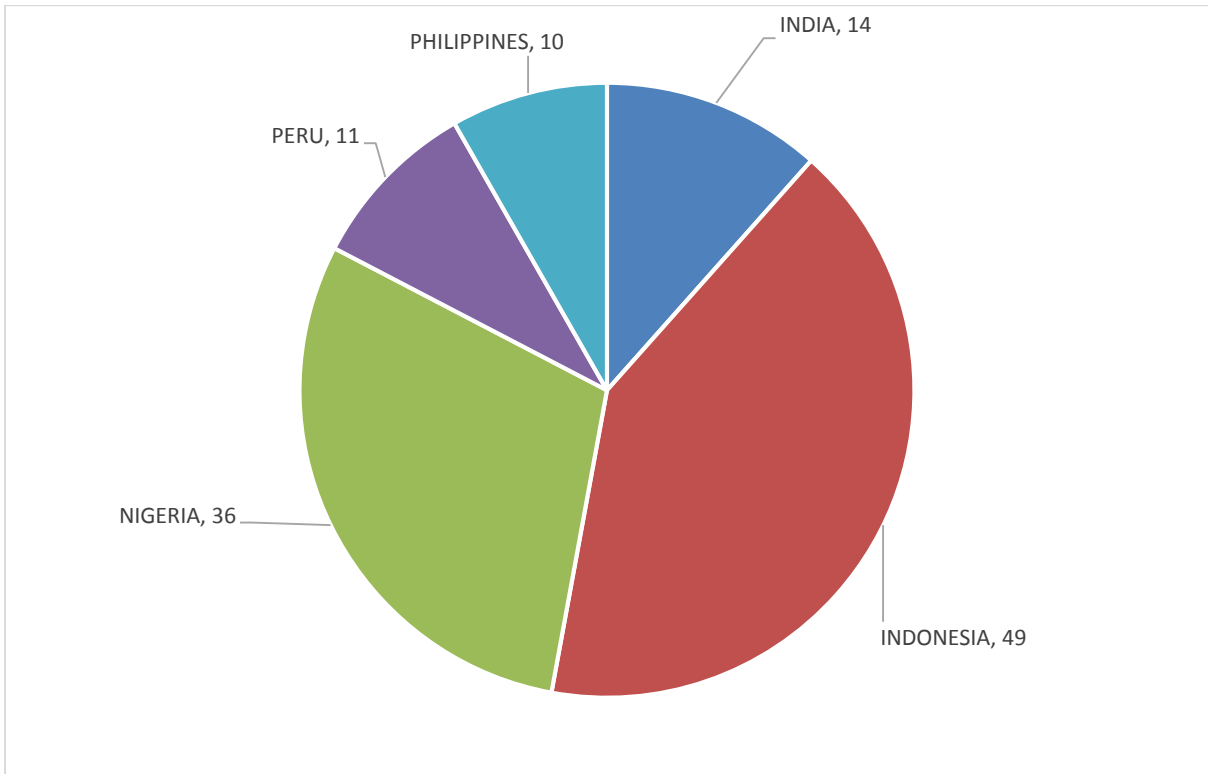


CHART B: Monthly comparison of incidents during January – December 2016

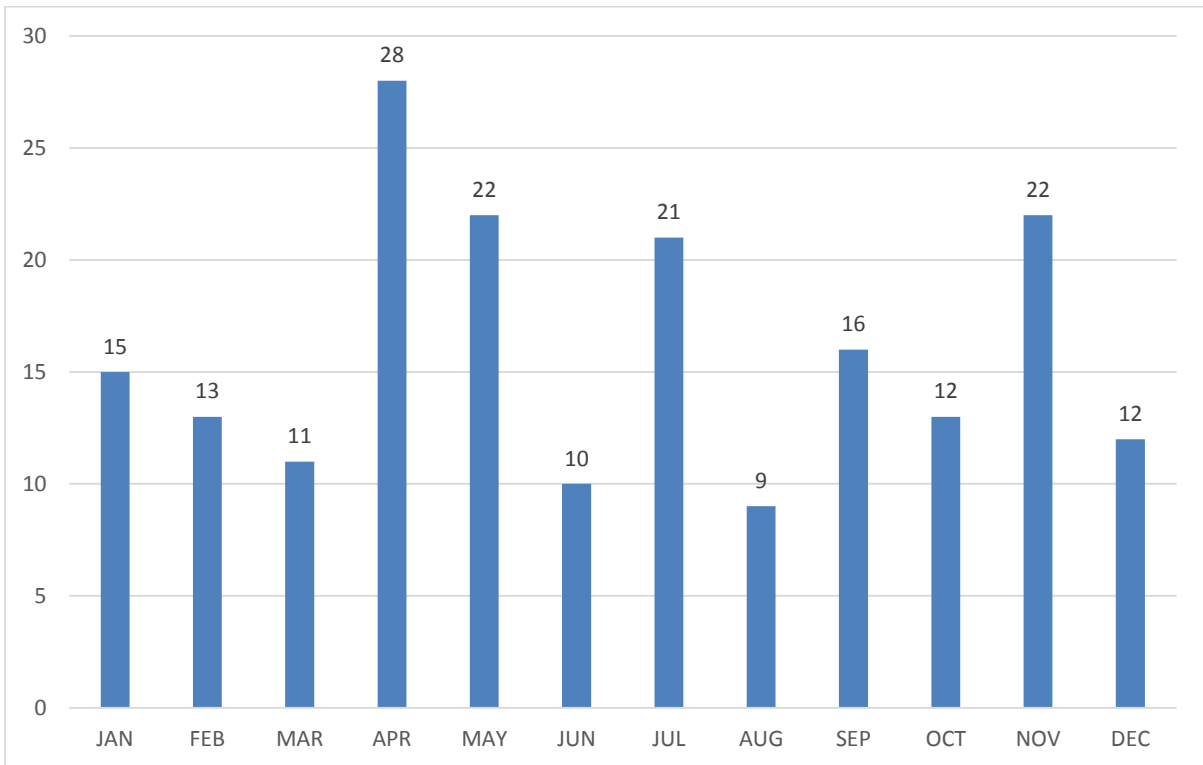


Chart C: Total incidents as per region of the world January – December 2016

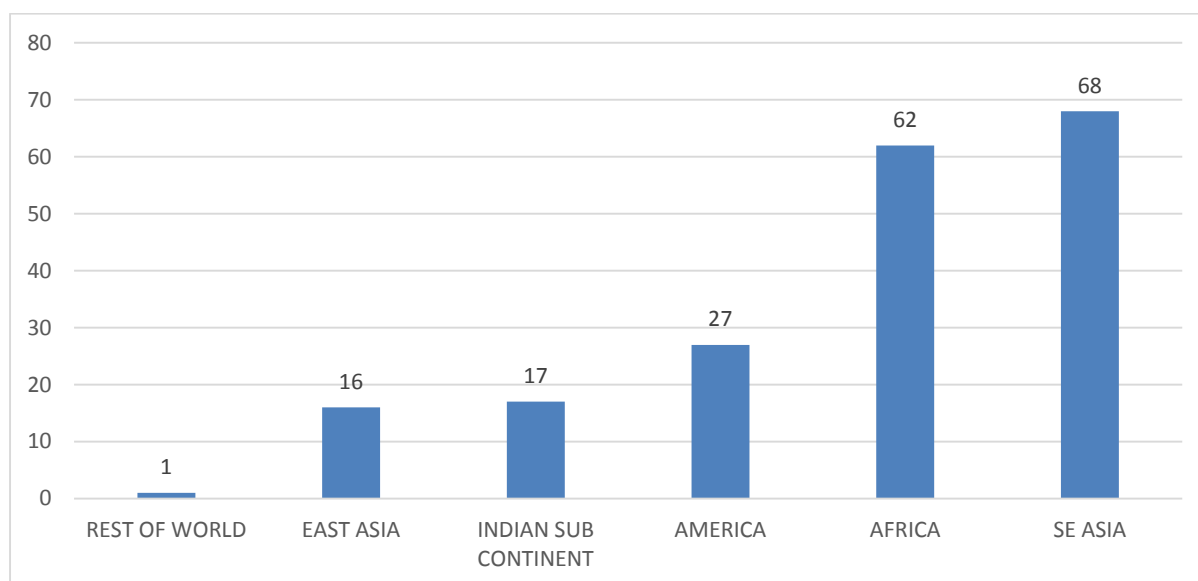


TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – December 2016

Location	ACTUAL ATTACKS		ATTEMPTED ATTACKS	
	Boarded	Hijacked	Fired Upon	Attempted
S E ASIA				
Indonesia	45	1		3
Malaysia	5	2		
Philippines	6	1	1	2
Singapore Straits	1			1
EAST ASIA				
China	7			
Vietnam	9			
INDIAN SUB CONT				
Bangladesh	2			1
SOUTH AMERICA				
Colombia	4			
AFRICA				
Guyana	1			1
Haiti	3			1
Mexico	1			
Peru	9			2
Venezuela	5			
Angola	2			
Benin		1		
Dem. Republic of Congo	2			
Ghana	3			
Guinea	3			
Gulf of Aden				1
Ivory Coast		1		
Kenya	2			
Morocco				1
Mozambique	1			
Nigeria	17	1	9	9
Somalia			1	
South Africa	1			
The Congo	6			
Togo	1			
REST OF WORLD				
Yemen			1	
Sub total	150	7	12	22
Total			191	

**TABLE 3: Ports and anchorages, with three or more reported incidents.
January – December 2016**

Country	Location	1.1.2016 to 31.12.2016
Bangladesh	Chittagong	3
Ghana	Takoradi	3
Guinea	Conakry	3
Haiti	Port Au Prince	4
India	Kandla	8
India	Visakhapatnam	3
Indonesia	Batam / Kabil	6
Indonesia	Dumai	9
Indonesia	Jakarta / Tanjung Priok	6
Indonesia	Muara Berau / Samarinda	9
Indonesia	Taboneo	3
Nigeria	Lagos	6
Peru	Callao	10
Philippines	Davao	3
The Congo	Pointe Noire	6
Venezuela	Puerto Jose	3
Vietnam	Vung Tau	7

TABLE 4: Status of ships during ACTUAL attacks, January – December 2016

	Location	Berthed	Anchored	Steaming
S E ASIA	Indonesia	4	37	5
	Malaysia		1	6
	Philippines	2	2	3
	Singapore Straits		1	
EAST ASIA	China	3	4	
	Vietnam		9	
INDIAN	Bangladesh		2	
SUB CONT	India	3	10	1
SOUTH	Colombia		4	
AMERICA	Guyana		1	
	Haiti		3	
	Mexico	1		
	Peru	1	8	
	Venezuela		5	
	AFRICA	Angola		2
	Benin		1	
	Dem. Rep. of Congo		2	
	Ghana	1	2	
	Guinea		3	
	Ivory Coast			1
	Kenya	2		
	Mozambique	1		
	Nigeria	4		14
	South Africa	1		
	The Congo		6	
	Togo		1	
Sub Total		23	104	30
Total			157	

TABLE 5: Status of ships during ATTEMPTED attacks, January – December 2016

	Location	Berthed	Anchored	Steaming
S E ASIA	Indonesia		3	
	Philippines			3
	Singapore Straits			1
INDIAN SUB CON	Bangladesh		1	
SOUTH AMERICA	Guyana	1		
	Haiti		1	
	Peru		2	
AFRICA	Gulf of Aden			1
	Morocco	1		
	Nigeria		3	15
	Somalia			1
REST OF WORLD	Yemen			1
Sub Total		2	10	22
Total			34	

TABLE 6: Types of arms used during attacks, January – December 2012 - 2016

Types of Arms	2012	2013	2014	2015	2016
Guns	113	71	62	33	48
Knives	73	81	83	97	44
Not stated	104	109	93	108	96
Other weapons	7	3	7	8	3
Total	297	264	245	246	191

TABLE 7: Comparison of the type of attacks, January – December 2012 – 2016

Category	2012	2013	2014	2015	2016
Attempted	67	28	28	27	22
Boarded	174	202	183	203	150
Fired upon	28	22	13	1	12
Hijack	28	12	21	15	7
Total	297	264	245	246	191

TABLE 8: Types of violence to crew, January – December 2012 – 2016

Types of Violence	2012	2013	2014	2015	2016
Assaulted	4		1	14	5
Hostage	585	304	442	271	151
Injured	28	21	13	14	8
Kidnap/Ransom	26	36	9	19	62
Killed	6	1	4	1	
Missing		1	1		
Threatened	13	10	9	14	10
Total	662	373	479	333	236

TABLE 9: Type of violence to crew by location, January – December 2016

Location	Hostage	Threatened	Assault	Injured	Kidnap
S E ASIA Indonesia	37	6	3	1	
Malaysia	47			2	10
Philippines		1		1	18
EAST ASIA Vietnam		1			
SOUTH AMERICA Haiti		1			
Peru	1				
AFRICA Benin	17				3
Guinea	20		2	1	
Ivory Coast	16				2
Kenya		1			
Nigeria	13			3	29
Sub total	151	10	5	8	62
Total	236				

TABLE 10: Types of arms used by geographical location, January – December 2016

LOCATIONS	Guns	Knives	Other	Not Stated
S E ASIA Indonesia	3	19	1	26
Malaysia	3	1	1	2
Philippines	5	1		4
Singapore Straits		2		
EAST ASIA China		1		6
Vietnam	1	2		6
INDIAN Bangladesh		1		2
SUB CONT India		2		12
SOUTH AMERICA Colombia	1	1		2
Guyana		1		1
Haiti		1		3
Mexico				1
Peru	1	2		8
Venezuela		1	1	3
AFRICA Angola		1		1
Benin	1			
Dem. Republic of Congo		2		
Ghana		1		2
Guinea	3			
Gulf of Aden				1
Ivory Coast	1			
Kenya		1		1
Morocco				1
Mozambique		1		
Nigeria	27	2		7
Somalia	1			
South Africa				1
The Congo		1		5
Togo				1
REST OF WORLD Yemen	1			
Sub total	48	44	3	96
Total	191			

TABLE 11: Types of vessels attacked, January – December 2012 – 2016

Type	2012	2013	2014	2015	2016
Accommodation Barge					1
Barge / Barge Carrier	2				
Bulk Carrier	66	53	55	86	52
Cable Ship				1	
Cement Carrier			1		
Container	39	30	20	30	10
Dhow	5	1			
Dredger					1
FPSO / FSO				2	
General Cargo	15	17	14	15	11
Guard Vessel	1				
Heavy Lift Vessel					4
Heavy Load Carrier			1		1
Hopper Dredger				1	
Landing Craft	1	1			
Livestock Carrier		1	1		
Naval Auxiliary	1				
Offshore Processing Ship			1		
Ore Carrier				1	1
Passenger			1	1	
Pipe Layer Barge				1	4
Pipe Layer Crane Vessel	1			1	
Refrigerated Cargo	2	2		3	1
Research Ship	1		2		2
RORO	2	1	2		
Salvage Vessel	1				
Supply Ship	8	5	3	2	4
Support Ship	1		1		1
Tanker Asphalt /Bitumen		3	4		1
Tanker Bunkering	2		2	1	
Tanker Chem / Product	76	82	86	62	56
Tanker Crude Oil	32	39	24	20	13
Tanker LNG	2		1		1
Tanker LPG	10	9	13	4	10
Trawler/Fishing	5	2	3	2	1
Tug / Offshore Tug	23	18	7	10	14
Vehicle Carrier			2	1	2
Water barge			1		
Wood Chips Carrier	1			2	
Yacht				1	
Total at year end	297	264	245	246	191

CHART D: Type of vessels attacked January – December 2016

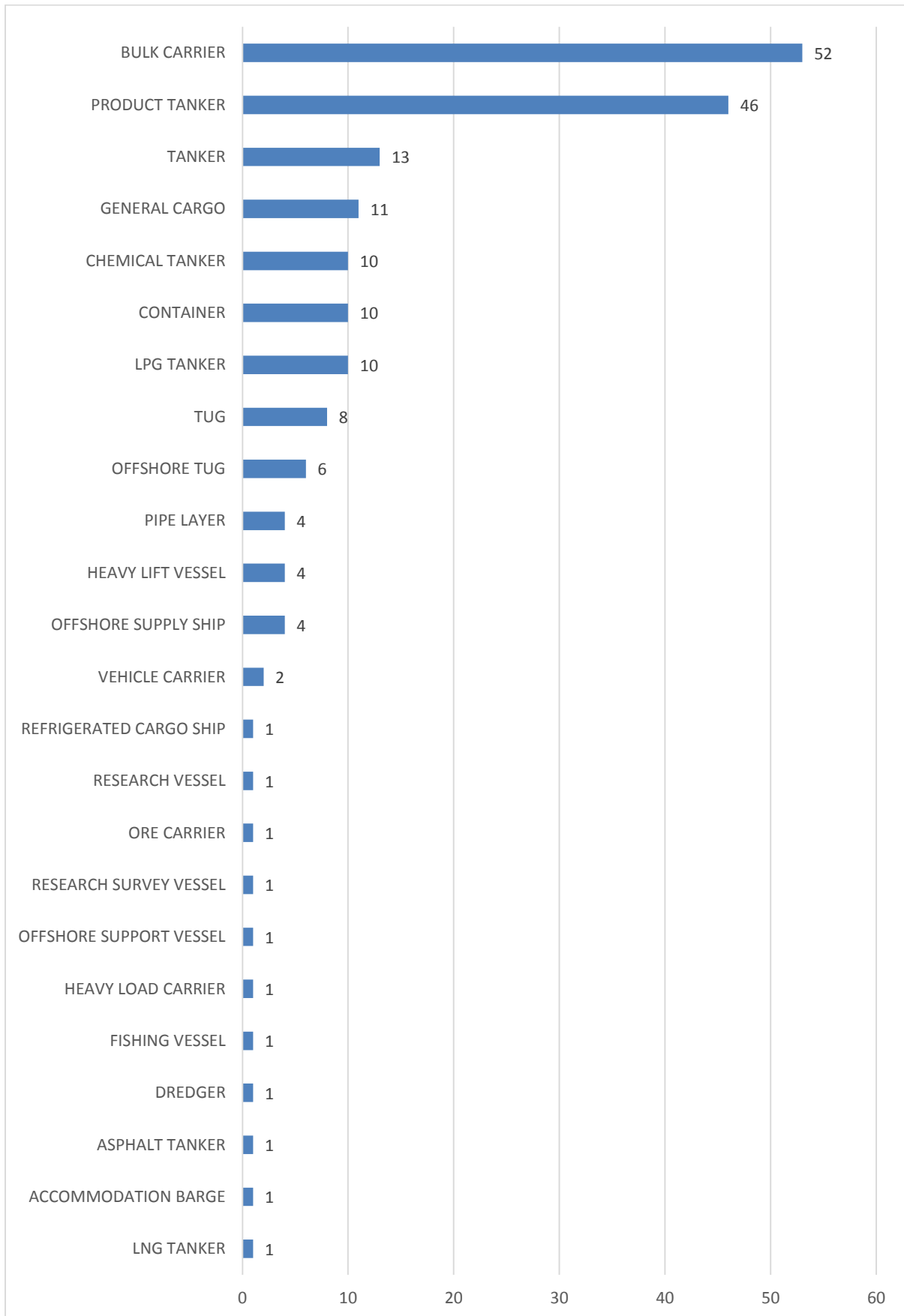


TABLE 12: Nationalities of ships attacked, January – December 2012 – 2016

Flag State	2012	2013	2014	2015	2016
Antigua and Barbuda	5	7	5	9	
Australia				1	
Bahamas	16	7	4	5	5
Bangladesh	1				1
Barbados		1			
Belgium				3	
Belize				1	1
Bermuda			1		
Bolivia	1				
Cayman Island	1	2			
Chile		1			
China		2	1		
Comoros	1	1		1	
Cook Islands				1	1
Croatia		1			1
Curacao	3			1	2
Cyprus	1	1	2	7	3
Denmark	7	6	4	3	1
Dominica			1		
Egypt				1	
Ethiopia	1				1
France		1		1	
Gabon		1			
Germany	4				
Ghana			1	1	
Gibraltar	2	3	1		1
Greece	3	3	4	3	2
Honduras	1		2		
Hong Kong (SAR)	17	20	16	19	9
India	7	4	4	2	3
Indonesia	2		2	2	4
Iran		1		1	
Isle of Man	4	2	3	3	3
Italy	5	4	7		
Japan					1
Kiribati		1	1		
Korea North	1				
Korea South	1		1	1	1
Liberia	45	43	20	28	17
Libya		1			
Luxemburg	2	2		2	1
Madeira					1
Malaysia	12	10	9	12	6
Malta	8	8	6	11	5
Marshall Islands	21	31	36	40	36
Mauritius					1
Mongolia	1		2		
Netherlands	1	2	7	1	2
Nigeria	1	2	3	2	4
Norway	3	4	4	1	3
Oman	3				
Panama	49	32	44	38	46

Papua New Guinea				1	
Philippines	4	2	3	1	
Portugal				1	
Russia	1				
Saudi Arabia			2	1	2
Sierra Leone		1	1		
Singapore	43	39	32	32	21
Spain	2				
St. Kitts & Nevis	3		1		
St. Vincent & Grenadines	2	4			
Switzerland		1	1		
Thailand	1	5	6	5	
Turkey	1	2			1
Tuvalu	2				
United Kingdom	3	2		1	2
USA	2	2	2		
Vanuatu		1		2	1
Vietnam		1	5	1	2
Yemen	3				
Not Stated			1		
Total year end	297	264	245	246	191

CHART E: Flag States whose ships attacked 12 times or more, January – December 2016

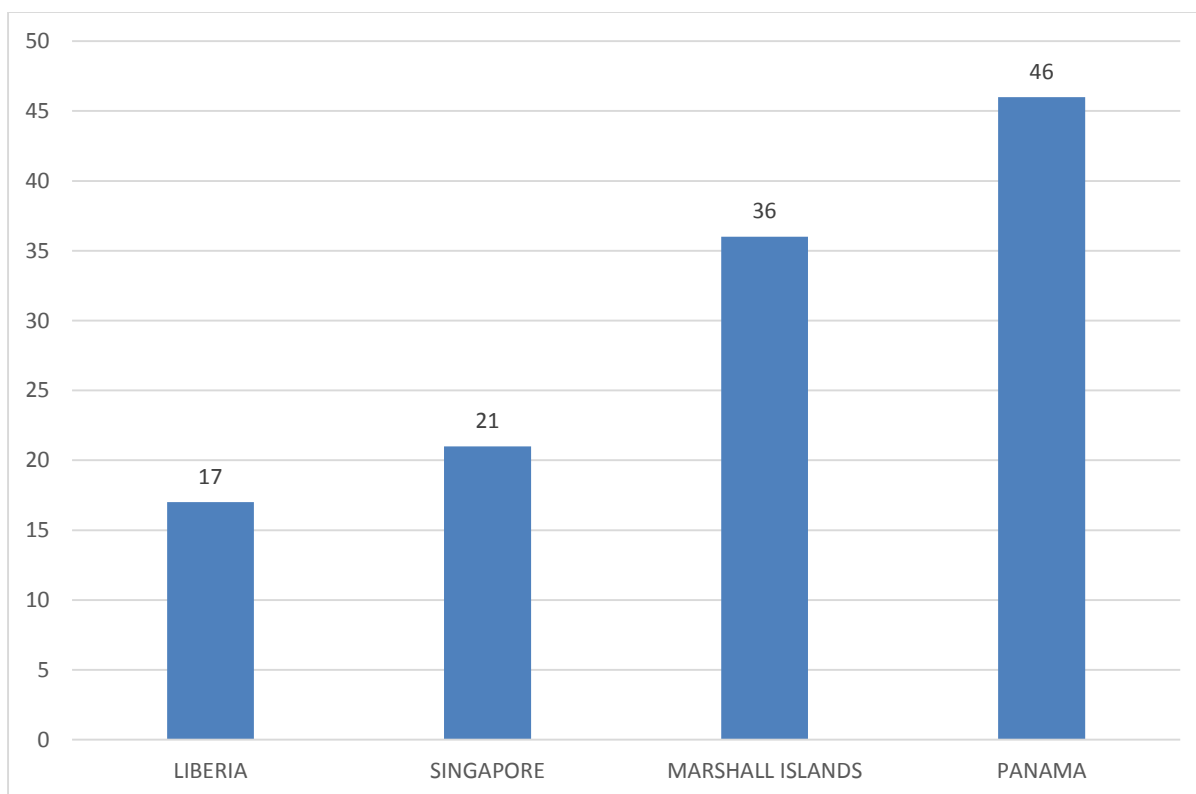
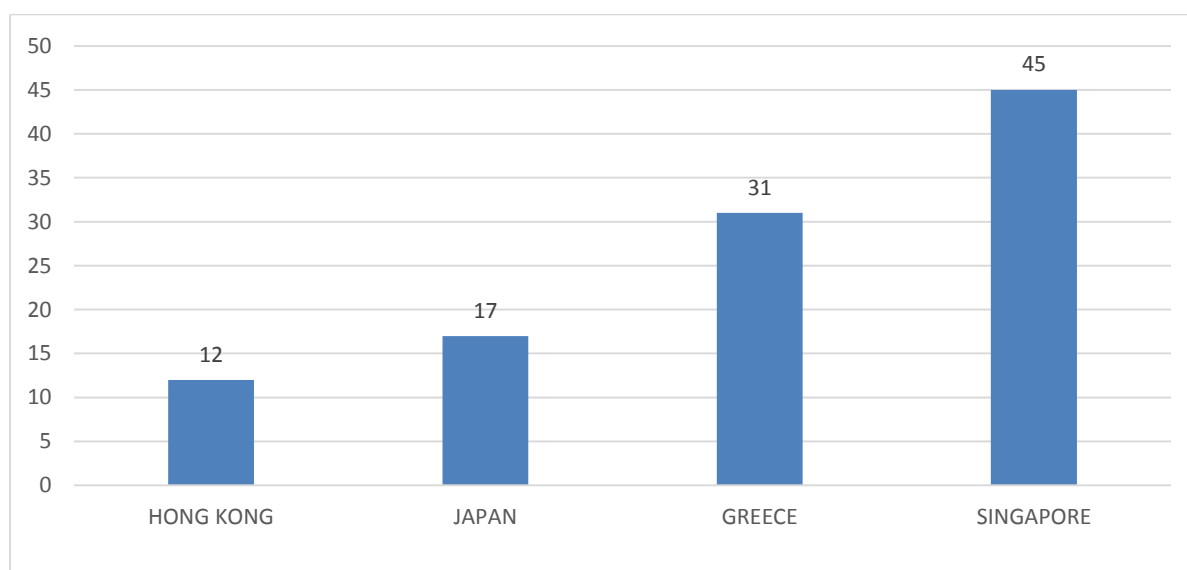


TABLE 13: Countries where victim ships controlled / managed, January – December 2016

Country	No of Ships
Australia	1
Bahamas	1
Bangladesh	1
Canada	2
China	1
Cyprus	5
Denmark	4
Ethiopia	1
France	2
Germany	10
Greece	31
Hong Kong	12
India	10
Indonesia	3
Japan	17
Korea South	2
Luxembourg	1
Malaysia	6
Mexico	1
Monaco	3
Netherlands	2
Nigeria	2
Norway	6
Singapore	45
Thailand	1
Turkey	3
UAE	6
Ukraine	1
United Kingdom	9
Vietnam	2
Total	191

CHART F: Managing countries whose ships attacked 12 times or more, January – December 2016



OFF SOMALIA / GULF OF ADEN ATTACK FIGURES UPDATE

From 1 January to 31 December 2016, the IMB PRC has received two new attempted incidents.

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 this positive sign.

As the IMB PRC continues to monitor the situation in the region it cautions ship owners and Masters against complacency. Somali pirates continue to 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' desire to resume their piracy efforts.

As of 31 December 2016, suspected Somali pirates continue to hold three crew members with their conditions unknown.

PIRACY AND ARMED ROBBERY PRONE AREAS AND WARNINGS

Mariners are warned to be extra cautious and to take necessary precautionary measures when transiting the following areas:

SOUTH EAST ASIA AND INDIAN SUB CONTINENT

Bangladesh: Robbers usually target ships preparing to anchor. Most attacks reported at Chittagong anchorages and approaches. However, attacks in Bangladesh have fallen significantly over the past few years due to the efforts by the Bangladesh Authorities.

China: Tianjin/Caofeidian – Incidents mostly at anchorage area.

India: Kandla – Incidents reported at port and anchorage areas.

Indonesia: Tanjung Priok – Jakarta, Dumai, Nipah, Batu Ampar/Batam, Samarinda, Muara Berau 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 vessels during the night. When spotted and alarm sounded, the pirates / robbers usually escape without confronting the crew.

Recent meetings and continued dialog between the Indonesian Marine Police (IMP) and the IMB Piracy Reporting Centre (IMB PRC) resulted in positive actions by the Indonesian Authorities which has resulted in a reduction of reported incidents. 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 the IMB PRC, who will also liaise with the local authorities to render necessary assistance.

Malacca Straits: The number of reported attacks continue to drop due to the patrols by the littoral states authorities since July 2005. Ships are however, advised to continue maintaining strict anti-piracy / robbery watches when transiting the Straits. Currently, there are no indications as to how long these patrols will continue or reduce. In some cases, attacks may have gone unreported.

Malaysia: Off Sabah – Militant activities resulting in a number of tugs / barges / fishing boats being attacked and crews kidnapped.

Philippines: Pirates / militants in the southern Philippines attacking vessels in / off Sibutu passage / off Sibutu island / Tawi Tawi / Sulu sea / Celebes sea / off eastern Sabah. Initially tug / barges and fishing vessels were targeted to rob and kidnap crews for ransom. Merchant ships and their crews have also recently been targeted.

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

South China Sea: Although attacks have dropped significantly in the vicinity off Tioman / off Pulau Aur / off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to continue to remain vigilant. In the past, a number of hijackings of small product tankers have occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend started in April 2014 and the hijackings stopped abruptly late 2015. The IMB is monitoring the situation. It has been reported that some criminals have been arrested by local Authorities both in Malaysia and in Indonesia.

Vietnam: Vung Tau – Increase in attacks especially at anchorages.

AFRICA AND RED SEA

Benin: Cotonou – Although the number of attacks has dropped significantly, the area remains risky. Past attacks showed that the pirates / robbers in this area are well armed and violent and in some incidents have fired upon and hijacked ships. The pirates force Masters to sail to unknown location where ship's properties and sometimes part cargo is stolen (gas oil). Crewmembers have been injured in the past. Recent 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.

Guinea: Conakry

Ivory Coast: Abidjan – Attacks dropped but remains risky.

Nigeria: Lagos – Pirates / robbers are often well armed, violent and have attacked hijacked and robbed vessels / kidnapped crews along the coast, rivers, anchorages, ports and surrounding waters. In the past, attacks reported up to about 170nm from coast. In many past incidents, pirates hijacked the vessels for several days and ransacked the vessels and stole part cargo usually gas oil. A number of crewmembers were also injured and kidnapped in past attacks. Generally, all waters in/off Nigeria remain risky. Vessels are advised to be vigilant, as many attacks may have gone unreported.

Off Bayelsa / Brass / Bonny Island / Port Harcourt – Recently, there has been a dramatic increase in attacks / hijackings / kidnapping of crews off these areas. Vessels are advised to take additional measures in these high risk waters.

The Congo: Pointe Noire

Togo: Lome – Attacks have dropped but the area remains a concern and risky. Pirates / robbers in the area are well armed, violent and dangerous. Attacks can occur at anchorages and off the coast and usually at night. Some attacks resulted in vessels being hijacked for several days and ransacked and part cargo stolen (gas oil).

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: 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 and request assistance as needed.

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

SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS

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

Peru: Callao – Incidents increasing

Reporting of incidents

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

Tel: +60 3 2078 5763 Fax: +60 3 2078 5769 E-mail: imbkl@icc-ccs.org

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

IMB Maritime Security Hotline

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

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

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

Tel: +60 3 2031 0014 Fax: +60 3 2078 5769 E-mail: imbsecurity@icc-ccs.org

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

OBSERVATIONS

Narrations of the 191 attacks for 01 January to 31 December 2016 are listed on pages 31 to 60. The following serious incidents, in chronological sequence are described in more detail.

Benin:

On 27 November 2016, a Panamanian flagged Refrigerated Cargo Ship was attacked and hijacked by armed persons while anchored at position Latitude 06:14.09 North and Longitude 002:34.54 East, Cotonou Outer Anchorage, Benin at approximately 2145 LT. Owners of the vessel reported to the IMB PRC that they had lost contact with their anchored ship. The IMB PRC immediately relayed the message to all the Authorities in the region including Benin and Nigerian Authorities. The Nigerian Navy dispatched two warships to locate and intercept the missing ship with 20 crews on board. As the warships approached the hijacked ship, it was reported that 15 pirates escaped along with three kidnapped crew members. The remaining crew then managed to sail the ship to a safe port.

Guinea:

On 03 July 2016, a Curacao flagged Heavy Lift Vessel MV Teal was attacked by armed pirates while anchored at position Latitude 09:23.6 North and Longitude 013:41.9 West, at Conakry Anchorage, Guinea at approximately 0450 LT. Six persons in a boat armed with machine guns and knives attacked and successfully boarded the anchored ship. They attacked the Duty O/S causing injuries and took the 2/O hostage. They opened fire to threaten other crew members and damaged the accommodation. Under gun threat, they robbed the crew members of their cash and personal belongings before escaping. Master tried to contact the port control but received no response. The incident was later reported to Port Authorities through the local Agent. A security boat thereafter arrived at the location to investigate.

On 24 August 2016, a Bangladeshi flagged Bulk Carrier MV Aisha Sarwar was attacked by armed robbers while anchored at position Latitude 09:24.5 North and Longitude 013:43.3 West, around 5.5 nm South of Conakry, Guinea at approximately 0110 LT. Around seven robbers armed with machine guns and knives attacked and boarded the ship. Two crew members were taken hostage and beaten. The robbers escaped with crew's cash and properties.

On 21 September 2016, a Panamanian flagged Container Ship MV Windhoek was attacked by armed robbers while anchored at position Latitude 09:18.47 North and Longitude 013:45.51 West, Conakry Anchorage, Guinea at approximately 0146 LT. About six robbers in a wooden boat and armed with AK 47 and shotgun attacked and successfully boarded the ship. They fired at the ship and crew. Master activated the SSAS alert, raised the alarm and locked the accommodation. The robbers however, gained access into the ship by breaking the bridge wing windows. After taking the crews hostage, the robbers ransacked and looted every crew cabin, stole crew personal belongings and ship's cash. The Manager of the ship reported to the IMB PRC. The IMB PRC immediately liaised with the Guinea RCC who took action and Authorities boarded the ship. The robbers managed to escape and all 21 crew members reported safe.

Indonesia:

On 07 May 2016, a Cook Islands flagged Product Tanker MT Hai Soon 12 was attacked and hijacked by armed pirates while underway at position Latitude 02:04.48 South and Longitude 108:39.27 East, around 21nm south of Pulau Serutu, Indonesia at approximately 2045 LT. The tanker while en route from Singapore to Sunda Straits was attacked and boarded by armed pirates. They took hostage all crew members and hijacked the tanker. As the Owners failed to receive the updates from the Master, they reported the incident to the IMB PRC who had then reported and liaised with the Indonesian Authorities. The IMB PRC also broadcast to all ships to keep a lookout for the missing tanker. The Indonesian Navy dispatched their patrol boats who had subsequently located and intercepted the hijacked tanker and rescued all crew members on board. Nine pirates were detained. All crew members reported safe.

On 28 June 2016, a Panamanian flagged Product Tanker MT Chamtang was attacked and boarded by armed pirates while steaming at position Latitude 03:00 North and Longitude 105:10 East, around 26nm WSW of Mangkai Island, Indonesia at approximately 1945 UTC. About ten pirates armed with guns and knives attacked and successfully boarded the tanker underway. They entered the bridge as the Second Officer was altering course. They held the Second Officer and the duty AB at gun point and beat them. The pirates wore face masks and were aggressive and violent. They took the Second Officer to the Master's cabin and then took the Master and the other crew hostage. The pirates stole the ship's GPS and Navtex equipment and removed the cabling from the remaining satellite communication equipment. Before escaping, they stole cash and other personal effects from the crew and released the Master.

Ivory Coast:

On 11 February 2016, a Panamanian flagged Product Tanker MT Maximus was attacked and hijacked by armed pirates while underway at position Latitude 04:00 North and Longitude 004:00 West, around 77nm south of Abidjan, Ivory Coast at approximately 2000 UTC. Fourteen pirates armed with guns attacked and hijacked the tanker. All 18 crew members were taken hostage. The pirates ransacked all cabins and stole crew personal effects. Eight pirates then disembarked the tanker on the high seas with two kidnapped crew members. A Togo Navy patrol boat managed to intercept and took a picture of the tanker. The pirates had repainted the tanker's name and provided false information to the Togo Navy. The picture was sent to the Owners for verification. As the tanker sailed into the Nigerian EEZ waters, the Togo Navy handed over the coordination to the Nigerian Navy who had dispatched a warship to shadow the tanker. On 20 February 2016, the Nigerian Navy boarded the tanker. After an exchange of gunfire, the pirates surrendered and the crews were rescued. One pirate was reportedly killed. The two kidnapped crew members were released on 20 March 2016. Throughout the incident, the IMB PRC liaised and shared information among the Regional Authorities, vessel owner and flag state.

Malaysia:

On 01 April 2016, a Malaysian flagged Tug TB Massive 6 was attacked by armed pirates while underway at position Latitude 04:07.56 North and Longitude 118:55.76 East, around 17nm East of Pulau Sipadan, Sabah, Malaysia at approximately 1815 LT. Eight heavily armed pirates in a speed boat intercepted and boarded the tug underway. They opened fire at the tug and managed to board successfully. They stole crew personal belongings and kidnapped four crew members and escaped. The remaining crew members sailed the tug to the vicinity of Semporna and thereafter a MMEA patrol boat escorted the tug to a safe port. The kidnapped crew were released on 8 June 2016.

On 15 April 2016, an Indonesian flagged Tug TB Henry and Barge Christy were attacked by armed pirates while underway at position Latitude 04:31.26 North and Longitude 119:00.00 East, around 4.3nm SE of Pulau Sibuan, Sabah, Malaysia at approximately 1032 UTC. Six heavily armed persons in a speed boat intercepted and boarded the tug towing a barge underway. They opened fire at the tugboat. One crew member was reported injured. They stole crew personal belongings, kidnapped four crew members and escaped. The Malaysian Marine Police later escorted the tug and barge to a safe port and transferred the injured crew to a hospital for medical treatment. On 12 May 2016, the kidnapped crew members were released safely.

On 02 June 2016, a Malaysia flagged Tug TB Ever Prosper and Barge Ever Dignity were attacked and hijacked by armed pirates while underway at position Latitude 03:07.24 North and Longitude 112:35.14 East, around 11nm NNE of Balingian, Sarawak, Malaysia at approximately 2300 LT. Armed persons in two speed boats approached and attacked the tug and barge underway. They boarded the tug, took hostage all 10 crew members and tied them up. They then damaged the communication equipment and hijacked the tug and barge. As the Owners were unable to contact the tug, they reported the incident to

MMEA. The hijackers stole the cargo and the crew's valuables. One crew was reported injured during the incident. MMEA patrol boats escorted the tug and barge to a safe port for investigation.

On 25 October 2016, a Malaysian flagged Tug Ever Ocean Silk and Barge Ever Giant was attacked and hijacked by armed pirates while underway at position Latitude 04:08.8 North and Longitude 112:30.0 East, around 62 nm NW of Tanjung Kidurong, Bintulu, Sarawak, Malaysia at approximately 2030 LT. Armed pirates in wooden boat attacked and boarded the tug towing a barge laden with crude palm kernel oil (CPKO). They took hostage all 10 crew members and hijacked the tug and barge. The pirates stole the tug's navigational equipment, crew's personal belongings and part of the oil cargo and escaped on 26 October 2016 at around 1000 LT. The incident was reported to MMEA who dispatched a patrol boat to intercept and escort the tug and barge to a safe port.

On 19 November 2016, a Malaysian flagged Fishing Vessel was attacked by armed persons while anchored at position Latitude 04:49.15 North and Longitude 118:46.22 East, around 8.7 nm south of Merabung, Lahad Datu, Sabah, Malaysia at approximately 1930 LT. About five armed persons wearing masks in a small boat attacked and boarded the vessel engaged in fishing activities. Crew personal belongings and an outboard engine were stolen. Before escaping, they kidnapped two crew members. The Malaysian Authorities are investigating the incident.

Nigeria:

On 29 January 2016, a Liberian flagged Product Tanker MT Leon Dias was attacked and hijacked by armed pirates while underway at position Latitude 02:30 North and Longitude 005:35 East, around 110nm SSW of Bayelsa, Nigeria at approximately 2236 UTC. Pirates armed with guns attacked and hijacked the tanker. The tanker loaded with gas oil was en route from Lome to Bata. The Owner lost communication with the tanker and reported to the IMB PRC, who immediately contacted and liaised with local and regional Authorities. The pirates shot and seriously injured one crew member during the incident. They destroyed and damaged the tanker's communication equipment and kidnapped five crew members before escaping. The remaining crew members managed to sail the tanker to Benin where a Navy patrol boat assisted in the evacuation of the injured crew. The tanker was escorted to Cotonou anchorage for investigation.

On 11 February 2016, a Marshall Islands flagged Product Tanker MT Nave Jupiter was attacked by armed pirates while underway at position Latitude 03:35 North and Longitude 005:42 East, around 54nm SW of Brass, Nigeria at approximately 1510 LT. The tanker was sailing from Bonny to Amsterdam when she spotted two skiffs approaching from the stern. Master quickly raised the alarm, increased speed, commenced evasive manoeuvres and contacted the CSO. Owners contacted the IMB PRC who immediately liaised with the Nigerian Authorities and the IMB PRC were advised that an armed patrol boat had been dispatched to the location. As the skiffs closed in, weapons and ladders were sighted. The pirates opened fire at the tanker's superstructure and threw handmade explosive devices onto the main deck which luckily did not explode. Three pirates managed to board the tanker using a ladder and fired several rounds. Non-essential crew retreated into the citadel. Master continued with evasive manoeuvres. The pirates cut off the fuel to the main engines and generators. Master then instructed the bridge team to go to the citadel. The pirates later tried to gain access to the citadel but failed. Before escaping, the pirates damaged all communication equipment and stole crew personal effects. The Nigerian Navy arrived and boarded the tanker and rescued the crew members. The tanker thereafter sailed to a safe port.

On 05 March 2016, a Panamanian flagged Chemical Tanker MT Madonna 1 was attacked by armed pirates while underway at position Latitude 04:05 North and Longitude 006:41 East, around 32nm SW of Bonny Island, Nigeria at approximately 1607 UTC. About 10 armed pirates in a black speed boat attacked and opened fire at the tanker. They managed to successfully board the tanker using a grappling hook and ladder. The tanker activated the alarm and non-essential crew members retreated to the citadel. Pirates then kidnapped four crew members and escaped. On 27 March 2016, the kidnapped crew members were released safely most likely after a ransom was paid.

On 26 March 2016, a Liberian flagged Product Tanker MT Sampatiki was attacked by armed pirates while underway at position Latitude 04:20 North and Longitude 005:10 East, around 31nm SW of Bayelsa Coast, Nigeria at approximately 0040 LT. Eight pirates armed with guns attacked, fired at the tanker and successfully boarded the tanker. They ransacked all the cabins, stole crew personal belongings and kidnapped five crew members including the Master.

On 01 April 2016, a Panamanian flagged Chemical Tanker MV Madonna 1 was attacked by armed pirates while underway at position Latitude 03:54 North and Longitude 005:41 East, around 41nm SW of Brass, Nigeria at approximately 1153 LT. Duty Officers on board the tanker noticed a black speed boat approaching. The Master raised the alarm, sent distress messages, took anti-piracy preventive measures and crew members locked all entrance doors. As the speed boat closed in, nine pirates armed with AK47s opened fire at the tanker and attempted to board several times using ladders and grappling hooks attached with a rope. All non-essential crew members mustered in a safe room. The Navy was contacted but received no response. The IMB PRC received information from the Owners and immediately informed the Nigerian Navy for assistance. The Nigerian Navy responded and advised the IMB PRC that they will take action accordingly. Due to the hardening measures taken by the tanker, the pirates aborted the attempted boarding and moved away. No injuries to crew members.

On 11 April 2016, a Malta flagged Product Tanker MT Puli was attacked by armed pirates while underway at position Latitude 02:48.4 North and Longitude 006:40.9 East, around 118nm SSW of Port Harcourt, Nigeria at approximately 0130 LT. Eight pirates in a speed boat armed with rifles attacked and boarded the tanker underway while en route from Douala port to Abidjan port. The pirates stole cash, ship's properties, crew personal belongings and kidnapped six crew members before escaping. The tanker then continued her passage towards a safe port. No injuries to remaining crew members. On 25 April 2016, the kidnapped crew members were released safely.

On 11 April 2016, a Liberian flagged Container Ship MV CMA CGM Turquoise was attacked by armed pirates while underway at position Latitude 04:08.02 North and Longitude 005:23.05 East, around 30nm SW of Bayelsa Coast, Nigeria at approximately 2056 LT. Armed pirates attacked and boarded the ship successfully. The Master raised the alarm, activated the SSAS and all crew members except two mustered in the citadel. The Owners sent a message to the IMB PRC indicating that they had lost contact with their ship. The IMB PRC immediately informed and liaised with the Nigerian Authorities and transmitted a Warning Broadcast to ships at sea. After about 12 hours, the crew emerged from the citadel. The two crew were reported kidnapped. The Nigerian Navy boarded the ship for investigations. All the remaining crew members were safe. On 19 May 2016, the kidnapped crew members were released safely.

On 19 April 2016, a Malaysian flagged Offshore Supply Vessel MV Armada Tuah 101 was attacked by armed pirates while underway at position Latitude 03:30 North and Longitude 004:50 East, around 97nm SW of Brass, Nigeria at approximately 0717 LT. Armed pirates attacked and boarded the vessel underway. The alarm was raised and all crew mustered. Non-essential crews retreated into the citadel. Pirates boarded and robbed and kidnapped two crew members. All remaining crew members were reported safe and vessel thereafter proceeded to a safe port. The kidnapped crew were released on 3 June 2016. They arrived safely in their respective country.

On 07 July 2016, a Nigerian flagged Offshore Supply Ship MV Prince Joseph 1 was attacked by armed pirates while underway at position Latitude 03:05 North and Longitude 004:53 East, around 98 nm SW of Bayelsa, Nigeria at approximately 1430 UTC. Three pirates armed with guns fired upon and successfully boarded the vessel. Alarm was raised, distress alert activated and non-essential crew retreated into the citadel. The pirates kidnapped five crew members and escaped. They also robbed crew personal belongings. Chief Officer was shot in the head. Nigerian Authorities notified and are investigating.

On 07 July 2016, a Greek flagged Tanker MT Bouboulina was attacked by armed pirates while underway at position Latitude 03:16 North and Longitude 005:09 East, around 89 nm SW of Brass, Nigeria at approximately 0650 UTC. Armed pirates attacked and fired upon the tanker underway. As the boat came alongside the tanker, the alarm was raised and all crew retreated into the citadel. The crew was able to control the tanker from inside the citadel. After about four hours, the crew emerged from the citadel. Bridge windows were found shattered due to the firing. All 25 crew members reported safe. The tanker then continued her voyage to the port of destination.

On 17 August 2016, an Isle of Man flagged General Cargo ship MV Vectis Osprey was attacked by armed pirates while underway at position Latitude 03:54.5 North and Longitude 007:09.3 East, around 28 nm south of Bonny, Nigeria at approximately 1327 LT. About nine pirates in a blue wooden speedboat and armed with AK47 attacked and successfully boarded the ship. Master raised the alarm and activated the SSAS and all crew retreated into the citadel. The Managers of the ship immediately reported to the IMB PRC. The IMB PRC then liaise with the Nigerian Navy to request for urgent assistance. A naval warship was dispatched to assist the ship. The pirates left when the Nigerian Navy warship intercepted and boarded the ship. The pirates stole ship's properties and crew's personal belongings and cash. The accommodation was damaged due to firing of machine guns. The ship was then escorted to Bonny Anchorage for investigation. All 13 crew were reported safe.

On 23 November 2016, a Panamanian flagged Product Tanker MT Eliana was attacked by armed pirates while underway at position Latitude 03:35.4 North and Longitude 005:13.6 East, around 61 nm SW of Bayelsa Coast, Nigeria at approximately 0530 LT. Pirates armed with automatic weapons in a speed boat attacked and fired at the tanker with 22 crews on board. Alarm was raised and SSAS activated. All crew members retreated to the citadel. The on board naval security team returned fire. The pirates thereafter managed to board the tanker using a ladder. Since everyone had retreated into the citadel, the pirates left after two hours. The tanker sustained some damages at the superstructure due to the firing. No injuries to crew reported but one pirate was killed.

Philippines:

On 25 March 2016, an Indonesian flagged tugboat TB Brahma 12 and barge Anand 12 were attacked and hijacked by armed persons while steaming at position Latitude 04:48.56 North and Longitude 119:12.53 East, around 11nm WSW of Omapoy Island, Philippines at approximately 1629 LT. Armed persons boarded the tug towing a barge laden with coal. They hijacked the tug and cast off the barge. They then ransacked the tug and damaged all communication equipment on board. Ten crew members were kidnapped and the tugboat later abandoned off Languyan Island, Philippines. The Philippine Police took custody of the tugboat and are investigating the case. The drifting barge laded with coal was located by MMEA on 01 April 2016, towed to a safe port and under investigation.

On 20 October 2016, a South Korean flagged General Cargo ship MV Dongbang Giant No.2 was attacked by armed persons while underway at position Latitude 04:32.9 North and Longitude 119:33.5 East, around 8.2nm SE of Sibutu Island, Philippines at approximately 1347 LT. Six persons in a boat armed with guns attacked and successfully boarded the ship with 20 crews on board. The SSAS alert was activated and all non-essential crew retreated to the citadel. Crew personal belongings were stolen and two crew kidnapped from the vessel. The IMB PRC immediately notified the incident to the Philippine and Malaysian Authorities. A Philippine naval vessel responded and boarded the ship to investigate.

On 11 November 2016, a Vietnamese flagged General Cargo ship MV Royal 16 was attacked by armed persons while underway at position Latitude 06:40 North and Longitude 122:31 East, around 11 nm ENE of Basilan Island, Philippines at approximately 0433 LT. Around 10 persons armed with guns attacked and boarded the ship. They took hostage all 19 crews on board. The Master raised the alarm and activated the SSAS. The armed persons stole ship's properties, kidnapped six crew members and escaped. One crew was injured during the incident. The incident was reported to the Philippine Coast Guard and a patrol boat was dispatched to intercept the ship. The Authorities boarded the ship to investigate and later escorted the ship to a safe port.

Somalia:

On 22 October 2016, a United Kingdom flagged Product Tanker MT CPO Korea was attacked and fired upon by armed persons while underway at position Latitude 04:28.1 North and Longitude 053:22.2 East, about 300 nm east of Somali coast, Somalia at approximately 0955 LT. A blue hulled boat with five to six persons attacked the tanker with 21 crews and three security guards on board. At a CPA of two cables, the on board security team fired warning shots. Persons in the boat returned fire and tried to board the tanker but failed. The boat later aborted the attempt and moved away.

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.

TRENDS

A total of 191 incidents of piracy and armed robbery against ships was reported to the IMB PRC in 2016.

This is the lowest annual figure since 1998 when 202 incidents were recorded globally, but the number of crew kidnapped in 2016 was the highest in ten years. The 2016 attacks are broken down as 150 vessels boarded, 22 attempted attacks, 12 vessels fired upon and seven vessels hijacked. A total of 151 crew were taken hostage and 62 kidnapped from their vessels in 15 separate incidents – compared to 19 crew kidnapped from five incidents in 2015.

An emerging threat to merchant shipping is in the Sulu Seas where 12 crew have been kidnapped from two general cargo vessels underway and also an anchored fishing vessel in the last quarter. Crews had previously been kidnapped from “slow and low” moving tugs and barges in three separate incidents in the first half of 2016. This marks a worrying escalation of crew kidnappings in this area.

The Gulf of Guinea remains a kidnap hotspot with 34 crew taken in nine separate incidents in 2016. Three vessels were hijacked in the Gulf of Guinea in 2016. There has been a noticeable increase in the number of reported incidents off Nigeria with 36 in 2016 compared to 14 in 2015. Nine of the 12 vessels fired upon occurred in Nigeria in 2016 – with a number almost 100nm from the coastline.

Conversely there has been a noticeable reduction in the number attributed to Indonesia down from 108 in 2015 to 49 in 2016. Although the overwhelming majority of these are low level thefts, vessels were successfully boarded in all but three of the incidents.

Two incidents were recorded off Somalia. The first was an attempted attack on a container vessel in the Gulf of Aden in May. A product tanker was also fired upon in the Somali basin some 300 nm from shore in October. Whilst the latter remains an isolated event, it demonstrates that the capacity and intent to attack merchant shipping there still exists. Vessel masters are therefore urged to maintain high levels of vigilance when transiting the high risk area and to adhere to the latest version of the best management practices.

Peru recorded 11 incidents – with ten of these at the country’s main port of Callao – compared to zero in 2015. The number of incidents in Vung Tau, Vietnam have dropped from 15 in 2015 to seven in 2016. Bangladesh also witnessed a welcome decrease down from 11 in 2015 to three in 2016.

The IMB PRC remains the world’s only independent 24-hour manned centre to receive reports of pirate attacks from around the world. IMB strongly urges all shipmasters and owners to report all actual, attempted and suspected piracy and armed robbery incidents to the IMB PRC. This first step in the response chain is vital to ensuring that adequate resources are allocated by authorities to tackle piracy. Transparent statistics from an independent, non-political, international organization can act as a catalyst to achieve this goal.

PIRACY NEWS

New area of piracy and kidnappings emerge off Eastern Sabah / Southern Philippines

The area in / off Sibutu passage / off Sibutu island / Tawi Tawi / Sulu sea / Celebes sea / off eastern Sabah has become a recent major concern for the shipping industry especially in view of recent kidnapping of merchant ship crews. Previously, only tug / barges and fishing vessels were targeted but lately merchant ships are also being attacked. It is believed that these pirates are linked to militant groups associated with Abu Sayyaf. The Philippine, Malaysian and Indonesian Authorities are cooperating to stop these attacks and considering creating a transit corridor along the Sulu sea and Sabah to address these attacks. The increased number of reported incidents in 2016 has been a direct threat to the commercial shipping servicing these littoral states.

Arrest and extradition of the Orkim Harmony pirates

The owners of the product tanker Orkim Harmony lost contact with their vessel and her 22 crew on 11 June 2015 and contacted the Malaysian Maritime Enforcement Agency (MMEA) for assistance. In response the MMEA dispatched patrol boats and requested the Regional authorities for assistance. The tanker was carrying about 6,000 tonnes of petrol estimated at USD 5.6 million. The pirates had changed the name of the vessel to ‘Kim Harmon’ to prevent it from being easily identified. The tanker was located by an Australian patrol aircraft on 17 June 2015 while enroute to Vietnam. As the MMEA patrol boats approached the vessel the pirates threatened to harm the crew and later under the cover of darkness the pirates abandoned the vessel in a lifeboat. All 22 crew members were safe except for one crew member who was shot in the thigh. The MMEA had notified the Vietnam Coast Guard who apprehended the eight pirates on 18 June 2016 at about 0630 Hrs LT in Vietnamese waters near Tho Chu Island. They were found on a life raft claiming that their fishing boat had sunk.

After the arrest of the pirates, the Malaysian and Indonesian authorities pursued the master mind – an Indonesian national hiding in Jakarta. On 31 August 2015 this individual was arrested by the Indonesian navy and handed over to the police.

On 26 November 2016, the eight suspects were extradited to Malaysia via a chartered flight to Senai Airport escorted by a team of 40 maritime personnel. They were later brought in front of a court and tried for boarding and hijacking a Malaysian flagged tanker. The eight Indonesians were sentenced to between 15 to 18 years each in jail including canning for six of them. MMEA Director General Datuk Seri Ahmad Puzi headed the extradition mission. He said that this is the first extradition case for MMEA in bringing foreigners to Malaysia to face criminal charges. “We do not have an extradition agreement with Vietnam, so we had to refer to the Attorney – General’s Chambers and Foreign Ministry” said Puzi.

Strong collaboration between Indonesia Marine Police and IMB shows positive results

Indonesian Marine Police (IMP) patrols 11 designated areas (see table below). The IMB fourth quarterly statistics shows a continued decline in reported incidents in almost all the areas listed.

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

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

Incidents reported at the 11 designated areas where IMP patrols are as follows: -

	Locations	2013 Total	2014 Total	2015 Total	2016 1 st	2016 2 nd	2016 3 rd	2016 4 th	2016 Total
1	Belawan: 03:55.00N - 098:45.30E	18	9	15	-	1	-	-	1
2	Dumai: 01:42.00N - 101:28.00E	12	1	5	-	2	3	4	8
3	Nipah: 01:07.30N - 103:37.00E	14	-	26	-	-	-	-	-
4	Tanjung Priok: /Jakarta - 06:00.30S - 106:54.00E	6	9	4	3	2	-	1	6
5	Gresik: 07:09.00S - 112:40.00E	4	1	-	-	-	-	-	-
6	Taboneo: 04:41.30S - 114:28.00E	8	2	4	-	-	1	2	3
7	Adang Bay: 01:40.00S - 116:40.00E	4	-	-	-	-	-	-	-
8	Muara Berau: 00:17.00S - 117:36.00E	4	6	1	-	-	2	3	5
9	Muara Jawa: 01:09.00S - 117:13.00E	4	-	-	-	-	-	-	-
10	Balikpapan: 01:22.00S - 116:53.00E	5	1	-	-	2	-	-	2
11	Bintan Island: 01:21.00N - 104:29.00E	-	35	1	-	1	-	-	1

NATO concludes successful counter-piracy mission

In an effort to curb the threat of Somali piracy the United Nations, through its Security Council Resolution 1816, called upon all States to protect international shipping. In response to this NATO launched its operations ‘Allied Provider’ followed by ‘Allied Protector’, which then transformed into ‘Operation Ocean Shield’ in 2009. Along with the European Navies, the Combined Maritime Task Forces and the various independent navies, NATO helped in deterring and disrupting hundreds of pirate attacks. Many pirates were detained during the mission and prosecuted by national authorities. NATO also introduced the SHADE (Shared Awareness and Deconfliction) coordination mechanism, which allowed for all navies in the Somali theatre to share information and improve their response tactics.

The combined efforts of the Navies, the shipping and international communities and the private armed security teams led to the reduction of Somali piracy. With no successful piracy attacks reported since 2012, NATO terminated its Ocean Shield Operation on 15 December 2016. NATO has however, indicated that even though its dedicated piracy operation ‘Ocean Shield’ has ended it will remain engaged in the fight against piracy by maintaining maritime situational awareness and continuing close links with other international counter-piracy actors. NATO is also maintaining its counter-piracy efforts at sea and ashore – by supporting countries in the region to build the capacity to fight piracy themselves.

Release of crew of hijacked fishing vessel Naham 3

The crew of the hijacked fishing vessel, Naham 3 were released on 22 October 2016 – after 1,671 days in captivity.

The Omani flagged fishing vessel was hijacked by Somali pirates on 26 March 2012 as it sailed 115nm NE of Hoby, Somalia. At the time of the hijack the vessel was crewed by 29 fishers, three of whom died during the four and half years in captivity. For the majority of their captivity the fishers were held on land in extremely harsh conditions.

The released multinational crew from China, Cambodia, Indonesia, Philippines, Taiwan and Vietnam have been repatriated to their respective countries. It has been reported that the crew will need comprehensive physical and psychological support in the years to come to help ease their return to a normal life.

Nigerian anti-Piracy Operation (Op) TSARE TEKU

Upon successful completion of phase one and two of ‘Operation (Op) TSARE TEKU’ - the Nigerian Navy’s anti-piracy operations, launched in April 2016 has resulted in a three-month extension from October 2016. TSARE TEKU, a Hausa phrase, means ‘Safe River’.

Chief of the Naval Staff, Vice Admiral Ibok-Ete Ibas said that prior to the commencement of the Operation in April 2016, there were about 40 successful cases of piracy attacks in Nigerian waters – a trend which stopped as soon as the Operation was launched.

Vice Admiral Ibas noted that during the first phase from April to July 2016, only two successful cases of piracy were recorded, while one successful case and one unsuccessful attempt were recorded during the second phase of the operations. He maintained that the significant achievements evidenced by the marked reduction in successful piracy attacks and other maritime crimes has enhanced shipping activities and protection of oil and gas infrastructure.