



ICC INTERNATIONAL MARITIME BUREAU

**PIRACY AND ARMED ROBBERY
AGAINST SHIPS**

REPORT FOR THE PERIOD

1 January – 31 March 2020

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.

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

The key advantages and services of the PRC are:

- A 24/7 manned operations centre.
- A single point of reporting for all ships affected by this crime as they trade through many different jurisdictions.
- Notifying the nearest and most appropriate response agency of incidents reported to the PRC and liaising with these agencies until the crew and ship are safe.
- Warning ships in the vicinity of a threat by broadcasting sitreps of incidents via Inmarsat-C SafetyNET service.
- Alerting CSOs and ship managers of incidents via email.
- Keeping the International Maritime Organisation (IMO) updated of reported incidents.
- Assist local law enforcement apprehend and bring the criminals to justice.
- Publish comprehensive quarterly and annual reports detailing only reported incidents.

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

This report is an analysis of incidents of piracy and armed robbery incidents reported by ships to the PRC from 1 January to 31 March 2020. As of 31 March 2020, 47 incidents have been reported to the PRC.

Sometimes, incidents are reported late resulting in changes to the figures in the tables and figures in subsequent reports.

Due to the continued debate concerning the Malacca Straits, these incident narrations are shown separately. Similarly, because of the vast area affected by Somali pirates, these incidents are grouped together with the Gulf of Aden and Red Sea in the narrations section.

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

ICC International Maritime Bureau
PO Box 12559, 50782 Kuala Lumpur, Malaysia
Tel ++ 60 3 2078 5763 Fax ++ 60 3 2078 5769
E-mail: piracy@icc-ccs.org / imbkl@icc-ccs.org

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

DEFINITIONS OF PIRACY & ARMED ROBBERY

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

Article 101 of UNCLOS defines Piracy as:

Definition of Piracy consists of any of the following acts:

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

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

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

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

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

IMO Resolution A.1025 (26) defines Armed Robbery as:

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

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

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

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

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

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

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

ACKNOWLEDGMENTS

FUNDING

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

- ANIA
- Assuranceforeningen Skuld
- Britannia Steam Ship Insurance Association Limited
- Gard AS
- Justships Ltd
- Merchant Shipping Cyprus
- Standard Steam Ship Mutual P&I Association
- Steam Ship Insurance Management Services Limited
- The Japan Association of Marine Society
- The North of England P&I Association Ltd
- Tsakos Shipping and Trading SA

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 - March 2016 – 2020**

Locations	2016	2017	2018	2019	2020
S E ASIA Indonesia	4	7	9	3	5
Malaysia		1	1		1
Philippines	2	9	2	1	2
Singapore Straits		1			5
EAST ASIA China	1	1	2	3	
Vietnam	2		2		
INDIAN SUB Bangladesh		4	4		1
CONTINENT India	10	1	2	1	5
AMERICAS Brazil			1	1	1
Colombia		2		1	1
Dominican Republic				1	
Ecuador		1	1		
Guyana	1				
Haiti			3		1
Peru	2	1	2	1	3
Venezuela	1	2	5	4	
AFRICA Angola					3
Benin			5	1	3
Cameroon			1	1	
Dem. Rep. of Congo	2				
Gabon					1
Ghana			1	3	
Guinea			1		
Gulf of Aden*			1		
Ivory Coast	1			1	1
Kenya	1				
Liberia				1	
Mozambique		1			1
Nigeria	10	7	22	14	11
Sao Tome and Principe					1
Sierra Leone		2			
Somalia*		2	1		
The Congo		1			
Togo				1	1
Sub total	37	43	66	38	47
Total at year end	191	179	201	162	

All incidents with * above are attributed to Somali pirates

CHART A: The following seven locations recorded 74% attacks from a total of 47 incidents reported for the period.

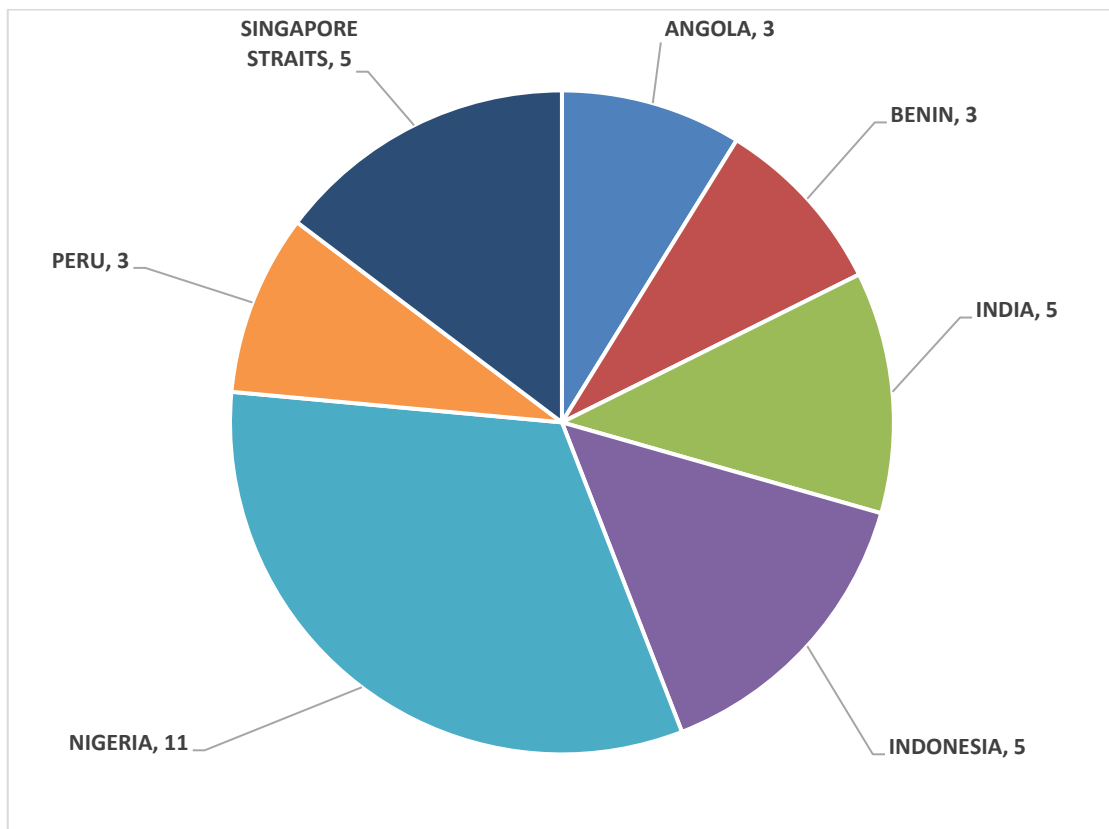


CHART B: Monthly comparison of incidents during January – March 2020

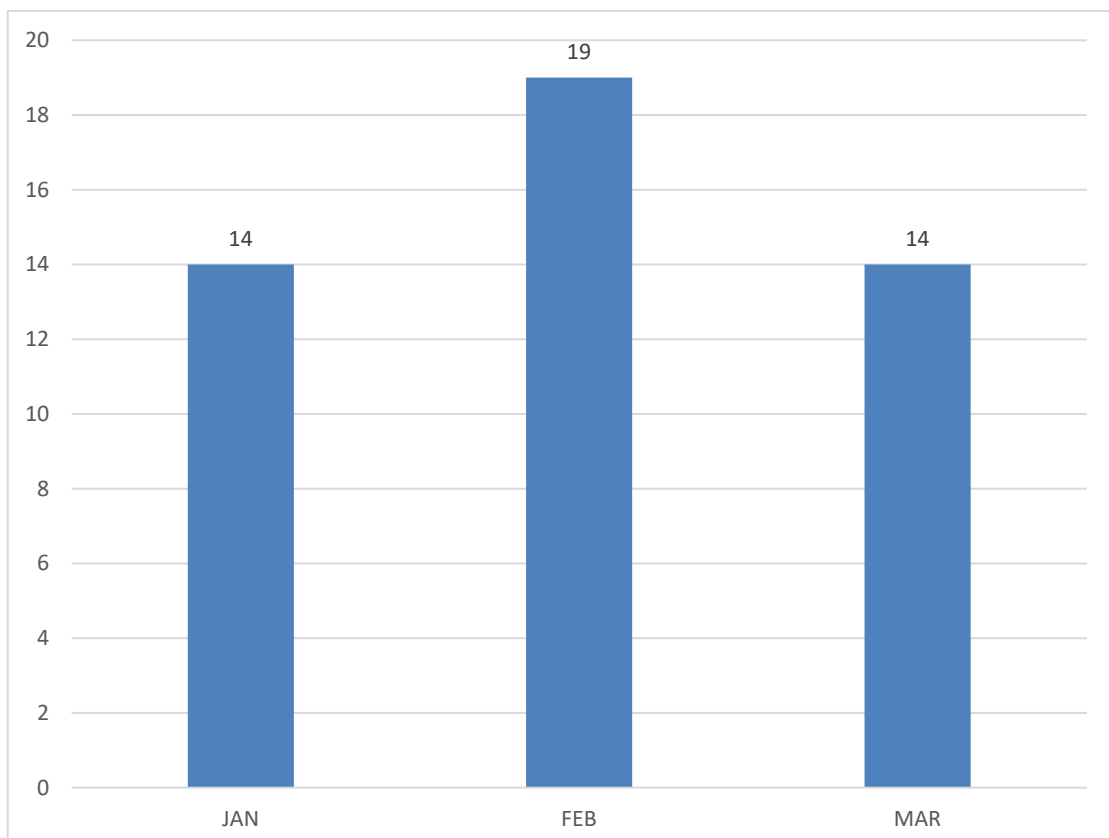
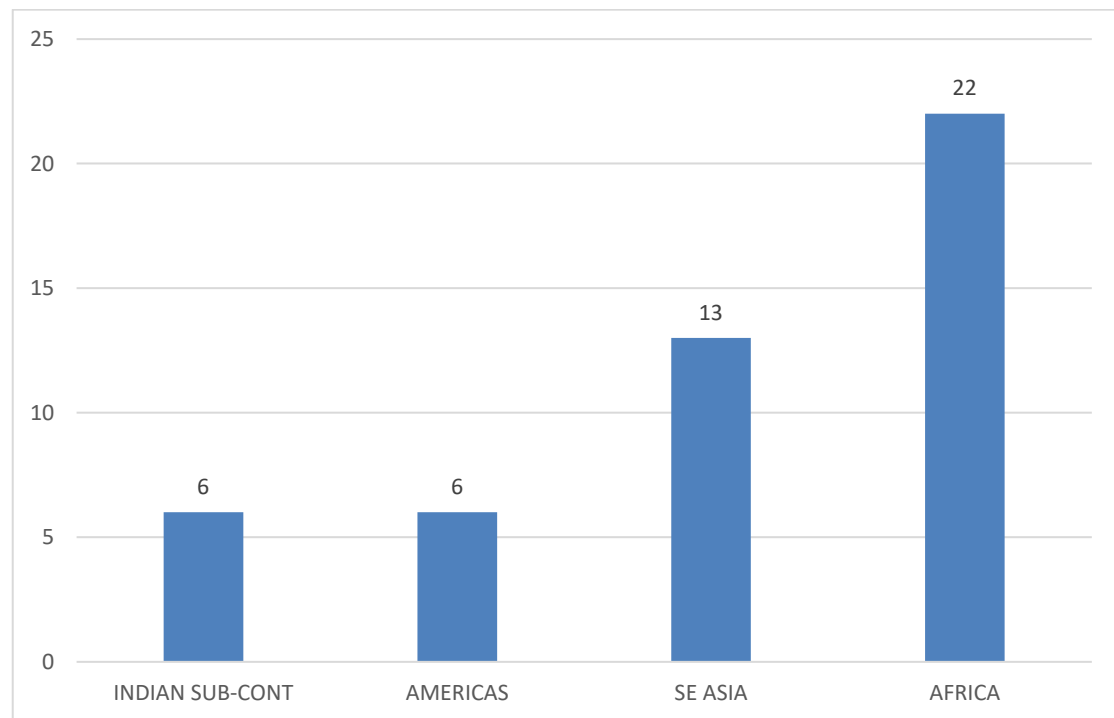


CHART C: Total incidents as per regions of the world January – March 2020**TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – March 2020**

		Actual attacks		Attempted attacks	
Location		Boarded	Hijacked	Attempted	Fired Upon
SE ASIA	Indonesia	5			
	Malaysia	1			
	Philippines	2			
	Singapore Straits	5			
INDIAN SUB-CONT	Bangladesh	1			
	India	5			
AMERICAS	Brazil	1			
	Colombia	1			
	Haiti	1			
	Peru	2		1	
	Angola	2		1	
AFRICA	Benin	3			
	Gabon	1			
	Ivory Coast	1			
	Mozambique	1			
	Nigeria	4		3	4
	Sao Tome and Principe	1			
	Togo			1	
	Sub total	37		6	4
Total		47			

TABLE 3: Ports / anchorages, with three or more reported incidents, January – March 2020

Country	Location	01.01.2020 to 31.03.2020
Angola	Luanda	3
Benin	Off Cotonou	3
Nigeria	Lagos	5
Peru	Callao	3
Singapore Straits	Singapore Straits	5

TABLE 4: Status of ships during ACTUAL attacks, January – March 2020

Location	Anchored	Berthed	Steaming
SE ASIA Indonesia	5		
Malaysia	1		
Philippines	1	1	
Singapore Straits			5
INDIAN Bangladesh	1		
SUB-CONT India	3		2
AMERICAS Brazil	1		
Colombia	1		
Haiti	1		
Peru	2		
AFRICA Angola	2		
Benin			3
Gabon			1
Ivory Coast	1		
Mozambique	1		
Nigeria	3	1	
Sao Tome and Principe			1
Sub total	23	2	12
Total	37		

TABLE 5: Status of ships during ATTEMPTED attacks, January – March 2020

Location	Anchored	Steaming
AMERICAS Peru	1	
AFRICA Angola		1
Nigeria	2	5
Togo		1
Sub total	3	7
Total	10	

TABLE 6: Types of arms used during attacks, January - March 2016 – 2020

Types of Arms	2016	2017	2018	2019	2020
Guns	12	14	27	13	13
Knives	9	10	9	5	8
Not stated	16	18	30	18	24
Other weapons		1		2	2
Sub total	37	43	66	38	47
Total at year end	191	179	201	162	

TABLE 7: Comparison of the type of attacks, January - March 2016 – 2020

Type of Attack	2016	2017	2018	2019	2020
Attempted	3	4	12	4	6
Boarded	29	33	39	27	37
Fired upon	2	4	11	7	4
Hijack	3	2	4		
Sub total	37	43	66	38	47
Total at year end	191	179	201	162	

TABLE 8: Types of violence to crew, January – March 2016 – 2020

Types of Violence	2016	2017	2018	2019	2020
Hostage	28	31	100	1	2
Kidnap	26	27	14	21	22
Threatened	1	3	3	1	
Assaulted	1				
Injured	2		2		2
Killed		2			
Sub total	58	63	119	23	26
Total at year end	236	191	241	210	

TABLE 9: Type of violence to crew by location, January – March 2020

Location	Hostage	Kidnap	Injured
SE ASIA Malaysia		5	
AMERICAS Brazil	1		
Peru	1		2
AFRICA Benin		10	
Gabon		7	
Sub total	2	22	2
Total	26		

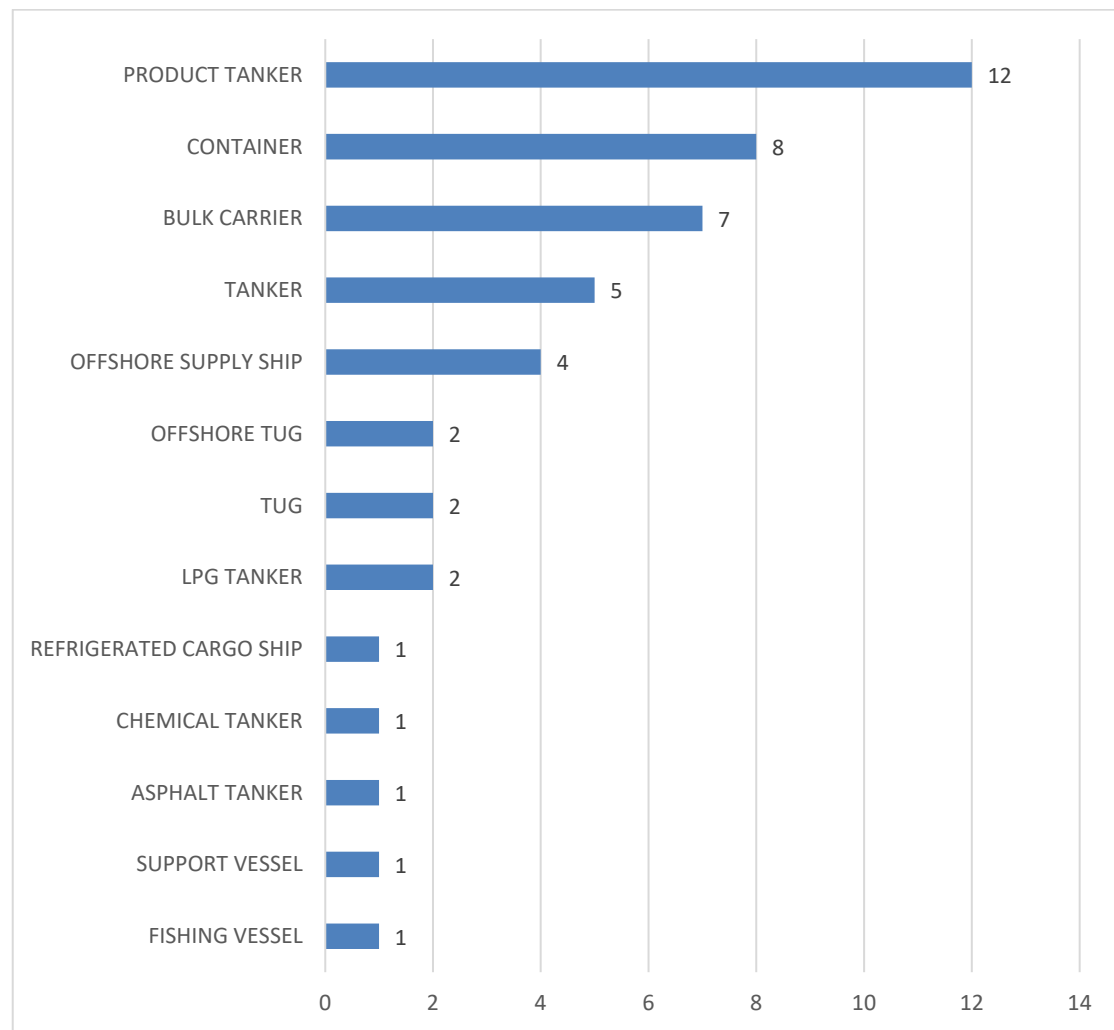
TABLE 10: Types of arms used by geographical location, January – March 2020

Locations	Guns	Knives	Other Weapons	Not Stated
S E ASIA Indonesia		1	1	3
Malaysia	1			
Philippines		1		1
Singapore Straits		2	1	2
INDIAN Bangladesh		1		
SUB-CONT India				5
AMERICAS Brazil				1
Colombia		1		
Haiti	1			
Peru		1		2
AFRICA Angola				3
Benin	3			
Gabon	1			

Ivory Coast				1
Mozambique		1		
Nigeria	5			6
Sao Tome and Principe	1			
Togo	1			
Sub total	13	8	2	24
Total	47			

TABLE 11: Types of vessels attacked, January – March 2016 – 2020

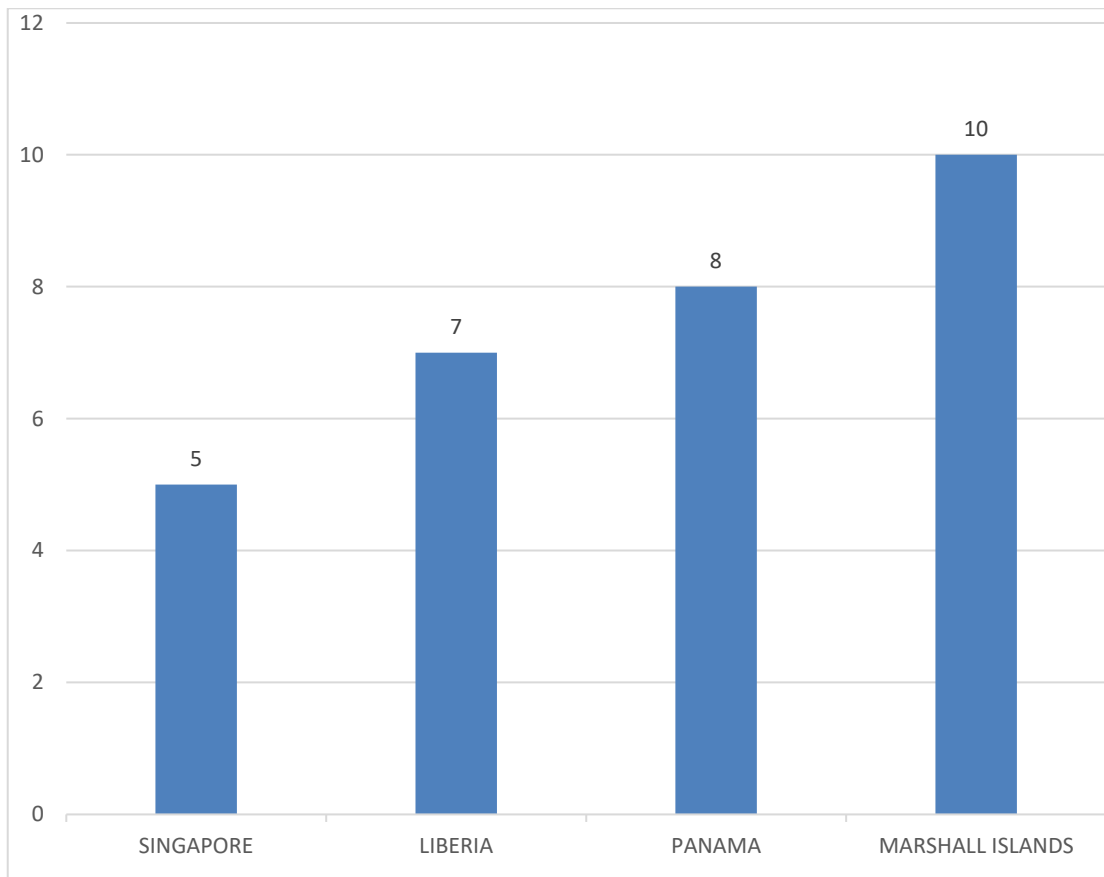
Type	2016	2017	2018	2019	2020
Bulk carrier	9	9	21	6	7
Container	1	3	5	5	8
Dhow		1			
General cargo	2	4	3	2	
Landing Craft				1	
Offshore Support vessel	1	1		1	1
Refrigerated			3		1
Supply ship		3		1	4
Tanker Asphalt / Bitumen		1	2		1
Tanker Bunkering		1			
Tanker Chem / Product	15	12	20	11	13
Tanker Crude Oil	1	1	7	9	5
Tanker LNG	1	1			
Tanker LPG	1	3		1	2
Trawler / Fishing Vessel		1	3		1
Tug / Offshore Tug	4	2	2		4
Vehicle carrier	2			1	
Sub total	37	43	66	38	47
Total at year end	191	179	201	162	

CHART D: Type of vessels attacked January – March 2020**TABLE 12: Nationalities of ships attacked, January - March 2016 – 2020**

Flag State	2016	2017	2018	2019	2020
Antigua and Barbuda		1	1	1	
Bahamas		1	3		
Barbados			1	1	
Chile			1		
China			2		
Comoros					1
Cook Islands			1		
Croatia	1				
Cyprus			2	1	
Denmark	1				1
Ethiopia	1				
France				1	
Ghana			1		
Gibraltar					1
Greece				1	2
Hong Kong (SAR)	1	3	4	2	
India	1				2

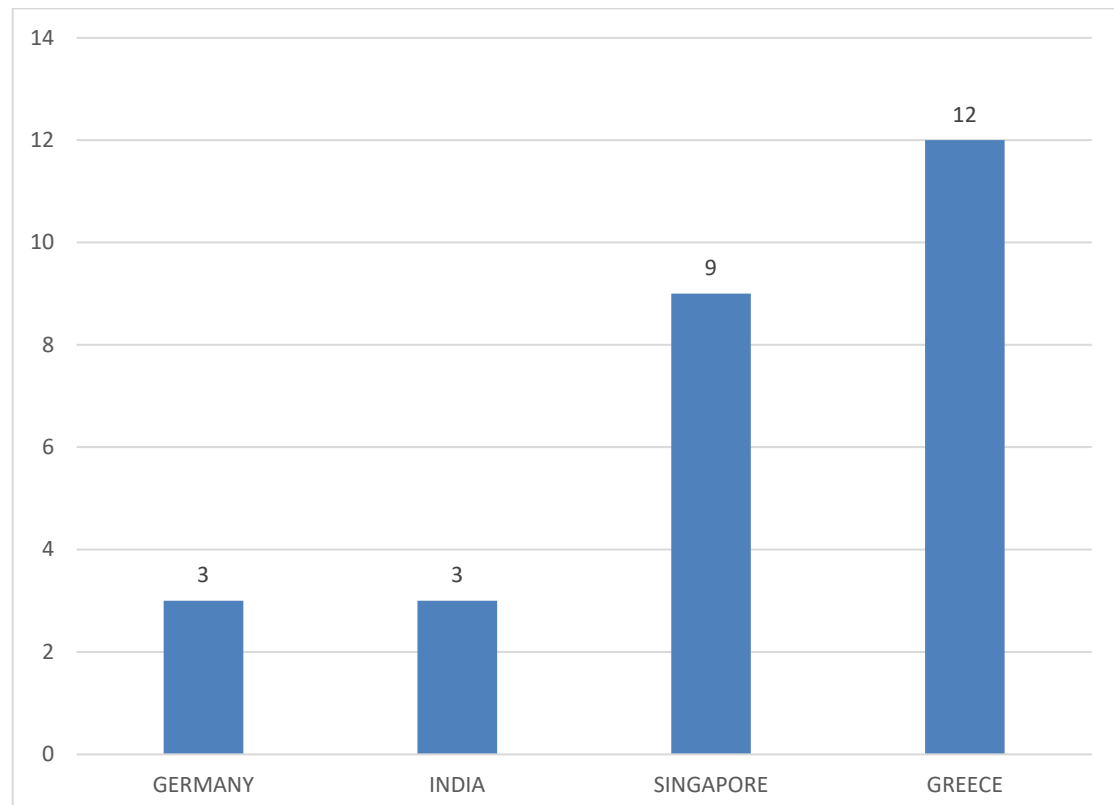
Indonesia	1	1			2
Isle of Man				1	1
Liberia	4	4	11	8	7
Luxemburg			1		
Malaysia		1			1
Malta	1	5	3	4	2
Marshall Islands	10	7	14	4	10
Nigeria	2		1	1	
Norway	1	3	1		
Palau					1
Panama	5	6	11	5	8
Philippines		2	1		1
Portugal				1	1
Saudi Arabia					1
Singapore	7	3	7	7	5
Spain		1			
Sri Lanka		1			
United Kingdom	1				
Vietnam		3			
Not Stated		1			
Sub total	37	43	66	38	47
Total at year end	191	179	201	162	

CHART E: Flag States whose ships have been attacked three or more times from January – March 2020



**TABLE 13: Countries where victim ships controlled / managed,
January – March 2020**

Country	No of Ships
Cyprus	2
Denmark	1
Germany	3
Greece	12
Hong Kong	2
India	3
Indonesia	1
Japan	1
Malaysia	1
Marshall Islands	1
Monaco	1
Netherlands	1
Norway	2
Philippines	1
Singapore	9
Switzerland	1
Turkey	2
UAE	2
United Kingdom	1
Total	47

**Chart F: Managing countries whose ships have been attacked three or more times from
January – March 2020**

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

From 1 January to 31 March 2020, no incidents reported to the IMB PRC for Somalia and Gulf of Aden.

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

All vessels are advised and encouraged to adhere to the BMP 5 recommendations while transiting these waters. Vessels employing Privately Contracted Armed Security Personnel (PCASP) should be cautious and not mistake fishermen for pirates in some heavy fishing areas.

As the IMB PRC continues to monitor the situation in the region, it cautions ship owners and master's against complacency. Somali pirates still retain the capability and capacity to carry out attacks.

The IMB PRC supports and compliments the role of the international navies, by relaying all reports received, to the response agencies as well as by broadcasting alerts to ships via the INMARSAT Safety Net Service

CONTINUED COOPERATION

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

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

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

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

In January 2020, the IMB was informed that the above will continue until further notice. The successful cooperation shows almost all areas year to year drop in incidents. The IMB thanks the IMP for their support and contribution to the shipping industry.

ACKNOWLEDGEMENT

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

ACKNOWLEDGEMENT

The IMB appreciates the assistance (past and present) and vital cooperation provided by the Coalition naval forces / EU naval force (EUNAVFOR ATALANTA) / MSCHOA / US Navy / French Alindien / NATO / 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 by suspected Somali pirates both in the Gulf of Aden and off eastern / southern Somali coast, Indian Ocean, Arabian Sea and other areas. The positive actions by the Navies including pre-emptive and disruptive counter piracy tactics had resulted in the drop in the number of attacks.

ACKNOWLEDGEMENT

The IMB PRC appreciates the strong cooperation from the West African Authorities / Navies and international navies especially the Spanish and Portuguese Navies in the Gulf of Guinea. A special thanks to the Nigerian Authorities particularly the Nigerian Navy who have continued to provide prompt information, actions and valuable cooperation between Agencies. The IMB PRC looks forward to the continued cooperation from the West African Authorities/Navies and international navies in the area.

PIRACY AND ARMED ROBBERY PRONE AREAS AND WARNINGS

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

The IMB Piracy Reporting Centre can be contacted on:

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

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

Tel: +60 3 2078 5763 Fax: +60 3 2078 5769

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

SOUTH EAST ASIA AND INDIAN SUBCONTINENT

Bangladesh: Robbers normally target ships at anchor. Most incidents reported are at Chittagong anchorages and approaches. Incidents in Bangladesh have fallen significantly over the past few years because of the efforts by the Bangladesh Authorities.

Indonesia: Tanjung Priok – Jakarta, Belawan, Batu Ampar / Batam, Taboneo anchorage and surrounding waters. Pirates / robbers are normally armed with guns / knives and / or machetes. Generally, be vigilant in other areas. Many incidents may have gone unreported. Pirates / robbers normally attack vessel during the night. When spotted and alarm is sounded, the pirates / robbers usually escape without confronting the crew. Therefore, a strict anti-piracy watch is recommended.

Meetings and continued dialog between the Indonesian Marine Police (IMP) and the IMB PRC resulted in positive actions by the Indonesian Authorities which have so far brought incidents down. With the assistance and actions of the IMP, the incidents appear to be decreasing each year with great success.

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

1. Belawan: 03:55.00N-098:45.30E
2. Dumai: 01:42.00N-101:28.00E
3. Nipah: 01:07.30N-103:37.00E
4. Tanjung Berakit/Bintan: 01:23.30N - 104:42.30E
5. Tanjung Priok: 06:00.30S-106:54.00E
6. Gresik: 07:09.00S-112:40.00E
7. Taboneo: 03:41.30S-114:28.00E
8. Adang bay: 01:40.00S-116:40.00E
9. Muara Berau: 00:17.00S-117:36.00E
10. Balikpapan: 01:22.00S-116:53.00E

The Indonesian Authorities have advised IMB that in accordance with the Road Map Program Police Reforms Wave III, the above given ten locations prevention action of sea robbery/piracy in Indonesian waters will continue. In January 2020, the IMP advised that this successful cooperation will continue until further notice.

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

Malacca Straits: Although the number of incidents has dropped substantially (2016, 2017, 2018 and 2019 recorded zero incidents) due to the increased and aggressive patrols by the littoral states' authorities since July 2005, ships are advised to continue maintaining strict anti-piracy / robbery watches when transiting the Straits. Currently, there are no indications as to how long these patrols will continue or reduce. In some cases, incidents may have gone unreported. Situation currently remains stable.

Malaysia: Bandar Penawar, Johor - vessels attacked at anchorage. Off Tanjung Piai – vessels attacked while underway. Attacks have stopped and IMB PRC is monitoring and liaising with Malaysian Authorities/MMEA.

In / off Eastern Sabah – Militant activities resulting in several small vessels like tugs / barges / fishing boats being attacked and crews kidnapped. Kidnappings of merchant ship's crews have stopped since March 2017 likely due to additional measures taken by ships, aggressive patrols by Authorities and recommended route followed by ships. In 2018 and 2019, two kidnapping incidents were reported for each year. One kidnapping incident has been reported in the first quarter of 2020. The kidnappers are believed to be affiliated to the ASG. Although these incidents currently involved smaller vessels, merchant ships are also at risk as ASG may seize any opportunity to attack merchant ships.

Ships are advised to take precautionary measures and maintain strict anti-piracy watch and measures. Ships transiting these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System. Ships and CSOs are encouraged to monitor the IMB PRC Broadcasts via Inmarsat-C SafetyNet Service and Email Alerts issued on behalf of the Philippines and Malaysian Intel. These describe potential targets, threat locations and description of the militant boats including number of militants.

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

Kidnappings of merchant ship's crews have stopped since March 2017 likely due to additional measures taken by ships, aggressive patrols by Authorities and recommended routes followed by ships. In 2018 and 2019, two kidnapping incidents were reported for each year. One kidnapping incident has been reported in the first quarter of 2020. The militants are believed to be coming from the Philippines where the kidnapped crews are also taken. The kidnappers are believed to be affiliated to the ASG. Although these incidents currently involved smaller vessels, merchant ships are also at risk as ASG may seize any opportunity to attack merchant ships.

Ships are advised to take precautionary measures and maintain strict anti-piracy watch and measures. Ships transiting these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System. Ships and CSOs are encouraged to monitor the IMB PRC Broadcasts via Inmarsat-C SafetyNet Service and Email Alerts issued on behalf of the Philippines and Malaysian Intel. These describe potential targets, threat locations and description of the militant boats including number of militants.

Batangas / Tabangas – Be vigilant. Several robberies have been reported.

Singapore Straits: General Warning issued in December 2019 indicating sudden rise in attacks in Singapore Straits especially during the night. Within several weeks, ten incidents were reported. Many more incidents may have gone unreported or reported elsewhere distorting the true risk in these waters. It appears one or more groups are targeting passing ships including tugs / barges. Five incidents were reported to the IMB PRC in the first quarter of 2020. Ships are advised to remain vigilant and to continue maintaining adequate anti-piracy / robbery

watches and measures. Pirates / robbers attack ships while underway or while at anchor especially during the hours of darkness. Pirates / robbers will abort the attempted attack once spotted, alarm sounded and Authorities notified.

South China Sea: Although incidents have stopped in the vicinity off Tioman / off Pulau Aur / off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to remain vigilant especially during the night. In the past, several hijackings of small product tankers occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend started in April 2014, but the hijackings stopped abruptly in late 2015. Three incidents reported in 2017 in which two tankers were hijacked off Kuantan / Off Pulau Aur / East coast Malaysia.

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.

WEST AFRICA (Gulf of Guinea) – As a general rule follow recommendations and guidelines presented in the BMP WA.

Benin (Cotonou): Incidents have increased in / off Benin anchorage. In 2018, within a period of several weeks, five incidents were reported at Benin anchorage. Three attacks have been reported in 2019 where 35 crews were kidnapped. In first quarter of 2020, three ships were attacked, and crews kidnapped from two of these ships. Many more incidents may have gone unreported or reported elsewhere distorting the true risk in these waters.

Past incidents showed that the pirates / robbers in this area are well armed and violent. In some cases, ships have been fired upon. After boarding the masters are forced to sail to unknown locations where ship's properties and sometimes part cargo is stolen (gas oil). Crewmembers have been injured in the past.

All crews to keep a vigilant lookout using all available means. Ships to adjust ETA for direct berthing or wait / drift / transit at least 200 / 250nm from coast, if appropriate and agreed by all in venture.

Cameroon (Idenao / Douala): Attacks/kidnappings incidents are increasing. Latest warning issued showed kidnapping of crews at anchorage and in / off Cameroon. There were 31 crews kidnapped in 2019.

Equatorial Guinea: Past two incidents occurred around 40nm from Luba involving hijacking and the other boarded with criminal intentions.

Ghana (Takoradi): Robberies have been reported at the anchorages.

Guinea (Conakry): Robberies have been reported at the anchorages.

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

Nigeria (Lagos/Apapa, Off Bayelsa / Brass / Bonny Island / Port Harcourt): Pirates / robbers are often well armed, violent and have attacked and hijacked / robbed ships / kidnapped crews along / far from the coast, rivers, anchorages, ports and surrounding waters. In the past, incidents reported up to about 170nm from the coast. In many past incidents, pirates hijacked the vessels for several days and ransacked the vessels and stole part cargo usually gas oil. Several crewmembers were also injured and kidnapped in these incidents. Generally, all waters in / off Nigeria remain risky. Vessels are advised to be vigilant, as many incidents may have gone unreported. Incidents continue to rise substantially especially kidnapping of crews for ransom. Vessels are advised to take additional measures in these high-risk waters. In 2019, 44

crews were kidnapped. Many more incidents may have gone unreported or reported elsewhere distorting the true risk in these waters.

All crews to keep a vigilant lookout using all available means. Ships to adjust ETA for direct berthing or wait / drift / transit at least 200 / 250nm from coast, if appropriate and agreed by all in venture.

Togo (Lome): Attacks reported at anchorage and in / off Togo. There were seven crews reported kidnapped in 2019. The area remains at risk. Pirates / robbers in this area are well armed, violent and dangerous. Incidents occur at anchorages and off the coast and usually at night. Some past incidents resulted in vessels being hijacked for several days, ransacked and part cargos stolen (gas oil). Many more incidents may have gone unreported or reported elsewhere distorting the true risk in these waters.

All crews to keep a vigilant lookout using all available means. Ships to adjust ETA for direct berthing or wait / drift / transit at least 200 / 250nm from coast, if appropriate and agreed by all in venture.

The Congo: Pointe Noire/Off Point – attacks increasing.

EAST AFRICA AND RED SEA

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: No reported attacks in 2019 and first quarter 2020. In 2018, three vessels have reported being fired upon in this region. Although the opportunity for incidents has reduced, the Somali pirates continue to possess the capability and capacity to carry out incidents. All merchant ships are advised to adhere to the latest recommendations in BMP5, while transiting these waters. The IMB PRC will continue to alert and broadcast information to all ships in the region via Inmarsat EGC Safety Net.

Although no reported incidents, the threat still exists in the waters off the southern Red Sea / Bab el Mandeb, Gulf of Aden including Yemen and the northern Somali coast, Arabian sea / off Oman, Gulf of Oman and off the eastern and southern Somali coast. 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. Be vigilant.

Generally, Somali pirates tend to be well armed with automatic weapons, RPGs and sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows. Masters and ship owners are encouraged to register and report their vessels as per the BMP5 procedures and ensure that their vessel is hardened prior to entering the high-risk area. While transiting through these waters it is essential to maintain a 24-hour visual and radar watch. Keeping in mind the warnings and alerts for the area, an early sighting / detection of an approaching skiff will enable an accurate assessment, allowing the Master and PCASP to make informed decisions to keep clear of small boats, dhows, fishing vessels and if necessary take evasive actions and request assistance as needed.

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

Vessels transiting in / off Yemen: Security risk due to civil war in Yemen (not piracy related).

Vessels transiting Straits of Hormuz / Gulf of Oman / Off Iran – Two incidents in 2019 involving explosions on tanker reported (not piracy related).

SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS

Haiti: Port Au Prince

Peru (Callao): Incidents increasing. Robbery incidents continuing. Maintain vigilant watch and anti-piracy measures.

Venezuela (Puerto La Cruz / Puerto Jose): Robbery incidents still occurring. Ships are reminded to maintain strict anti-piracy watch and measures especially at anchor.

IMB Maritime Security Hotline

The International Maritime Bureau (IMB) has a dedicated hotline for seafarers, port workers, shipping agents, shipyard personnel, brokers, stevedores, and all concerned parties to report any information that they may have seen / heard / known etc. relating to 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.

TRENDS

Forty-seven incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre (PRC) in the first three months of 2020 – compared with 38 incidents in Q1 2019.

The Q1 2020 figures are broken down as 37 vessels boarded, six attempted attacks and four vessels fired upon. This is the second consecutive Q1 report since 1994 with no vessels reported hijacked.

Globally, 22 crew were reported kidnapped in four separate incidents. Seventeen crew in three incidents were kidnapped in the Gulf of Guinea, at distances of between 45 and 75 nm from the coast.

Twenty-one incidents were reported in the Gulf of Guinea region. Of these 12 incidents were on vessels underway on an average 70nm off the coast. All four vessels fired upon were recorded within the Nigerian EEZ waters with the furthest report on a container ship underway around 130 nm SW of Brass. In another incident around 102 nm NW of Sao Tome Island, a container ship was approached and boarded by pirates. The crew retreated into the citadel and raised the alarm. On receiving the alert, the IMB PRC liaised with Regional Authorities and the vessel operator until the vessel was safe and the crew had emerged from the citadel. All types of vessels are targeted in the Gulf of Guinea.

The IMB PRC commends and thanks the Coastal response agencies and independent international navies tasked in the Region for actively responding to reported incidents.

No incidents were reported off Somalia. Vessels are urged to continue implementing BMP5 recommended practices while transiting these waters. The Somali pirates still maintain the capability for carrying out attacks.

Five crew were reported kidnapped from a fishing vessel off Sabah, Malaysia.

Five incidents have been reported against ships underway in the Singapore Straits. While these maybe considered opportunistic in nature, some of the perpetrators were armed with knives. In one incident the crew managed to lock the perpetrators in the storeroom, which later led to their arrest. No incidents were reported to the IMB PRC in these waters in Q1 2019.

The information sharing cooperation between the Indonesian Marine Police and the IMB PRC continues with positive results. In Q1 2020, five anchored vessels were reported boarded.

Three incidents were reported in Callao anchorage, Peru. One crew was taken hostage and two others injured on a reefer ship.

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

The IMB PRC's prompt forwarding of reports and liaison with response agencies, its broadcasts to shipping via GMDSS Safety Net Services and email alerts to CSOs, all provided free of cost, has helped the response against piracy and armed robbery and the security of seafarers, globally.

OBSERVATIONS

Narrations of the 47 attacks for 01 January to 31 March 2020 are listed on pages 24 to 31. The following serious incidents are described in more detail.

Benin:

On 20 February 2020, at approximately 0103 UTC, a Liberian flagged Product Tanker was attacked and boarded by armed pirates while underway in position Latitude 05:08.31 North and Longitude 002:06.14 East, around 75 nm SSW of Cotonou, Benin. The loaded product tanker had sailed from Netherlands to Lagos with 23 crews onboard. While enroute to Lagos, armed pirates attacked the tanker and kidnapped nine crew members. On 06 March 2020 the nine kidnapped crew members were released safely.

On 05 March 2020, at approximately 1246 UTC, a Greek flagged Product Tanker was attacked and boarded by armed pirates while underway in position Latitude 05:36.13 North and Longitude 002:20.38 East, around 45 nm SSW of Cotonou, Benin. Distress signal activated and regional authorities notified. All non-essential crew mustered in citadel. The Benin Navy responded, boarded the tanker and rescued 21 crews. One crew was reported missing and believed kidnapped. On 28 March 2020, the kidnapped crew was released safely.

Gabon:

On 22 March 2020, a Portuguese flagged Container ship was attacked and boarded by armed pirates while underway in position Latitude 00:33.21 North and Longitude 008:25.21 East, around 62 nm WNW of Libreville, Gabon at approximately 0557 UTC. As the pirates boarded the ship most crew managed to retreat into the citadel. Regional Authorities notified and assistance was dispatched to the ship. When the crew emerged from the citadel seven crew were reported missing believed kidnapped.

Malaysia:

On 16 January 2020, a Malaysian Fishing Vessel SSK 00543/F was attacked by armed persons while anchored around 4 nm NW of Tambisan, Lahad Datu, Sabah, Malaysia at approximately 1200 UTC. The fishing vessel was attacked by six armed persons in a grey coloured speed boat. Malaysian Authorities later managed to locate and intercept the fishing vessel. Three crews were found safe on the vessel. The remaining five crews were reported kidnapped.

Sao Tome and Principe:

On 14 February 2020, at approximately 0759 UTC, a Marshall Islands flagged Container ship was attacked by armed pirates while underway in position Latitude 01:33 North and Longitude 005:19 East, around 102 nm NW of Sao Tome Island, Sao Tome and Principe. Armed pirates in two boats approached and boarded the ship underway. Master raised the alarm, sent distress message, stopped the ship and all crew members mustered in the citadel. Upon receiving the distress message, the IMB Piracy Reporting Centre (IMB PRC) immediately alerted the Authorities in the Region and commenced liaising with the authorities and vessel operators. A security vessel with a Nigerian Navy team was dispatched to assist. The Sao Tome Navy / Authorities requested a nearby Portuguese patrol boat to assist as well. The crew emerged from the citadel after the Nigerian navy personnel boarded and searched the ship. Some ship's equipment was reported as damaged. Under the escort of the security vessel the ship proceeded to a safe port.