



ICC INTERNATIONAL MARITIME BUREAU

**PIRACY AND ARMED ROBBERY
AGAINST SHIPS**

REPORT FOR THE PERIOD

1 January – 31 December 2020

WARNING

*The information contained in this document is for the internal use of the recipient only.
Unauthorised distribution of this document, and/or publication (including publication on a
Web site) by any means whatsoever is an infringement of the Bureau's copyright.*

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

**Tel: +44 207 423 6960
Email: imb@icc-ccs.org
Web: www.icc-ccs.org**

January 2021

INTRODUCTION

The ICC International Maritime Bureau (IMB) is a specialised division of the International Chamber of Commerce (ICC). The IMB is a non-profit making organisation, established in 1981 to act as a focal point in the fight against all types of maritime crime and malpractice. The International Maritime Organization (IMO) in its resolution A 504 (XII) (5) and (9) adopted on 20 November 1981, has *inter alia*, urged governments, interest groups and organizations to co-operate and exchange information with each other and the IMB with a view 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 (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 piracy or armed robbery as they trade through many different jurisdictions.
- Notifying the appropriate response agency of the reported incident and liaising with these agencies until the crew and 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.
- Assisting local law enforcement in apprehending and bringing the criminals to justice.
- Publish comprehensive quarterly and annual reports detailing incidents reported to the PRC.

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

This report is an analysis of 195 global maritime piracy and armed robbery incidents reported to the IMB PRC from 1 January to 31 December 2020. Incidents are occasionally reported late, resulting in changes to the tables and figures in subsequent reports.

Due to the continued debate concerning the Malacca Straits, these narrated incidents are shown separately. 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) “Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships” defines Armed Robbery as:

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

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

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

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 intention 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:

1. **Crew:** Kidnap, hostage, death, threat, assault, injury, missing.
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.

FUNDING

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

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

The PRC is additionally non-financially supported by:

- ExactEarth (www.exactearth.com)
- Vesseltracker (www.vesseltracker.com)

The funding and support has enabled the IMB PRC, in 2020 to respond to more than 2,000 emails and calls on its Maritime Security Hotline/emails from seafarers, CSOs, Maritime Authorities, Government Agencies, Flag States, Law Enforcement, Navies, warships, Rescue Centres on all aspects of maritime crime and security, including those related to piracy and armed robberies. Every call and email has been actioned promptly. On request, the IMB PRC has also participated in nearly 100 emergency vessel drills and has provided advice, free of cost, on potential risks within a voyage plan.

TABLE 1: Locations of ACTUAL and ATTEMPTED attacks, January – December: 2016 – 2020

	Location	2016	2017	2018	2019	2020	
S E ASIA	Indonesia	49	43	36	25	26	
	Malaysia	7	7	11	11	4	
	Philippines	10	22	10	5	8	
	Singapore Straits	2	4	3	12	23	
	Thailand					1	
EAST ASIA	China	7	2	3	3		
	Vietnam	9	2	4	2	4	
INDIAN SUB	Bangladesh	3	11	12		4	
CONTINENT	India	14	4	6	4	6	
SOUTH AMERICA	Brazil			4	2	7	
	Colombia	4	6	1	3	1	
	Dominican Republic				1		
	Ecuador		2	4	3	5	
	Guyana	2	1	2			
	Haiti	4	1	3	2	5	
	Mexico	1			1	4	
	Panama				1		
	Peru	11	2	4	10	8	
	Venezuela	5	12	11	6		
	AFRICA	Algeria				1	
		Angola	2	1			6
		Benin	1		5	3	11
		Cameroon			7	6	
		Dem. Republic of Congo	2		1	1	
Dem. Rep. of Sao Tome & Principe			1		1		
Equatorial Guinea					2	3	
Gabon					1	2	
Ghana		3	1	10	3	9	
Guinea		3	2	3	2	5	
Gulf of Aden*		1	3	1			
Ivory Coast		1	1	1	1	3	
Kenya		2	1		1		
Liberia					2	2	
Morocco		1			2		
Mozambique		1	2	2	3	4	
Nigeria		36	33	48	35	35	
Red Sea*			1				
Sao Tome and Principe						2	
Senegal			1				
Sierra Leone			4		1		
Somalia*		1	5	2			
South Africa		1					
The Congo		6	1	6	3	3	
Togo		1		1	3	3	
REST OF WORLD		Iraq					1
		Oman		1			
	Yemen	1	3				
Total at year end		191	180	201	162	195	

All incidents with * above are attributed to Somali pirates

CHART A: The following four locations contributed to 49% of the total attacks reported in the period January – December 2020

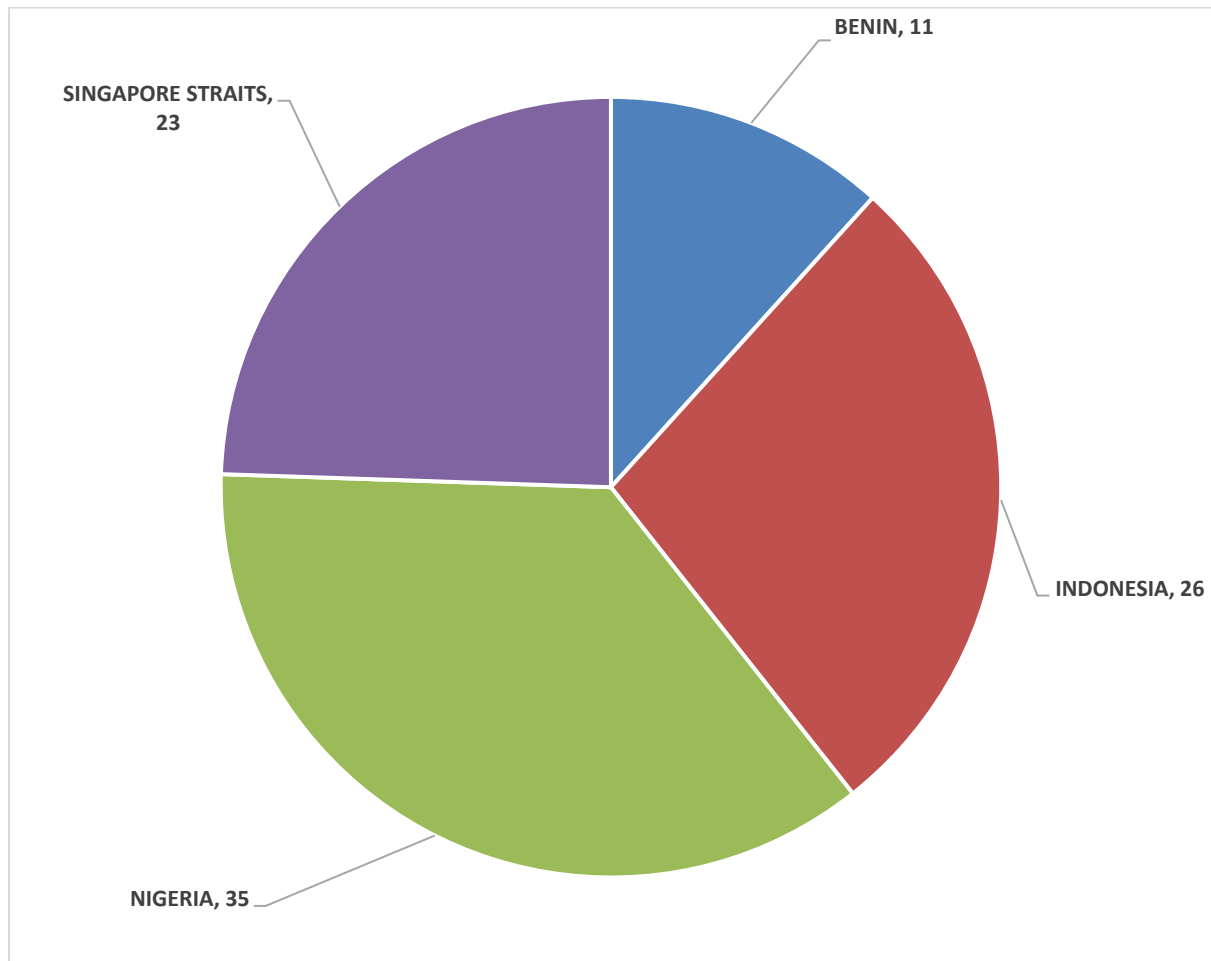


CHART B: Monthly comparison of incidents during January – December 2020

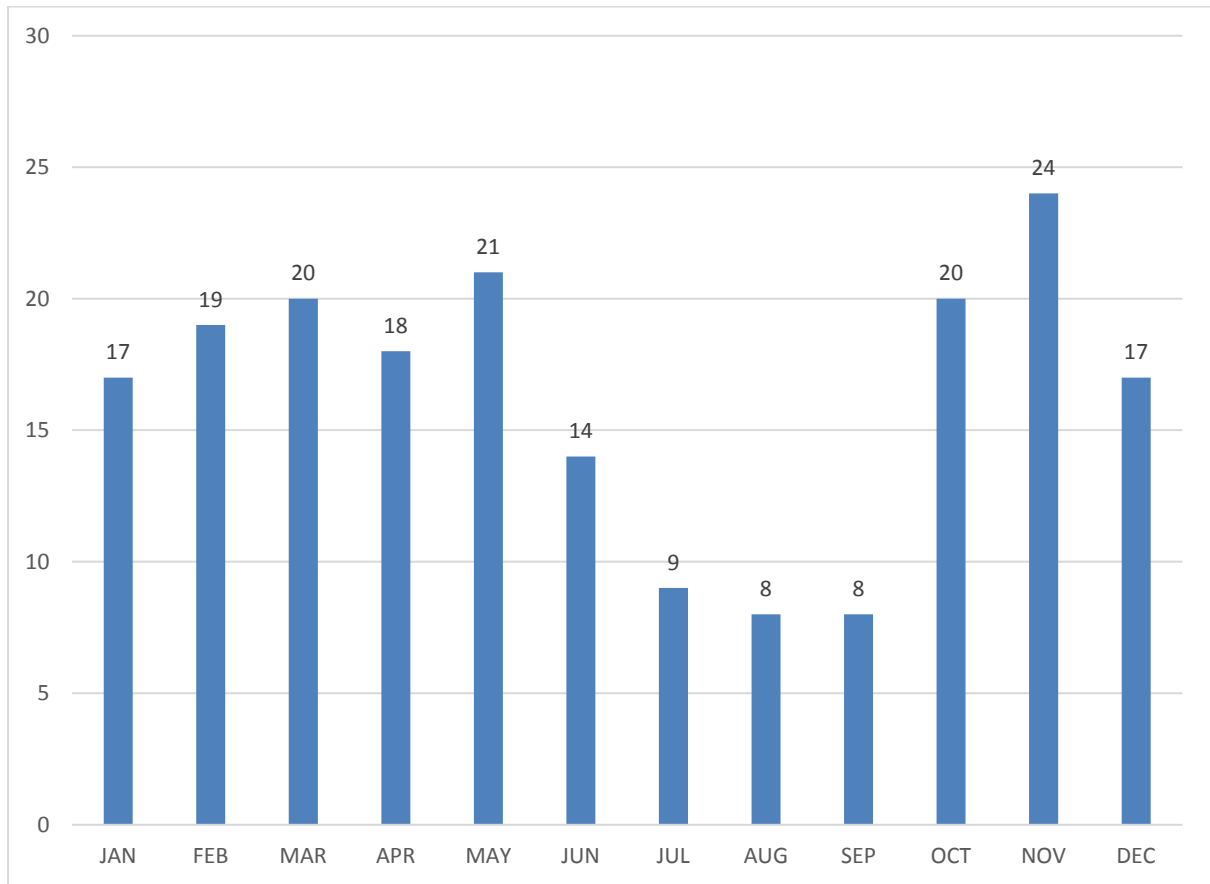


Chart C: Total incidents as per region of the world January – December 2020

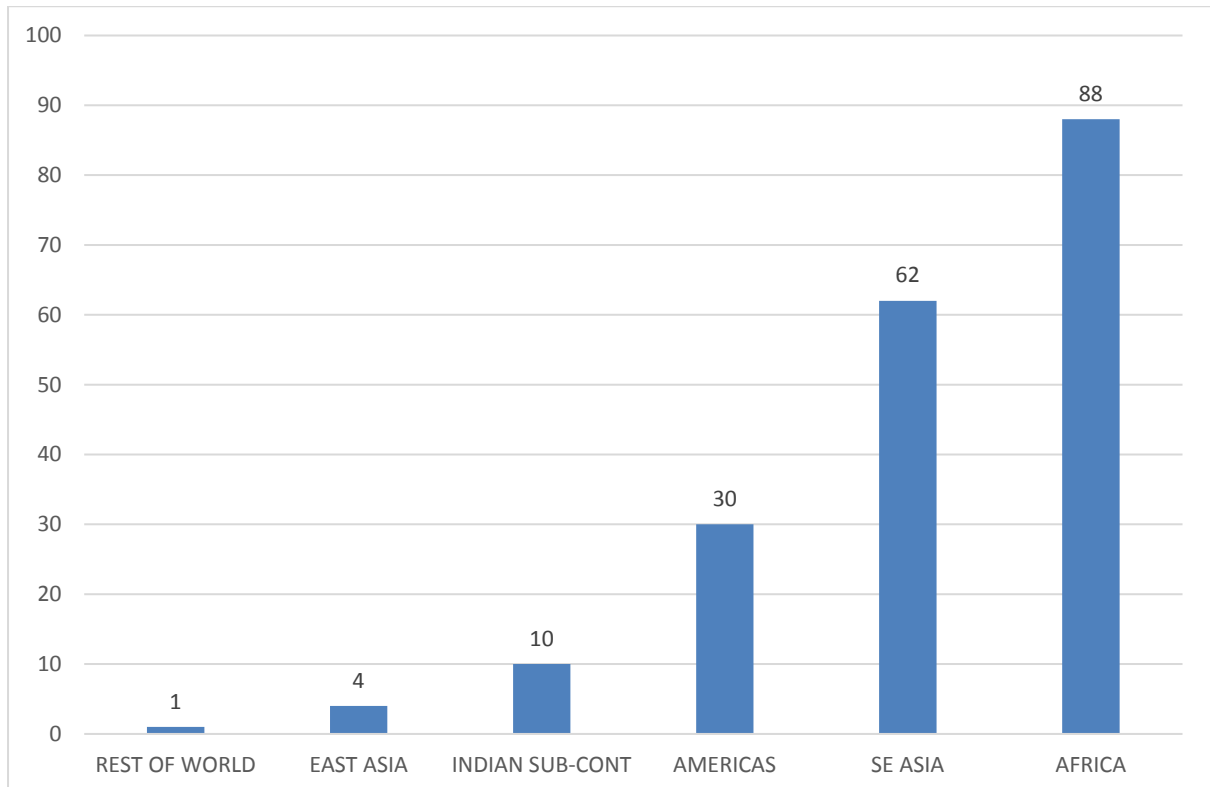


TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – December 2020

Location	Actual attacks		Attempted attacks	
	Boarded	Hijacked	Attempted	Fired Upon
SE ASIA				
Indonesia	25		1	
Malaysia	4			
Philippines	7		1	
Singapore Straits	22		1	
Thailand	1			
EAST ASIA				
Vietnam	4			
INDIAN				
Bangladesh	4			
SUB CONT				
India	6			
AMERICAS				
Brazil	7			
Colombia	1			
Ecuador	4			1
Haiti	5			
Mexico	3			1
Peru	5		3	
AFRICA				
Angola	3		3	
Benin	7		2	2
Equatorial Guinea	3			
Gabon	2			
Ghana	8	1		
Guinea	4		1	
Ivory Coast	2	1		
Liberia	2			
Mozambique	4			
Nigeria	21		7	7
Sao Tome and Principe	2			
The Congo	3			
Togo	1	1	1	
REST OF WORLD				
Iraq	1			
Sub total	161	3	20	11
Total	195			

TABLE 3: Ports and anchorages, with three or more reported incidents. January – December 2020

Country	Location	01.01.2020 to 31.12.2020
Angola	Luanda	5
Benin	Cotonou / Off Cotonou	11
Brazil	Macapa	6
Ecuador	Guayaquil	3
Ghana	Takoradi	7
Guinea	Conakry	5
Haiti	Port Au Prince	3
India	Kakinada	3
Indonesia	Belawan	3

Indonesia	Dumai / Lubuk Gaung	5
Indonesia	Muara Berau	5
Indonesia	Taboneo	4
Mexico	Puerto Dos Bocas	3
Mozambique	Nacala	4
Nigeria	Brass / Off Brass	12
Nigeria	Lagos / Off Lagos	10
Peru	Callao	8
Philippines	Batangas	3
Philippines	Manila	4
Singapore Straits	Singapore Straits	23
The Congo	Pointe Noire	3
Togo	Lome / Off Lome	3

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

Location		Anchored	Berthed	Steaming
SE ASIA	Indonesia	23	2	
	Malaysia	2		2
	Philippines	6	1	
	Singapore Straits			22
	Thailand	1		
EAST ASIA	Vietnam	4		
INDIAN	Bangladesh	2	1	1
SUB CONT	India	4		2
AMERICAS	Brazil	6	1	
	Colombia	1		
	Ecuador			4
	Haiti	2	1	2
	Mexico	1		2
	Peru	5		
	AFRICA	Angola	3	
	Benin	1		6
	Equatorial Guinea	1	1	1
	Gabon			2
	Ghana	7		2
	Guinea	4		
	Ivory Coast	2		1
	Liberia		2	
	Mozambique	4		
	Nigeria	4	2	15
	Soa Tome and Principe			2
	The Congo	3		
	Togo			2
REST OF WORLD	Iraq		1	
Sub total		86	12	66
Total			164	

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

Location	Anchored	Berthed	Steaming
SE ASIA Indonesia			1
Philippines		1	
Singapore Straits			1
AMERICAS Ecuador			1
Mexico			1
Peru	3		
AFRICA Angola	2		1
Benin			4
Guinea	1		
Nigeria	2		12
Togo			1
Sub total	8	1	22
Total	31		

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

Types of Arms	2016	2017	2018	2019	2020
Guns	48	52	56	47	69
Knives	44	44	36	36	46
Not stated	96	80	104	74	76
Other weapons	3	4	5	5	4
Total	191	180	201	162	195

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

Category	2016	2017	2018	2019	2020
Attempted	22	22	34	17	20
Boarded	150	136	143	130	161
Fired upon	12	16	18	11	11
Hijack	7	6	6	4	3
Total	191	180	201	162	195

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

Types of Violence	2016	2017	2018	2019	2020
Assaulted	5	6		3	5
Hostage	151	91	141	59	34
Injured	8	6	8	7	9
Kidnap/Ransom	62	75	83	134	135
Killed		3		1	
Threatened	10	10	9	6	8
Total	236	191	241	210	191

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

Location	Assault	Hostage	Injured	Kidnap	Killed	Threat
SE ASIA Indonesia		2				2
Malaysia				5		
Philippines			1			
Singapore Straits		1	1			2
AMERICAS Brazil		1				1
Ecuador		2				
Haiti		1				
Mexico			1			
Peru		2	2			2
AFRICA Angola		1				
Benin				29		
Equatorial Guinea			2	6		
Gabon				10		
Ghana			1	6		
Guinea	5					
Ivory Coast		18				
Nigeria		6		62		
Sao Tome and Principe			1	14		
The Congo						1
Togo				3		
Sub total	5	34	9	135		8
Total	191					

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

Locations	Guns	Knives	Other Weapons	Not Stated
S E ASIA Indonesia		9	1	16
Malaysia	1			3
Philippines		5		3
Singapore Straits		14	2	7
Thailand				1
EAST ASIA Vietnam				4
INDIAN Bangladesh		2	1	1
SUB CONT India		1		5
AMERICAS Brazil		2		5
Colombia		1		
Ecuador	5			
Haiti	2	3		
Mexico	4			
Peru	2	2		4
AFRICA Angola	1	1		4
Benin	10			1
Equatorial Guinea	3			
Gabon	2			

Ghana	2	2		5
Guinea	4			1
Ivory Coast	1			2
Liberia				2
Mozambique		3		1
Nigeria	27			8
Sao Tome and Principe	2			
The Congo		1		2
Togo	3			
REST OF WORLD Iraq				1
Sub total	69	46	4	76
Total	195			

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

Type	2016	2017	2018	2019	2020
Accommodation Barge	1				1
Bulk Carrier	52	38	59	46	51
Cement Carrier		1			
Container	10	23	18	14	27
Dhow		3			
Dredger	1				
Drilling Rig / Ship			1		1
FPSO / FSO					1
General Cargo	11	12	6	7	13
Heavy Lift Vessel	4		1		
Heavy Load Carrier	1			1	1
Landing Craft			1	1	
Maintenance Pontoon				1	
Ore Carrier	1		1		
Passenger				1	
Pipe Layer Barge / Vessel	4				2
Pleasure Craft				1	
Refrigerated Cargo	1	2	6		4
Research Ship	2	2		1	1
RORO			2		
Supply Ship	4	8	5	2	8
Support Ship	1	2	2	1	3
Tanker Asphalt /Bitumen	1	1	1		1
Tanker Bunkering		1			1
Tanker Chem / Product	56	42	50	45	53
Tanker Crude Oil	13	19	16	19	10
Tanker LNG	1	3	2	2	1
Tanker LPG	10	11	6	6	3
Trawler/Fishing	1	1	12	4	6
Tug / Offshore Tug	14	11	11	7	7
Vehicle Carrier	2		1	2	
Yacht				1	
Total at year end	191	180	201	162	195

CHART D: Type of vessels attacked January – December 2020

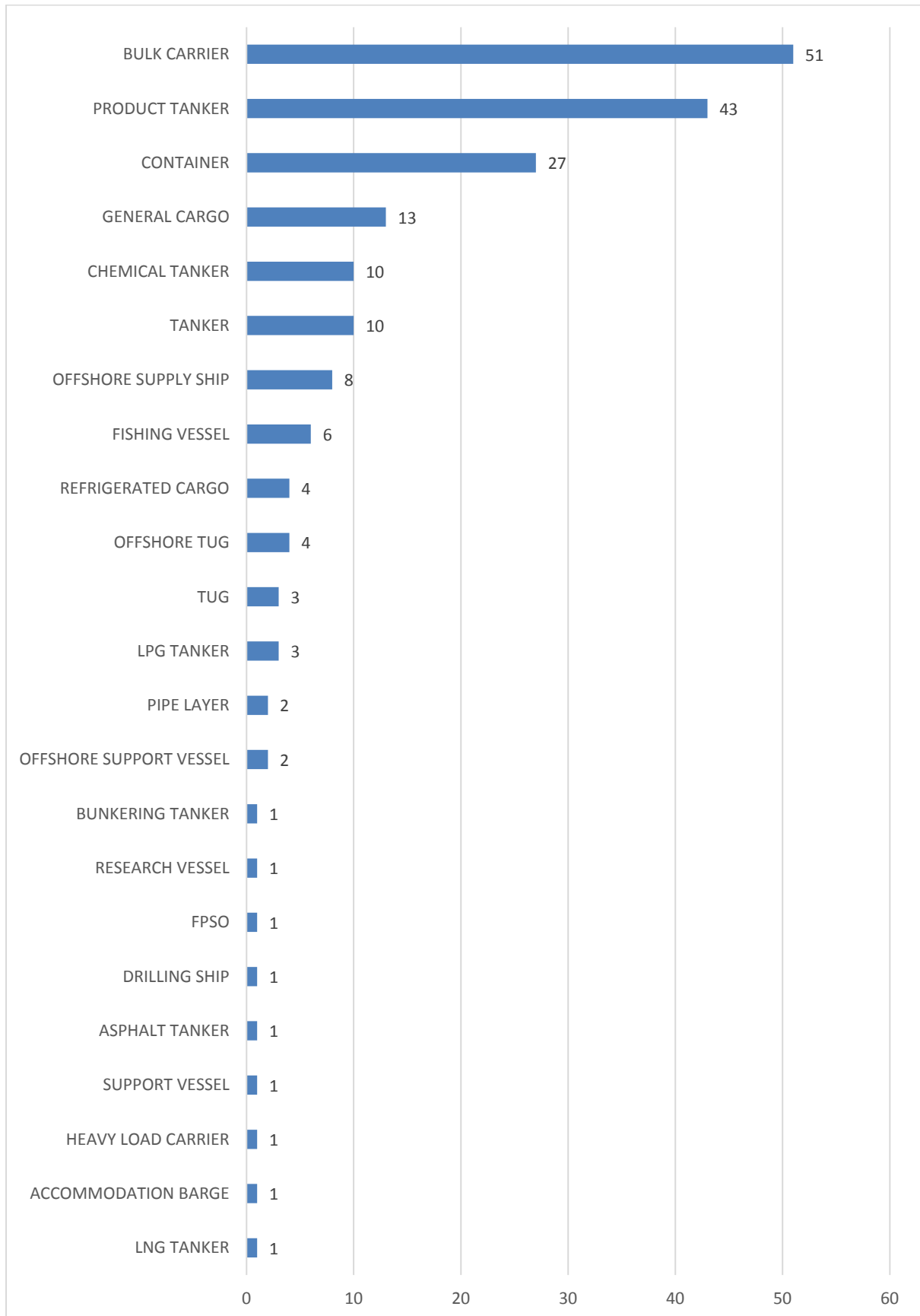


TABLE 12: Nationalities of ships attacked, January – December 2016 – 2020

Flag State	2016	2017	2018	2019	2020
Antigua and Barbuda		3	2	2	1
Austria				1	
Bahamas	5	6	9	4	1
Bangladesh	1			1	
Barbados			2	1	
Belize	1				1
Bermuda		1	1	1	1
Cameroon			5	1	2
Cayman Islands				1	2
Chile			1		
China			2	2	1
Comoros					3
Cook Islands	1		1		
Croatia	1				
Curacao	2				
Cyprus	3	4	3	1	5
Denmark	1	1		2	4
Ethiopia	1				
France				1	
Gabon					1
Germany				1	2
Ghana			2		3
Gibraltar	1			1	2
Greece	2			4	3
Hong Kong (SAR)	9	6	16	9	10
India	3	4	1		2
Indonesia	4	1	1	1	2
Iran		1			
Isle of Man	3	3	3	4	1
Italy			3		2
Japan	1		1		
Korea South	1			1	
Liberia	17	26	19	19	32
Luxemburg	1		2		
Madeira	1				
Malaysia	6	4	7	3	1
Malta	5	8	7	10	9
Marshall Islands	36	29	39	28	33
Mauritius	1				
Mongolia			1		
Netherlands	2	1	3	2	2
Nigeria	4	2	1	6	
Niue				1	1
Norway	3	4	1	3	1
Palau				1	1
Panama	46	27	27	17	26
Philippines		2	2		1
Portugal				1	3
Russia			1		
Saudi Arabia	2	2	1	4	3
Senegal					1
Sierra Leone		1			

Singapore	21	31	29	22	28
Spain		1			
Sri Lanka		1			
St. Kitts and Nevis					1
St. Vincent & Grenadines			2		1
Switzerland			2	1	
Thailand		3			
Togo				1	1
Turkey	1			1	
Tuvalu		1			
United Kingdom	2	2	2	1	
Vanuatu	1	1	1	1	1
Vietnam	2	3		1	
Not Stated		1	1		
Total year end	191	180	201	162	195

CHART E: Flag States whose ships were attacked 12 times or more, January – December 2020

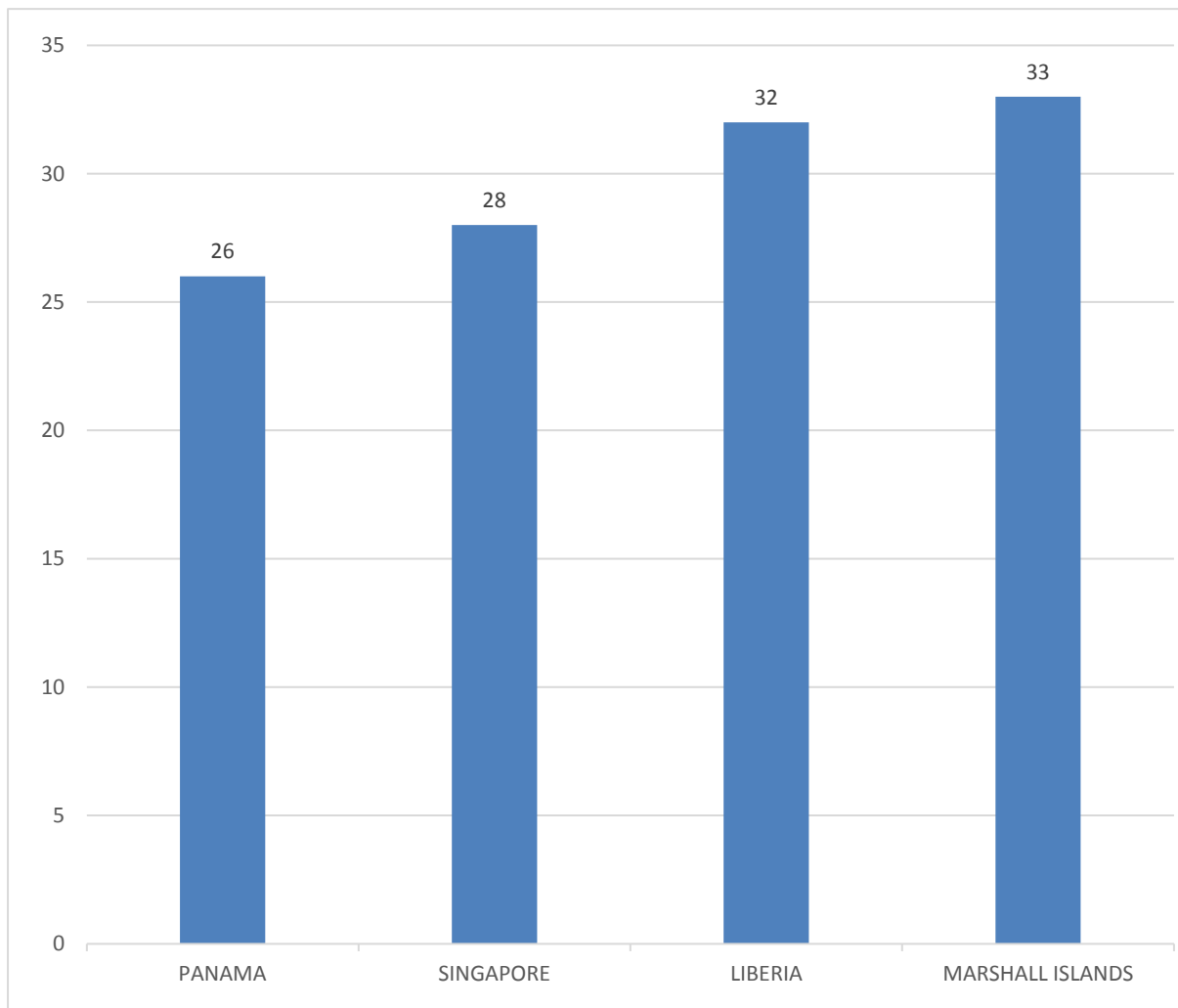
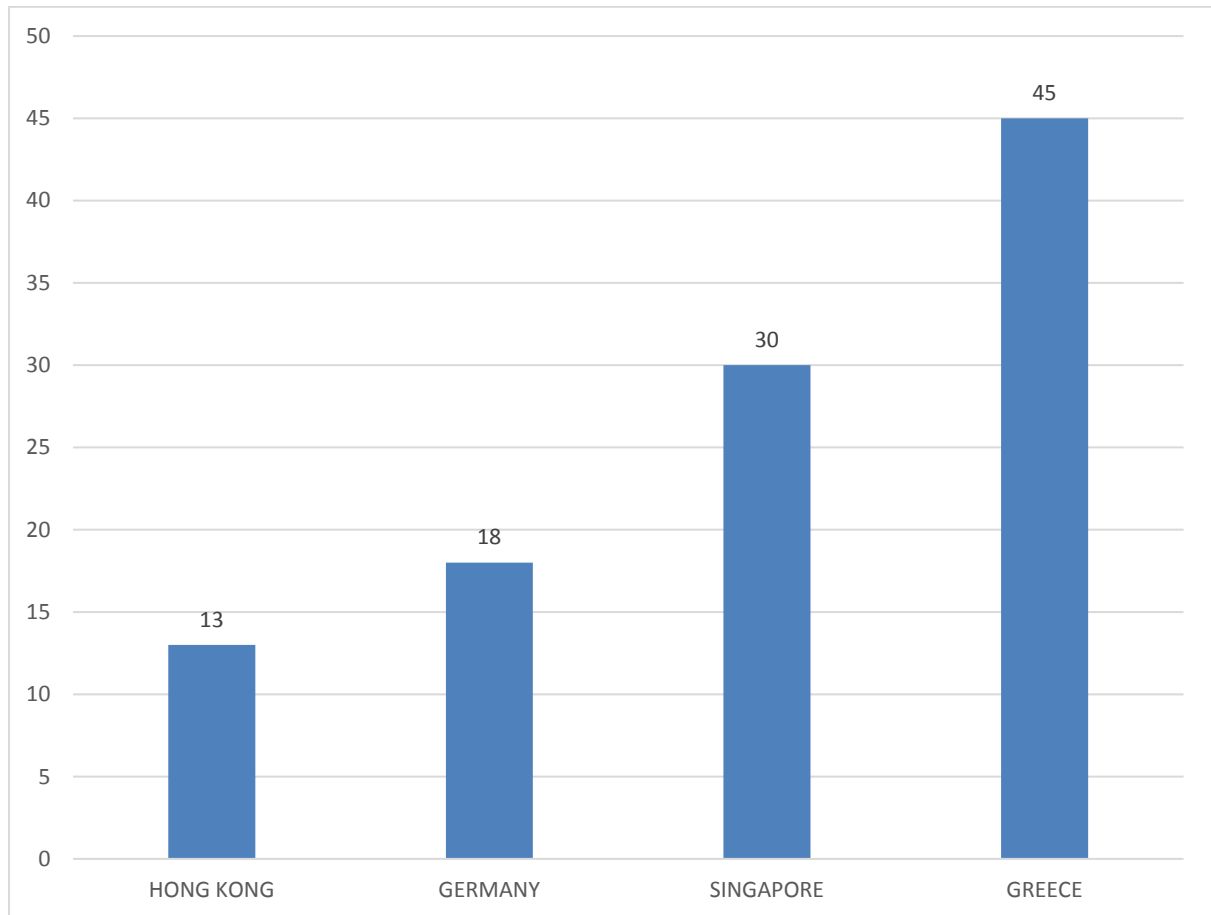


TABLE 13: Countries where victim ships controlled / managed, January – December 2020

Country	No of Ships
Bulgaria	1
China	4
Cyprus	5
Denmark	9
Equatorial Guinea	1
France	1
Gabon	1
Germany	18
Ghana	3
Greece	45
Hong Kong	13
India	8
Indonesia	2
Italy	2
Ivory Coast	1
Japan	5
Korea South	1
Lebanon	1
Malaysia	3
Marshall Islands	1
Mauritius	1
Monaco	2
Netherlands	6
Norway	4
Panama	1
Philippines	2
Poland	2
Portugal	1
Senegal	1
Singapore	30
Slovenia	1
Switzerland	1
Taiwan	1
Turkey	5
UAE	9
United Kingdom	3
Total	195

CHART F: Managing countries whose ships were attacked 12 times or more, January – December 2020



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

From 1 January to 31 December 2020, no incidents were reported to the IMB PRC for Somalia and the 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 masters 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 cooperation, information sharing and actions 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 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. The 10 designated areas are listed in the Piracy and Armed Robbery Prone areas and Warnings in this report.

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 and 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 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 a year to year drop in incidents in almost all areas. The IMB thanks the IMP for their support and contribution to the shipping industry.

ACKNOWLEDGEMENT

The IMB PRC appreciates the vital cooperation from the Philippine and Malaysian Intel Agencies who have provided crucial information relating to the safety of ships and seafarers at sea, particularly in the Sulu Sea/eastern Sabah waters. The successful cooperation has directly and indirectly saved many lives and properties at sea. The IMB PRC looks forward to the continued cooperation and 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 the 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 has resulted in a drop in the number of attacks.

ACKNOWLEDGEMENT

The IMB PRC appreciates the strong cooperation from the West African Maritime Authorities / Navies and independent international navies especially the Spanish, Portuguese and Italian Navies in the fight against piracy and armed robbery in the Gulf of Guinea. A special thanks to the Nigerian Authorities, particularly the Nigerian Navy and NIMASA who continue to provide timely information, actions and valuable cooperation between Agencies. The IMB PRC calls for more transparent and timely exchange of information with the Regional Authorities/Navies with a view to safeguard seafarers and keep maritime trade secure.

ACKNOWLEDGEMENT

The IMB PRC thanks all the Masters and vessel owners/operators who have reported incidents to the Centre in a timely manner. It encourages all incidents to be reported in a timely manner. While the IMB PRC endeavours to always get a meaningful response from Regional Authorities, the reports also play a crucial role to increase awareness of this crime which allows for additional resources to be allocated by authorities to tackle the crime of piracy and armed robbery. Transparent statistics from an independent, non-political, international organization such as the IMB PRC can act as a catalyst to achieve this goal.

The IMB PRC wishes all Seafarers safe and secure voyages and remains available to assist in any manner.

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 SUB CONTINENT

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: Taboneo, Dumai/Lubuk Gaung and Muara Berau anchorage and surrounding waters. Pirates / robbers are normally armed with guns / knives and / or machetes. Generally, be vigilant in other areas. Many 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 down the incidents significantly. 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 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 a number of tugs/barges/fishing vessels being attacked and crews kidnapped. There were two kidnapping incidents in 2018 and two in 2019 and one in January 2020 off Tambisan, Sabah. The local Authorities have beefed up patrols. The IMB PRC is monitoring the situation. Merchant vessels are also at risk. Stay vigilant.

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

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

These kidnappings by militants have stopped (for merchant ships) since March 2017. In 2018 there were two incidents where crews were kidnapped off Sabah and two in 2019 and one in 2020 where smaller tugs and fishing boats were targeted. These kidnappers are believed to be affiliated to the ASG.

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

Manila/Batangas/Tabangas – Be vigilant. A number of past and recent incidents/robberies have been recorded.

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 recorded and many more may be unreported. This Warning is still valid as incidents are still occurring. It appears one or more groups are targeting passing ships including tugs/barges. Authorities were notified and are aware of the situation. Vessels 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 night. Pirates/robbers will abort the attempted attack once spotted and alarm sounded and Authorities notified. Therefore, a strict watch is necessary.

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

There were three incidents reported in 2017 where two tankers were hijacked off Kuantan / Off Pulau Aur / East coast Malaysia.

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

- (i) follow recommendations and guidelines presented in the BMP WA.
- (ii) All crews to keep a vigilant lookout using all available means. Ships to adjust ETA for direct berthing or wait / drift / transit at least 200 / 250nm from coast, if appropriate and agreed by all in venture.

Angola (Luanda): Incidents of robberies reported.

Benin (Cotonou): Incident increasing in/off Benin. 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. Up to September 2020, seven vessels were attacked and a number of crews were kidnapped. Past incidents showed that the pirates / robbers in this area are well armed and violent. In some cases, ships have been fired upon. The pirates forced masters to sail to unknown locations where the ship's properties and sometimes part cargo is stolen (gas oil). Crewmembers have been injured in the past.

Cameroon (Idenao / Douala): Past incidents involved kidnapping of crews. There were 31 crews kidnapped in 2019.

Equatorial Guinea: Past two incidents occurred around 40nm from Luba. One incident involved 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. Incidents have also been reported up to about 196nm from the coast. In many past incidents, pirates hijacked the vessels for several days, ransacking them and stealing 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 incidents may have gone unreported. Kidnapping for ransom remains the biggest risk for crews. Vessels are advised to take additional measures in these high risk waters. In 2019, 44 crews were kidnapped. There were 35 incidents up to December 2020 with 62 crews kidnapped. Present incidents involved more to kidnapping of crews for ransom.

Togo (Lome): Attacks reported at anchorage and in/off Togo. It has been reported that seven crews were kidnapped in 2019. One incident was reported off Lome in 2020. The area remains at risk. In the past, pirates / robbers in this area are well armed, violent and dangerous. Incidents can occur at anchorages and off the coast, usually at night. Some past incidents resulted in vessels being hijacked for several days, being ransacked and part cargo stolen (gas oil).

The Congo: Pointe Noire/Off Point – stay vigilant.

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: No reported attacks in 2019 and 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 / Gulf of Aden: Security risk due to civil war in Yemen. Vessels have been fired upon and approached. (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

Brazil: Macapa – incidents increasing. Stay vigilant.

Ecuador: Guayaquil anchorage / river passage with pilot: Robbers well-armed. Fired upon.

Haiti: Port Au Prince

Mexico: Puerto Dos Bocas: Pirates/Robbers in this area armed with guns.

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

Venezuela (Puerto La Cruz / Puerto Jose): Past robbery incidents. 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 any maritime crime including terrorism, piracy and other illegal activities. All information reported will be treated in strict confidence and will be passed on to relevant Authorities for further action. Maritime crime and security concerns us all and with your help, we can try to minimize the risks and help save lives and property.

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

Tel: +60 3 2031 0014 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

The IMB Piracy Reporting Centre (PRC) has received 195 incident reports of Piracy and Armed Robbery Against Ships in 2020, compared to 162 in 2019. The rise is attributed to an increase of piracy and armed robbery reported within the Gulf of Guinea as well as increased armed robbery activity in the Singapore Straits. The 2020 figures are broken down as 161 vessels boarded, 20 attempted attacks, 11 vessels fired upon and three vessels hijacked.

Globally, 135 crew were kidnapped from their vessels in 2020, with the Gulf of Guinea accounting for over 95% of crew numbers kidnapped.

The Gulf of Guinea has recorded the highest ever number of crew kidnapped in 2020 with 130 crew taken in 22 separate incidents. This compares to the previous high of 121 crew kidnapped in 2019 from 17 incidents – the 2019 numbers increased considerably in the last quarter, with 39 crew kidnapped in two separate incidents. The kidnapping of multiple crews at such distances does however illustrate how well organised the pirates are. This is a developing and worrying trend as on average, crew were kidnapped from 25% of vessels attacked by criminals in the Gulf of Guinea. In 80% of the Gulf of Guinea incidents, the attackers were armed with guns.

Once kidnapped, crew are removed from their vessel and typically held ashore for periods of anywhere up to six weeks until their release is negotiated.

Crews have been kidnapped from all types of vessel with the furthest 2020 kidnapping occurring at almost 200 NM from land and where 13 crew were taken. The average kidnapping incident is over 60 NM from land. Considering the increasing capability of the pirates, the IMB PRC advises vessels in the region to remain at least 250 NM from the coast at all times or until the vessel can transit to commence cargo operations at a berth or safe anchorage.

All three vessel hijackings and nine of the 11 vessels fired upon are related to this region. While regional and independent international navies, deployed in the region, have acted promptly to render meaningful response there remains an urgent need to address this crime which continues to have a direct impact on the safety and security of innocent seafarers.

The increase in incidents against vessels underway within the Singapore Straits has continued since Q4 2019, with 23 incidents reported for 2020. Vessels were boarded in 22 of the 23 incidents. Although considered low level – i.e aimed at armed theft from the vessel – and tend to take place in the hours of darkness, one crew was injured, another taken hostage and two threatened during these incidents. Knives were reported in at least 14 incidents.

Vessels continue to be boarded while anchored or berthed at Indonesian ports. In 2020, 26 low-level incidents were reported, of which 25 were successful. Two crew were taken hostage and two threatened. The continued efforts of the Indonesian Marine Police are credited for maintaining the reduced levels of reported incidents.

South American ports in Brazil, Colombia, Ecuador, and Peru and also in Mexico and Haiti continue to be affected by the crime of armed robbery where 30 incidents were reported in 2020. Twenty-five vessels were boarded while at anchor, three reported attempted boardings and two vessels were fired upon – one each in Ecuador and Mexico.

Zero incidents were received in 2020 for Somalia. The IMB PRC advises that Somali pirates continue to possess the capacity to carry out attacks in the Somali basin and wider Indian Ocean and therefore continues to recommend Masters and crew maintain vigilance and remain cautious when transiting these waters.

Since 1991 the IMB PRC's 24-hour manned centre, has provided the maritime industry, governments and response agencies with timely and transparent data on piracy and armed robbery incidents – received directly from the Master of the vessel or its owners.

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

IMB continues to encourage all shipmasters and owners to report all actual, attempted and suspected global 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.

OBSERVATIONS

Narrations of the 195 attacks for 01 January to 31 December 2020 are listed on pages 31 to 64. The following serious incidents, in chronological sequence 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. The distress signal was activated, and the regional authorities were notified. All non-essential crew were mustered in the 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.

On 18 April 2020, at approximately 2330 UTC, a Portuguese flagged Container Ship MV Tommi Ritscher was attacked and boarded by armed persons while anchored at position Latitude 06:16.8 North and Longitude 002:32.4 East, Cotonou Anchorage, Benin. The alarm was raised, crew took shelter in the citadel and the incident was reported to the Benin Authorities. A patrol boat in the vicinity was diverted to the location to assist the crew. Eight crew members were reported kidnapped from the ship. On 23 May 2020, the kidnapped crew members were released safely.

On 24 June 2020, a Ghanaian flagged Fishing Vessel was attacked by armed pirates while underway at position Latitude 05:21 North and Longitude 002:37 East, around 60 nm south of Cotonou, Benin at approximately 1430 UTC. Six armed pirates in two speed boats boarded the vessel, kidnapped six crew members and escaped. The incident was reported to the Regional Authorities who coordinated a response and escorted the remaining crew members to a safe port.

On 02 July 2020, a Singapore flagged General Cargo ship was approached and boarded by armed pirates while drifting at position Latitude 03:49.3 North and Longitude 002:25.0 East, around 150 nm south of Cotonou, Benin at approximately 2220 UTC. The pirates used ropes and a ladder and cut the razor wires before boarding. They kidnapped five crew members, stole ship's properties, cash, crew personal belongings and escaped. The Authorities were notified. The remaining crew sailed the ship to a safe port for investigation. The five kidnapped crew members were later released safely on 31 July 2020.

Ecuador:

On 02 October 2020, a Cyprus flagged Container ship MV Arsos was attacked by armed robbers while underway at position Latitude 02:33.6 South and Longitude 080:06.3 West, River Passage, Guayaquil, Ecuador at approximately 0324 UTC. The ship under pilotage was approached and boarded by three robbers armed with guns in a high-speed boat. The crew noticed the robbers opening the containers on deck. Alarm raised and all crew were instructed to stay inside the accommodation which was secured from inside. The robbers fired their weapons towards the accommodation area and fortunately no one was injured. The robbers escaped with cargo stolen from the containers. The incident was reported to Port Authorities.

Equatorial Guinea:

On 03 May 2020, a Senegal flagged Fishing Vessel FV Amerger II was attacked and boarded by armed persons while underway at position Latitude 00:55.24 North and Longitude 009:08.09 East, around 11 nm west of Corisco Island, Equatorial Guinea at approximately 0500 UTC. Three crew members were

reported to be kidnapped. The incident was reported to the Authorities who then escorted the remaining crew back to a safe port. No further details available.

On 09 May 2020, a Comoros flagged General Cargo Ship was attacked by five persons armed with automatic rifles, while anchored at position Latitude 03:47.26 North and Longitude 008:45.93 East, Malabo Inner Anchorage, Equatorial Guinea, at approximately 0107 UTC. Once onboard, the persons opened fire, injuring two crew members in their legs, stole two mobile phones and kidnapped two crew members. Incident reported to Port Control and a naval ship in the vicinity rendered assistance and helped in evacuating the injured crew to a hospital.

On 17 October 2020, a Marshall Islands flagged LNG Tanker MT Methane Princess was attacked by armed persons while berthed at position Latitude 03:46.96 North and Longitude 008:41.88 East, LNG Terminal, Punta Europa, Equatorial Guinea at approximately 0534 UTC. About five persons armed with automatic guns boarded the berthed tanker via the terminal gangway. Crew directed to muster in citadel. However, one crew reported kidnapped. Local Authorities notified. All remaining crew reported safe. On 11 November 2020, the kidnapped crew was safely released.

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 were notified, and assistance was dispatched to the ship. When the crew emerged from the citadel, seven crew members were reported missing and believed to be kidnapped.

On 03 May 2020, a Gabon flagged Fishing Vessel FV Amerger VII was attacked and boarded by armed persons while underway at position Latitude 00:30.50 North and Longitude 009:06.21 East, around 22 nm WNW of Libreville, Gabon at approximately 0300 UTC. Three crew members were reported kidnapped. The incident was reported to the Gabon Authorities who then escorted the remaining crew back to a safe port.

Ghana:

On 28 August 2020, a Ghanaian flagged Fishing Vessel was attacked and hijacked by armed pirates while underway at position Latitude 04:34.15 North and Longitude 001:31.07 East, around 82 nm SSE of Anloga, Ghana at approximately 0735 UTC. About eight pirates in a speedboat attacked and hijacked the fishing vessel and sailed into the Togo EEZ. They then kidnapped two crew members and escaped. The incident was reported to Ghanaian Authorities. The Fishing Vessel sailed to a safe port for investigation.

On 29 November 2020, a Marshall Islands flagged Product Tanker was attacked by armed pirates while underway at position Latitude 04:54.3 North and Longitude 001:10.7 East, around 56 nm SSE of Anloga, Ghana at approximately 2110 UTC. The tanker noticed a possible pirate mother vessel approaching and raised the alarm. SSAS activated, speed increased, evasive manoeuvres commenced and non-essential crew retreated into the citadel. The bridge team kept a lookout towards the mother vessel. A skiff with four pirates armed with machine guns was noticed approaching from a different direction. As the skiff approached, it opened fire towards the bridge. The pirates boarded the tanker using a ladder with hooks. Once onboard, the pirates damaged the communication equipment and stole ship and crew cash and properties. Before escaping, they kidnapped four crew members. The Master was reported injured during the incident. The tanker sailed to a safe anchorage.

Ivory Coast:

On 15 May 2020, a Chinese flagged Fishing Vessel FV Hailufeng 11 was boarded and hijacked by armed persons while fishing within the Ivory Coast fishing waters. Upon receiving the distress message, the IMB PRC immediately started liaising with the Regional Authorities and the vessel operators. A

Nigerian navy patrol vessel intercepted and boarded the hijacked vessel, apprehended the pirates, rescued the crew and escorted the fishing vessel to a safe port. All crew members are reported safe.

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 crew members were found safe on the vessel. The remaining five crew members were reported kidnapped.

Mexico:

On 15 April 2020, a Gibraltar flagged Accommodation Barge Telford 28 was attacked by armed persons while anchored at position Latitude 18:51.94 North and Longitude 091:52.56 West, around 12 nm north of Ciudad del Carmen, Mexico at approximately 0330 UTC. Six persons wearing face masks and armed with automatic weapons and pistols boarded the anchored barge. They attempted to enter the accommodation without success and opened fire towards the superstructure causing damage to three windows. The Master raised the alarm, sent a distress message, informed the CSO and the crew mustered in the citadel. The incident was reported to the Marine Control via VHF Ch16 and a naval boat was dispatched to the location. The armed persons stole the barge's high value project equipment and escaped. One crew member was injured due to the firing.

Nigeria:

On 30 April 2020, a Panamanian flagged Product Tanker MT Vemahope was attacked by armed pirates while underway at position Latitude 03:29.99 North and Longitude 003:50.17 East, around 127 nm SW of Bayelsa, Nigeria at approximately 1845 UTC. Eight armed pirates in a skiff attacked and boarded the tanker underway. They stole cash, crew valuables, ship's property and kidnapped 10 crew members. The Owners of the tanker informed the IMB PRC who liaised with the relevant regional and international authorities – situated in the region - and requested for assistance. A Nigerian Navy Security Vessel was dispatched to the location and aided the tanker. The four remaining crew members onboard together with the assistance of another sister vessel, in the vicinity, managed to sail the tanker to a safe port. On 22 May 2020, the kidnapped crew members were released safely.

On 17 July 2020, a Liberian flagged Product Tanker MT Curacao Trader was attacked by armed pirates while underway at position Latitude 02:57 North and Longitude 002:46 East, around 196 nm SW of Bayelsa, Nigeria at approximately 1000 UTC. Eight pirates armed with machine guns successfully boarded the tanker. They held hostage all 19 crew members, stole ship's documents and valuable items and kidnapped 13 crew before escaping. The tanker was left drifting with limited and unqualified navigational and engine crew onboard. A nearby merchant vessel later rendered assistance which allowed the tanker to be sailed to a safe port. The regional Authorities were notified. The 13 kidnapped crew members were released safely on 19 August 2020.

On 08 September 2020, a Liberian flagged Refrigerated Cargo Ship was attacked by armed pirates while underway at position Latitude 05:53 North and Longitude 003:17 East, around 33 nm SSW of Lagos, Nigeria at approximately 0530 UTC. Armed pirates attacked and successfully boarded the ship. They kidnapped two crew members. The remaining crew managed to retreat into the citadel. Nigerian Navy patrol vessels were dispatched to assist. The Naval team boarded the ship and conducted a search and then escorted the ship to a safe anchorage.

On 16 November 2020, a Ghanaian flagged General Cargo ship was attacked by armed pirates while underway at position Latitude 03:32.7 North and Longitude 006:09.4 East, around 45 nm SSW of Brass, Nigeria at approximately 0320 UTC. About eight pirates armed with AK47 machine guns in a speed boat attacked and successfully boarded the ship with a ladder. They forced their way into the crew cabins, assembled all crew and ordered them to lie on the floor on the bridge. The pirates stole ship and crew properties and kidnapped five crew members before escaping. The remaining crew requested for assistance and later sailed the ship to a safe port.

On 26 November 2020, a St. Kitts and Nevis flagged General Cargo ship MV Milan was attacked by armed persons while underway at position Latitude 04:28.15 North and Longitude 005:31.17 East, around 10 nm SW of Bayelsa, Nigeria at approximately 1258 UTC. Armed persons attacked and successfully boarded the ship. They kidnapped 10 crew members and left the ship drifting. Upon receiving the information from the Owners, the IMB PRC informed all relevant Authorities including an Italian warship. The Nigerian Navy dispatched a patrol vessel to investigate and assist the remaining crew and the ship. On 21 December 2020, the Owners confirmed that all 10 kidnapped crew were released safely.

On 10 December 2020, a Cameroon flagged General Cargo ship was attacked by armed pirates while underway at position Latitude 04:37.42 North and Longitude 004:38.12 East, around 51 nm WSW of Bayelsa, Nigeria at approximately 0800 UTC. An unknown number of pirates attacked and successfully boarded the ship. They kidnapped five crew and escaped. The remaining crew sailed the ship to a safe port.

On 16 December 2020, a Cameroon flagged General Cargo ship was attacked by armed pirates while underway at position Latitude 03:51 North and Longitude 006:09 East, around 27 nm SSW of Brass, Nigeria at approximately 0706 UTC. Armed pirates attacked and successfully boarded the ship. The pirates kidnapped eight crew members and escaped. Nigerian Navy was notified. A security vessel and a navy patrol boat responded and escorted the ship to a safe port.

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 a distress message, stopped the ship and all crew members were mustered in the citadel. Upon receiving the distress message, the 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 of the ship's equipment was reported as damaged. Under the escort of the security vessel, the ship proceeded to a safe port.

On 13 November 2020, a Liberian flagged Heavy Load Carrier was attacked by armed pirates while underway at position Latitude 01:11.32 North and Longitude 005:33.26 East, around 78 nm NW of Neves, Sao Tome and Principe at approximately 1454 UTC. About six pirates armed with AK47 machine guns in a speedboat attacked and successfully boarded the vessel during heavy rain. The pirates opened fire and injured one crew. The pirates stole ship's and crew properties, kidnapped 14 crew and escaped. The Owners of the vessel notified the IMB PRC who liaised with relevant regional and international Authorities in the region and requested immediate assistance. The Italian, Spanish and Portuguese Naval vessels arrived at the location and aided the vessel. The injured crew was transported on an Italian Aircraft to a local hospital in Sao Tome and Principe. The vessel and remaining crew members were escorted to a safe port for investigations.

Togo:

On 16 November 2020, a Togo flagged Bunkering Tanker was attacked by armed pirates while underway at position Latitude 05:28 North and Longitude 001:25 East, around 40 nm SSE of Lome, Togo at approximately 0540 UTC. The IMB PRC received information that Owners had lost contact with their tanker. The Centre immediately informed and commenced information exchange with all relevant Regional Authorities including an Italian warship in the vicinity. The missing tanker was located by the Italian Navy helicopter on 23 November 2020 and the position updates of the tanker were provided by the Italian warship until a Nigerian Navy patrol boat arrived to escort the tanker to a safe port. Three crew members were reported kidnapped.