



ICC INTERNATIONAL MARITIME BUREAU

PIRACY AND ARMED ROBBERY AGAINST SHIPS

REPORT FOR THE PERIOD

1 January – 31 March 2023

WARNING

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April 2023

INTRODUCTION

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

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

The key advantages and services of the PRC are:

- A 24/7 manned operations centre.
- A single point of reporting for all vessels affected by piracy or armed robbery, as they trade through many different jurisdictions.
- Notifying the appropriate response agency of the reported incident and liaising with these agencies until the crew and vessel are safe.
- Warning vessels in the vicinity of a threat by broadcasting sitreps of incidents via Inmarsat-C SafetyNET service.
- Alerting CSOs and vessel managers of incidents via email.
- Keeping the International Maritime Organisation (IMO) updated 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 27 global maritime piracy and armed robbery incidents reported to the IMB PRC from 1 January to 31 March 2023. Incidents are occasionally reported late, resulting in changes to the tables and figures in subsequent reports.

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

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

ICC International Maritime Bureau

PO Box 12559, 50782 Kuala Lumpur, Malaysia

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

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

WhatsApp / Telegram: +60 11 2659 3057

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

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

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

This is the first essential step in the response chain.

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

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

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

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

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

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

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

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

Severity Level II: To include a vessel being fired upon, security teams firing on approaching threat, robbers / pirates identified with weapons of any type (violence is offered) whether boarded or otherwise.

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

FUNDING

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

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

The PRC is additionally non-financially supported by:

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

TABLE 1: Locations of ACTUAL and ATTEMPTED incidents, January - March 2019 – 2023

Locations	2019	2020	2021	2022	2023
S E ASIA					
Indonesia	3	5	2	3	4
Malaysia		1		1	1
Philippines	1	2	1		1
Singapore Straits		5	6	11	8
EAST ASIA					
China	3				
Vietnam			1		
INDIAN SUB					
Bangladesh		1		1	
CONTINENT					
India	1	5		2	
AMERICAS					
Brazil	1	1	1	3	1
Colombia	1	1	3		2
Dominican Republic	1				
Ecuador			1		
Haiti		1	1		
Peru	1	3	5	6	5
Venezuela	4			1	
AFRICA					
Angola		3	2	4	1
Benin	1	3	1		
Cameroon	1		1		
Dem. Republic of Congo			1		
Dem. Rep. of Sao Tome & Principe		1	4		
Gabon		1	2		
Ghana	3		2	2	2
Gulf of Aden*			1		
Ivory Coast	1	1		1	1
Liberia	1			1	
Mozambique		1			
Nigeria	14	11	2		
South Africa				1	
The Congo			1		1
Togo	1	1			
Sub total	38	47	38	37	27
Total at year end	162	195	132	115	

All incidents with * above are attributed to Somali pirates.

CHART A: The following three locations contributed 65% of the total 26 incidents reported in the period January – March 2023.

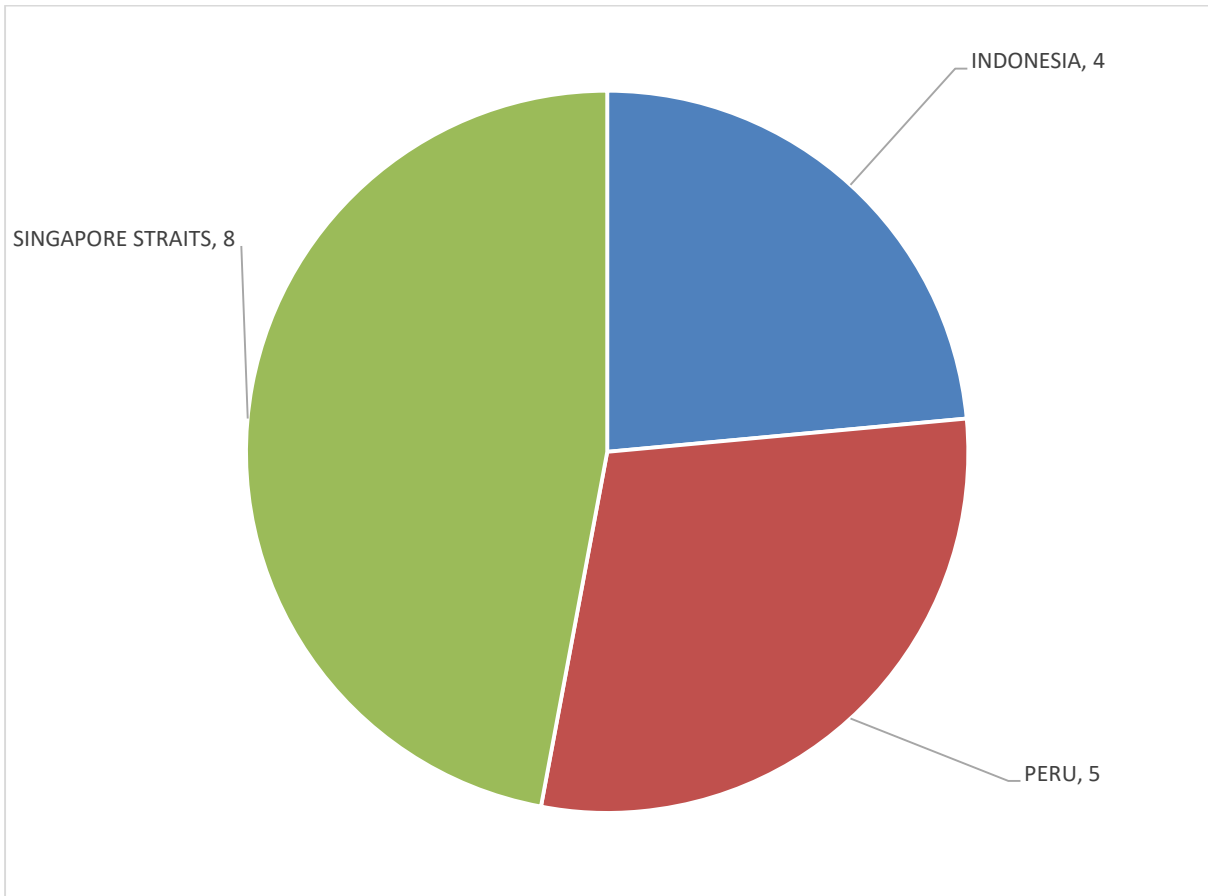


CHART B: Monthly comparison of incidents during January – March 2023

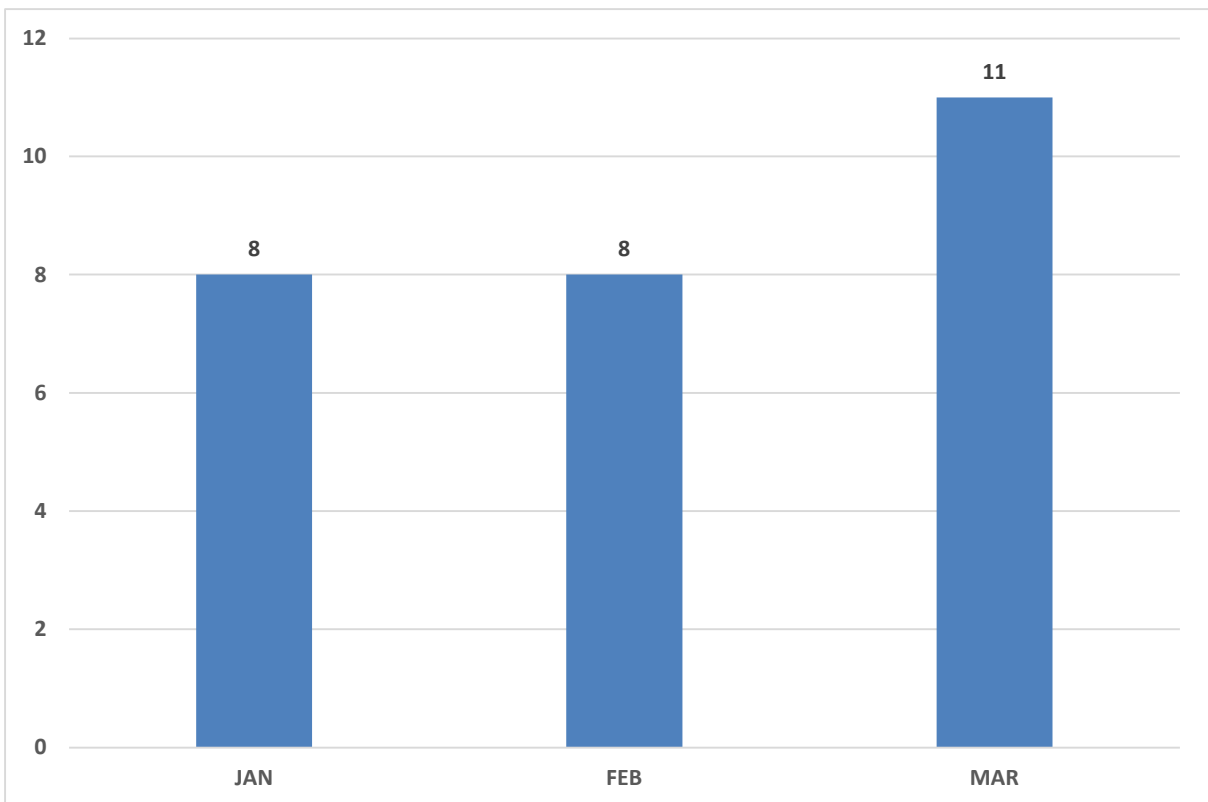


CHART C: Total incidents as per regions of the world January – March 2023

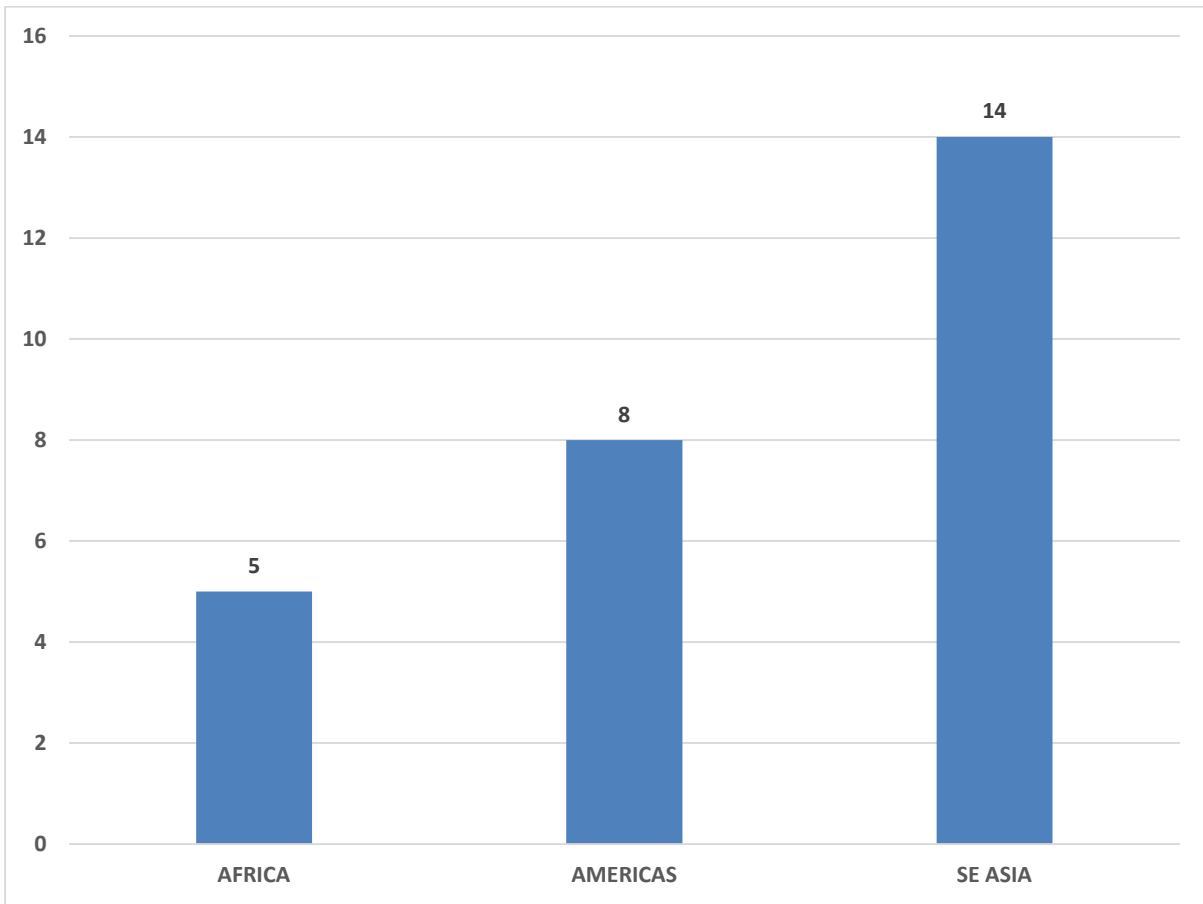


CHART D: Perpetrators successful in 92% of incidents. January – March 2023

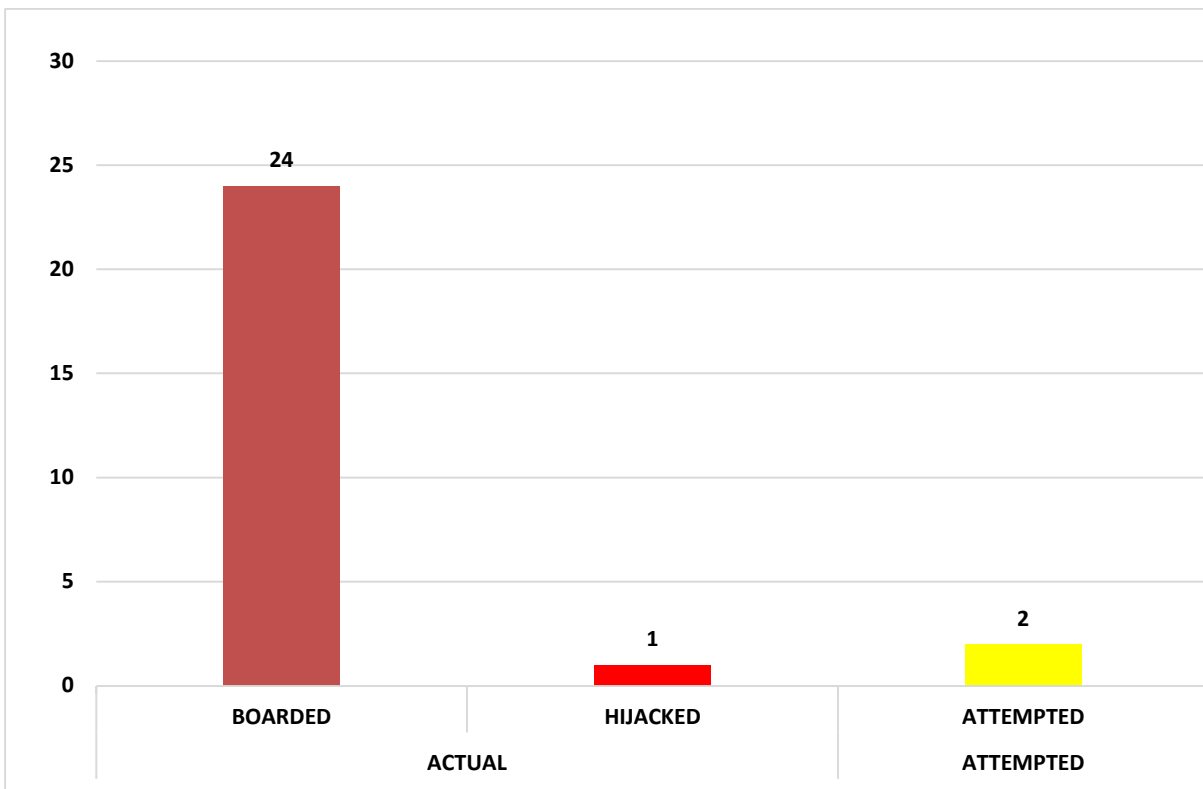


CHART E: Type of incident in relation to the status of vessel movement January – March 2023

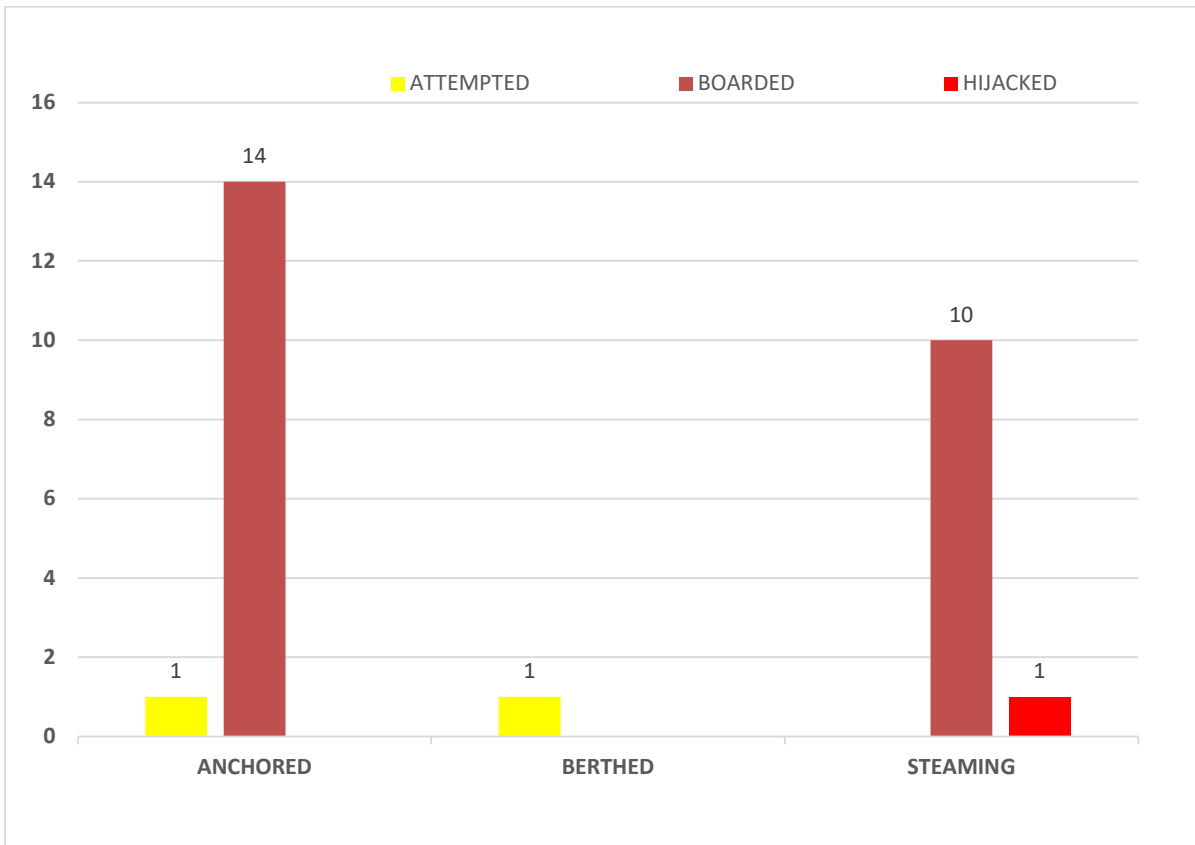
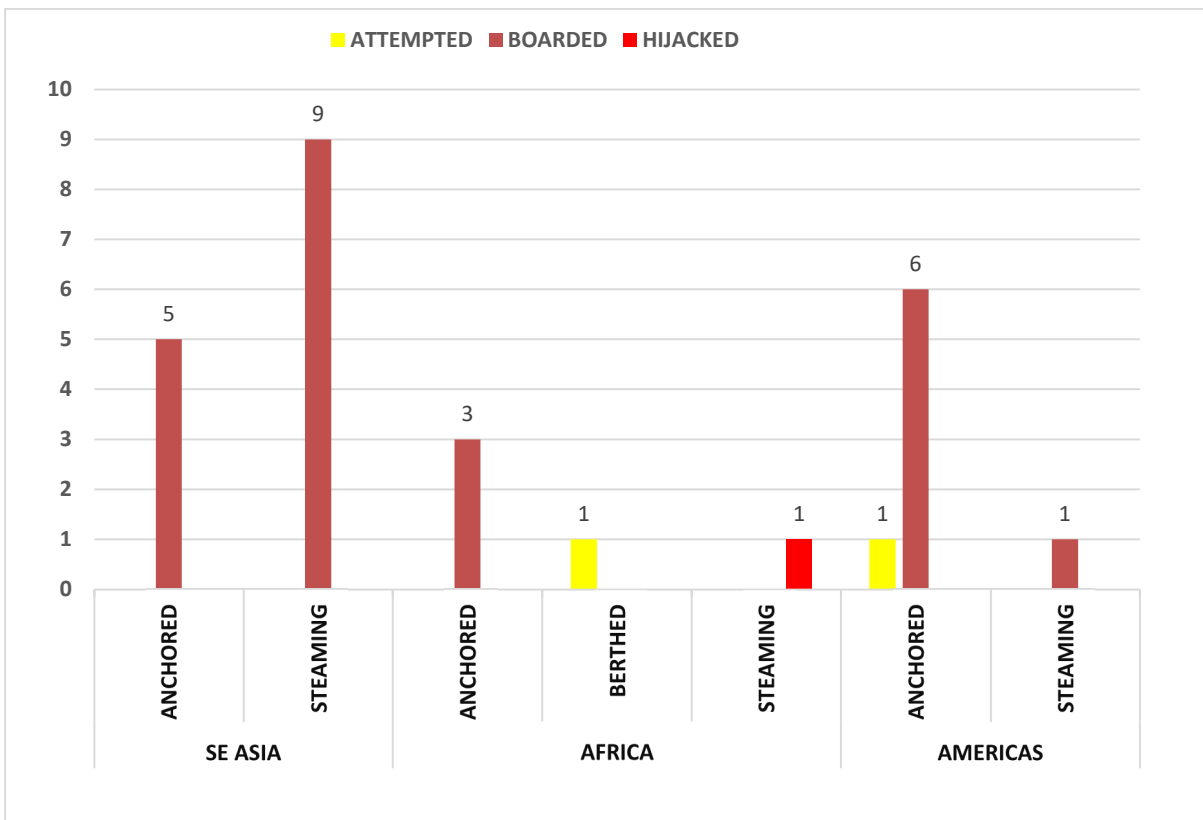


CHART F: Region specific type of incident in relation to the status of vessel movement January – March 2023



**CHART G: Region specific severity of incident in relation January – March 2023
(Severity level I, II, III – see page 4 for clarification)**

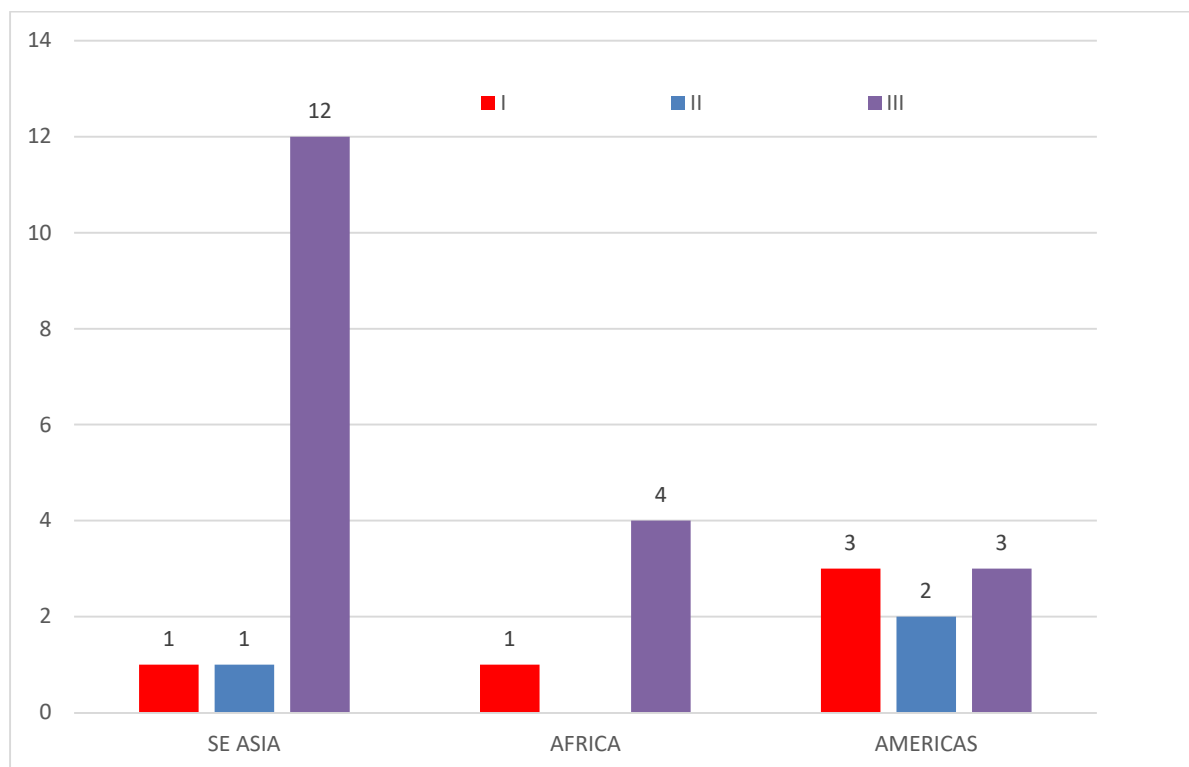


TABLE 2: ACTUAL and ATTEMPTED incidents by location, January – March 2023

Location	Actual		Attempted
	Boarded	Hijacked	Attempted
SE ASIA Indonesia	4		
Malaysia	1		
Philippines	1		
Singapore Straits	8		
AMERICAS Brazil	1		
Colombia	1		1
Peru	5		
AFRICA Angola	1		
Ghana	2		
Ivory Coast			1
The Congo		1	
Sub total	24	1	2
Total	27		

TABLE 3: Ports / anchorages, with three or more reported incidents, January – March 2023

Country	Location	01.01.2023 to 31.03.2023
Peru	Callao	5

TABLE 4: Status of vessels during ACTUAL incidents, January – March 2023

Location		Anchored	Steaming
SE ASIA	Indonesia	4	
	Malaysia		1
	Philippines	1	
	Singapore Straits		8
AMERICAS	Brazil	1	
	Colombia		1
	Peru	5	
AFRICA	Angola	1	
	Ghana	2	
	The Congo		1
Sub total		14	11
Total		25	

TABLE 5: Status of vessels during ATTEMPTED incidents, January – March 2023

Location		Berthed	Anchored
AMERICAS	Colombia		1
AFRICA	Ivory Coast	1	
Sub total		1	1
Total		2	

TABLE 6: Types of arms used during incidents, January - March 2019 – 2023

Types of Arms	2019	2020	2021	2022	2023
Guns	13	13	11	5	1
Knives	5	8	11	13	8
Not stated	18	24	14	18	18
Other weapons	2	2	2	1	
Sub total	38	47	38	37	27
Total at year end	162	195	132	115	

TABLE 7: Comparison of the type of incidents, January - March 2019 – 2023

Category	2019	2020	2021	2022	2023
Attempted	4	6	2	2	2
Boarded	27	37	33	34	24
Fired upon	7	4	2		
Hijack			1	1	1
Sub total	38	47	38	37	27
Total at year end	162	195	132	115	

TABLE 8: Types of violence to crew, January – March 2019 – 2023

Types of Violence	2019	2020	2021	2022	2023
Hostage	1	2	2	23	2
Injured		2			
Kidnap/Ransom	21	22	40		6
Killed			1		
Threatened	1		2	4	2
Assaulted					1
Sub total	23	26	45	27	11
Total at year end	210	191	82	55	

TABLE 9: Type of violence to crew by location, January – March 2023

Location	Kidnapped	Hostage	Threatened	Assaulted
SE ASIA Indonesia			1	
AMERICAS Peru		2	1	1
AFRICA The Congo	6			
Sub total	6	2	2	1
Total			11	

TABLE 10: Types of arms used by geographical location, January – March 2023

Locations	Guns	Knives	Not Stated
S E ASIA Indonesia		1	3
Malaysia			1
Philippines			1
Singapore Straits		2	6
AMERICAS Brazil		1	
Colombia			2
Peru		4	1
AFRICA Angola			1
Ghana			2
Ivory Coast			1
The Congo	1		
Sub total	1	8	18
Total		27	

TABLE 11: Incidents as per type of vessels, January – March 2019 – 2023

Type	2019	2020	2021	2022	2023
Bulk Carrier	6	7	12	19	11
Container	5	8	9	2	3
Crew Boat				2	
Drilling Ship			1		
General Cargo	2		1		1
Landing Craft	1				

Offshore Support Vessel	1	1	1		
Refrigerated Cargo Ship		1	1		
Supply Ship	1	4	2	1	
Tanker Asphalt / Bitumen		1			
Tanker Chemical / Product	11	13	4	7	6
Tanker Crude Oil	9	5	1	4	1
Tanker LNG			2		
Tanker LPG	1	2		1	
Trawler / Fishing Vessel		1	1		
Tug / Offshore Tug		4	2		5
Vehicle Carrier	1		1	1	
Sub total	38	47	38	37	27
Total at year end	162	195	132	115	

CHART H: Incidents as per type of vessels, January – March 2023

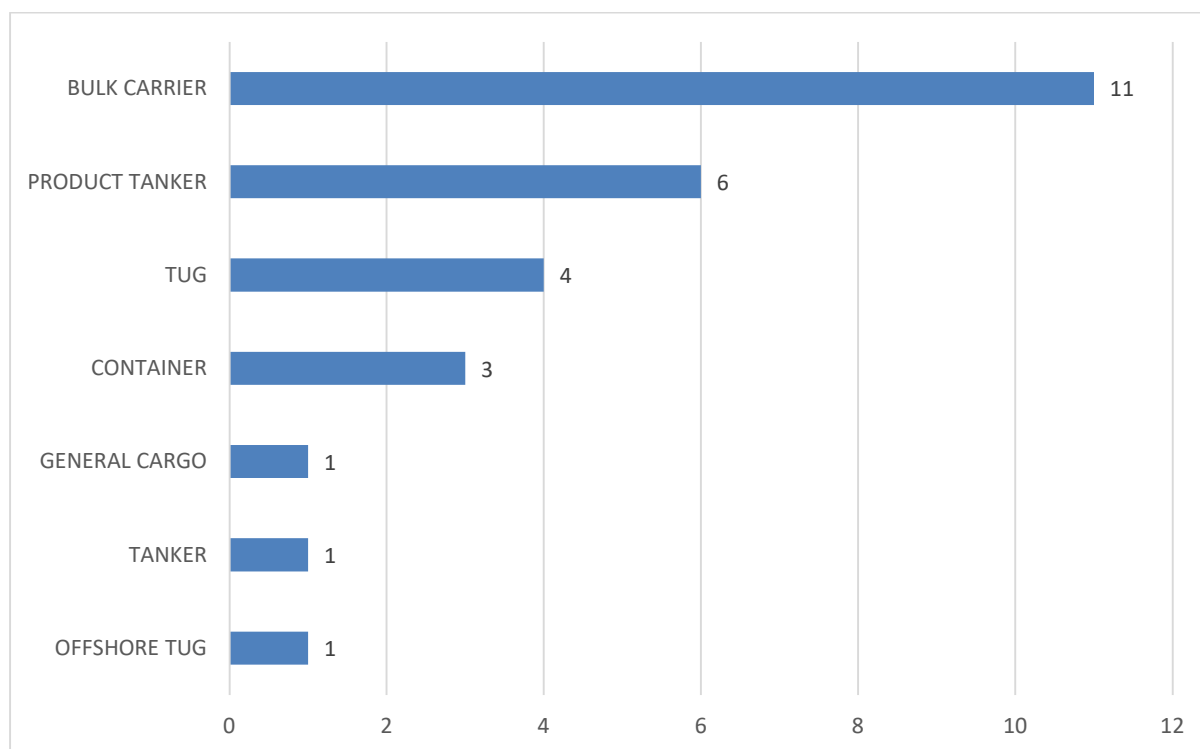


TABLE 12: Nationalities of vessels affected, January - March 2019 – 2023

Flag State	2019	2020	2021	2022	2023
Antigua and Barbuda	1				
Bahamas			3	1	1
Barbados	1		1		
Bermuda			1		
Cayman Islands				1	1
China			1		
Comoros		1			
Cyprus	1		3	1	1
Denmark		1	1		1

France	1		1	1	
Germany			1	1	
Gibraltar		1			
Greece	1	2			1
Hong Kong (SAR)	2		1	1	1
India		2		1	
Indonesia		2			
Isle of Man	1	1		1	
Jamaica			1		
Japan					2
Liberia	8	7	6	5	3
Luxembourg			2		
Malaysia		1	1		1
Malta	4	2	1	2	2
Marshall Islands	4	10	6	8	4
Nigeria	1				
Palau		1			
Panama	5	8	1	9	2
Philippines		1			
Portugal	1	1		1	1
Saudi Arabia		1			
Singapore	7	5	6	4	6
Spain			1		
Sub total	38	47	38	37	27
Total at year end	162	195	132	115	

CHART I: Nationalities of vessels involved in three or more incidents, January – March 2023

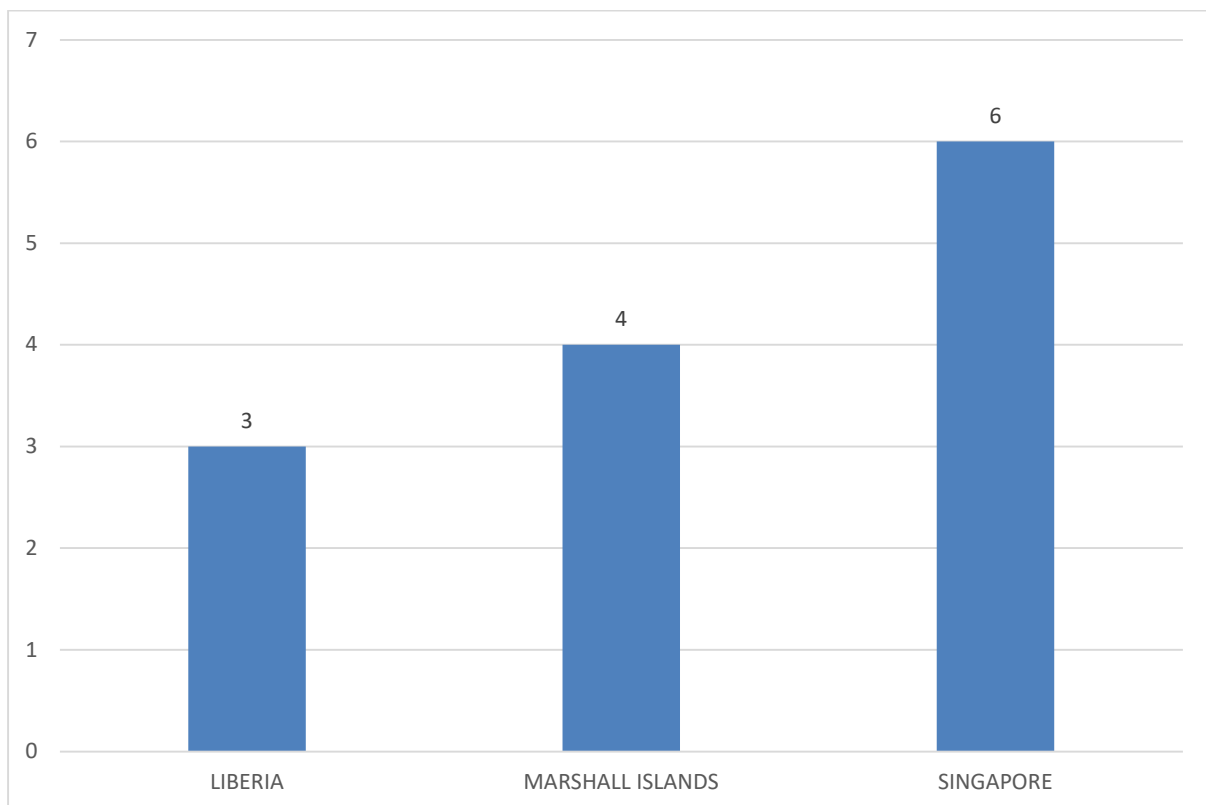
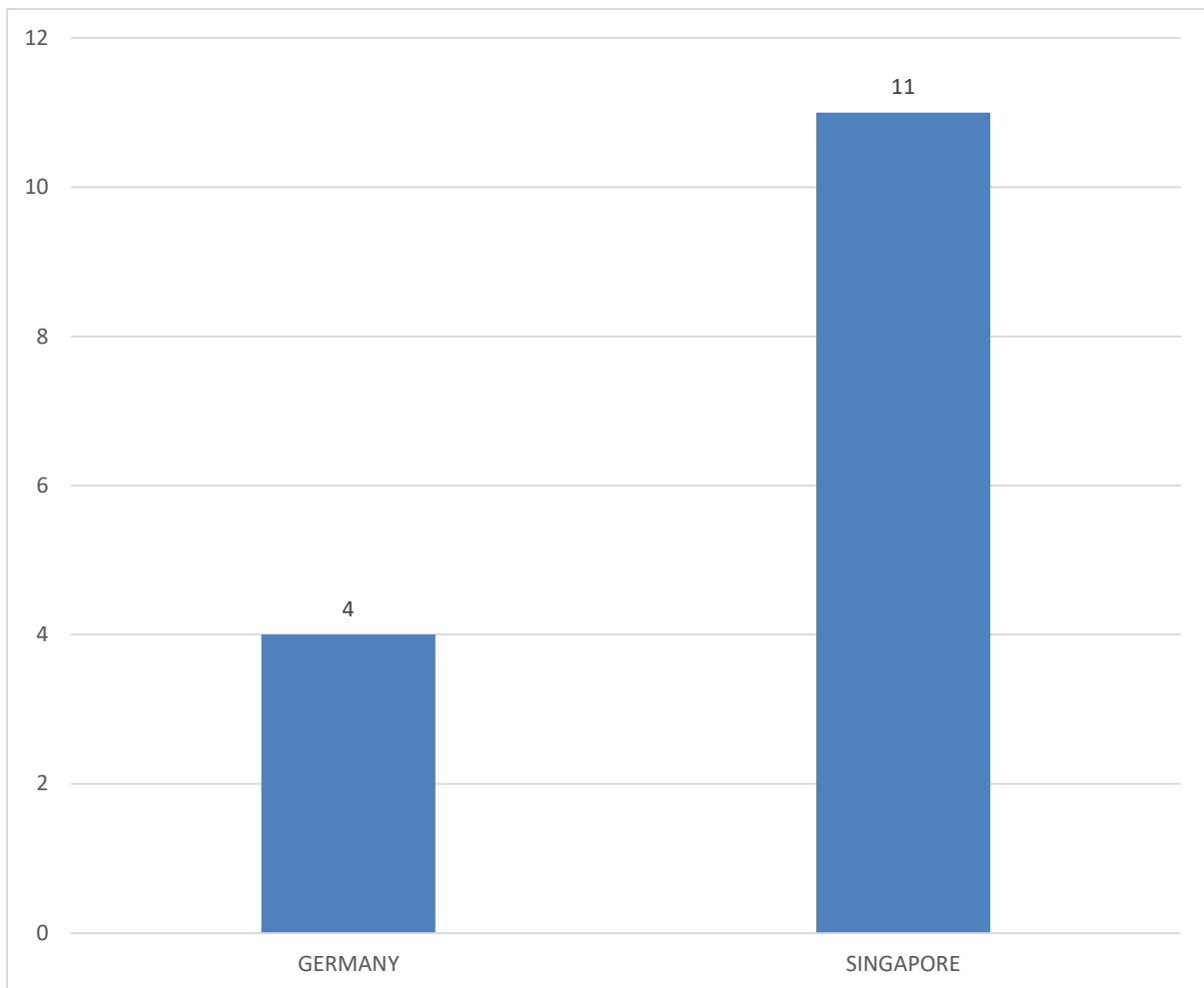


TABLE 13: Vessels affected – managed or controlled from January – March 2023

Country	No of Ships
Canada	1
Cyprus	1
Denmark	1
Germany	4
Greece	1
India	2
Japan	2
Malaysia	1
Netherlands	1
Singapore	11
UAE	2
Total	27

CHART J: Managing countries whose vessels involved in three or more incidents between January – March 2023



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

From 1 January to 31 March 2023, no incident reported to the IMB PRC for 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 vessel 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 international navies by relaying all reports received to the response agencies, as well as by broadcasting alerts to vessels 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 reported incidents in the 10 safe designated areas.

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

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

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

In January 2021, the IMB was informed that the successful cooperation resulting in a year on year drop in incidents in almost all areas will continue until further notice.

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

ACKNOWLEDGEMENT

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

ACKNOWLEDGEMENT

The IMB appreciates the assistance (past and present) and vital cooperation provided by the Coalition naval forces / EU naval force (EUNAVFOR ATALANTA) / MSCHOA / US Navy / French Alindien / NATO / UKMT0 / Indian Navy / Iranian Navy / Malaysian Navy / Russian Navy / Chinese Navy / South Korean Navy / Japanese Maritime SDF/ Singapore Navy / Royal Thai Navy / and Yemeni Coast Guard and Navy, for assisting the many vessels that have been attacked by suspected Somali pirates, both in the Gulf of Aden, and off eastern / southern Somali coast, Indian Ocean, Arabian Sea and other areas. The positive actions by the navies, including pre-emptive and disruptive counter piracy tactics, resulted in a drop in the number of attacks.

ACKNOWLEDGEMENT

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

ACKNOWLEDGEMENT

The IMB PRC thanks all the masters and vessel owners / operators who have reported incidents to the Centre 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 incidents and suspicious sightings to local Authorities, their flag state and to the IMB Piracy Reporting Centre as per IMO Cir 1334.

The IMB Piracy Reporting Centre can be contacted at:

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

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

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

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

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: Belawan and Tanjung Priok / Jakarta 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 approach vessels during the night. When spotted and alarm is sounded, the pirates / robbers usually escape without confronting the crew. A strict anti-piracy watch is recommended.

Meetings and continued dialogue between the Indonesian Marine Police (IMP) and the IMB PRC resulted in positive actions by the Indonesian authorities, who have so far brought down the number of incidents significantly. With the assistance and actions of the IMP, the incidents appear to be decreasing each year with great success. Incidents in Indonesian waters have also dropped dramatically since the cooperation began.

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

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

1. Belawan: 03:55.00N-098:45.30E
2. Dumai: 01:42.00N-101:28.00E
3. Nipah: 01:07.30N-103:37.00E
4. Tanjung Berakit/Bintan: 01:23.30N-104:42.30E
5. Tanjung Priok: 06:00.30S-106:54.00E
6. Gresik: 07:09.00S-112:40.00E
7. Taboneo: 03:41.30S-114:28.00E
8. Tanjung Butan: 01:11.30N-104:12.30E (effective 12 March 2021)
9. Muara Berau: 00:17.00S-117:36.00E
10. Balikpapan: 01:22.00S-116:53.00E

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

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

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

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

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

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

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

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

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

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

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

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

- (i) Follow recommendations and guidelines presented in the BMP WA.
- (ii) All crews to keep a vigilant lookout using all available means. Ships to adjust ETA for direct berthing or wait / drift / transit more than 300 nm from the coast, if appropriate and agreed by all in venture. Incidents reported up to 261 nm from the coast.

Angola (Luanda): Incidents of robberies reported.

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

Cameroon (Douala): Incidents appear to have stopped. Past incidents involved kidnapping of crews. Be vigilant.

Equatorial Guinea: Incidents off Bioko Island and off Bata. One incident involved kidnapping and the other fired upon at 87nm off Bata.

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

Ghana (Takoradi): Incidents reported at Takoradi anchorages and off Accra.

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

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

Nigeria (Lagos / Apapa, Off Bayelsa / Brass / Bonny Island / Port Harcourt): Pirates / robbers are often well armed, violent and have attacked and hijacked / robbed ships / kidnapped crews along or far from the coast, rivers, anchorages, ports, and surrounding waters. Incidents have also been reported up to about 261 nm from the coast. Generally, all waters in / off Nigeria remain highly risky. Vessels are advised to be vigilant as many incidents may also have gone unreported. Kidnapping for ransom remains the biggest risk for crews. Vessels are advised to take additional measures in these high-risk waters. In the past, tankers were also hijacked, and part cargo stolen (gas oil).

No recent reported incidents for Nigeria, but vessels are advised to be vigilant as waters remain risky.

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

The Congo: Incidents reported off Pointe Noire.

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

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

EAST AFRICA / GOA / RED SEA

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: No recent reported piracy attacks. There were several suspicious reports. 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 recommendations in the latest BMP, while transiting in these waters. The IMB PRC will continue to alert and broadcast information to all ships in the region via 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 also been targeted off Kenya, Tanzania, Seychelles, Madagascar, Mozambique, as well as in the Indian ocean, and off the west and south coasts of India and west Maldives. 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 latest BMP 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 – a number of incidents reported involving explosions and unauthorised boarding. (not piracy related).

SOUTH AND CENTRAL AMERICA AND CARIBBEAN WATERS

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

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

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

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

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

Peru (Callao): Incidents are continuing. Maintain vigilant watch and employ anti-piracy measures.

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

EASTERN EUROPE/UKRAINE

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

IMB Maritime Security Hotline

The International Maritime Bureau (IMB) has a dedicated hotline for seafarers, port workers, shipping agents, shipyard personnel, brokers, stevedores, and all concerned parties to report any information that they may have seen / heard / known etc. relating to any maritime crime including terrorism, piracy and other illegal activities. All information reported will be treated in strict confidence and will be passed on to relevant authorities for further action. Maritime crime and security concerns us all and with your help, we can try to minimize the risks and help save lives and property.

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

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

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

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

Trends within areas of continued concern

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

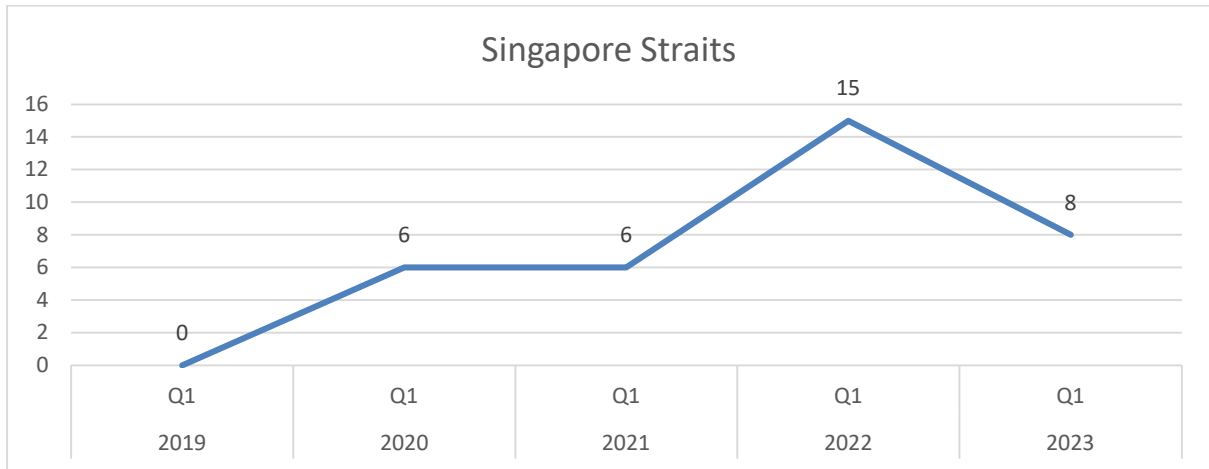


CHART L: West Africa – Gulf of Guinea – Total number of reported incidents

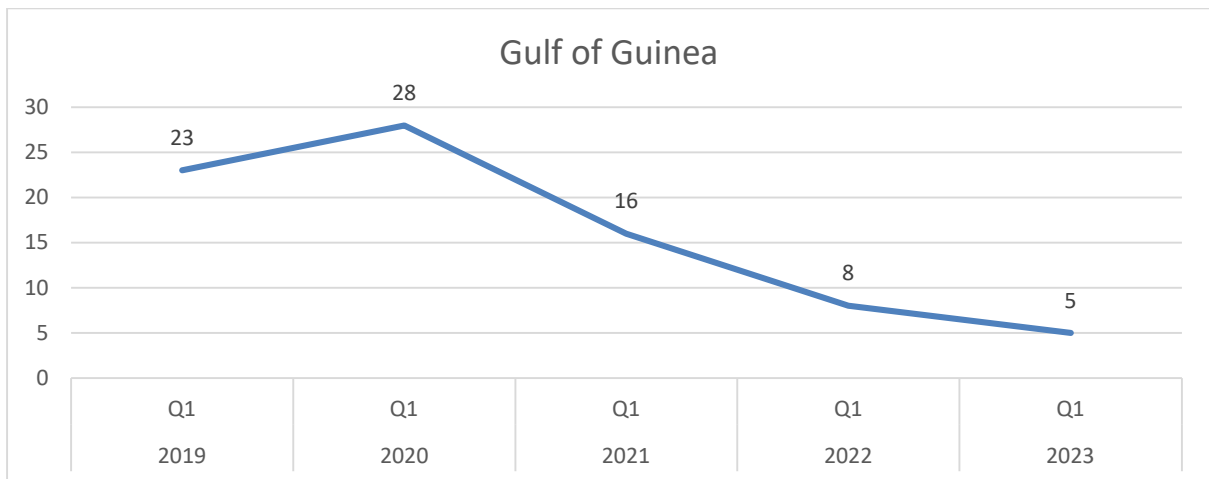
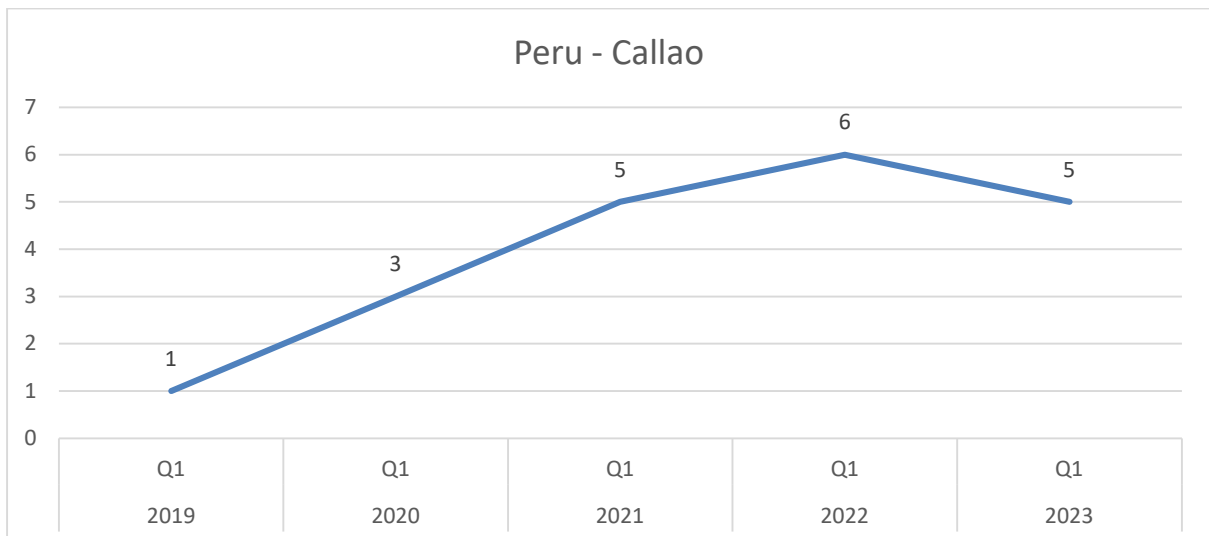


CHART M: Americas – Callao, Peru – Total number of reported incidents



TRENDS

Twenty-seven incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre in the first three months of 2023 – compared with 37 incidents in Q1 2022.

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

Violence against and the threat to crews continues with six crew kidnapped, two taken hostage, two threatened and one assaulted.

Incidents within Gulf of Guinea waters and the littoral ports continue to decline with five incidents reported in Q1 2023 compared to six in the same period of 2022 and 16 in 2021. All six kidnapped crew were reported in these waters.

The reduction is welcomed. There is, however, simply no room for complacency. On 25 March 2023 a product tanker was reported boarded around 140nm WSW of Pointe Noire, The Congo. The crew initially retreated into the citadel. All communication with the vessel was lost for five days. When the vessel was located by a French naval asset, six crew were reported as kidnapped by the pirates. The incident has highlighted the need of a continued and robust regional and international naval presence to respond promptly to these incidents, identify and apprehend the perpetrators.

The IMB Piracy Reporting Centre urges the Coastal response agencies and independent international navies to continue their efforts to ensure this crime is permanently addressed in these waters.

Singapore Straits accounted for almost 30% of all incidents reported globally in Q1 2023, with eight incidents reported in Q1 2023, compared to 15 in Q1 2022 and six in Q1 2021. While these are considered low level opportunistic crimes, knives were sighted and reported in at least two incidents.

In Q1 2023, four anchored vessels were boarded, and one crew threatened with a knife in Indonesian waters compared to three incidents in Q1 2022 and two in the same period of 2021.

As a region, South American ports account for nearly 33% of the global incidents, with eight reported incidents. Callao anchorage, Peru remains an area of concern with five incidents reported in the first three months of 2023 compared to six in the same period in 2022 and five in 2021. Two crew were taken hostage and one each assaulted and threatened.

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

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

OBSERVATIONS

Narrations of the 27 attacks for 01 January to 31 March 2023 are listed on pages 26 to 31. The following serious incidents, in chronological sequence are described in more detail.

The Congo:

On 25 March 2023, a Liberian flagged Product Tanker, Monjasa Reformer, was approached, boarded and hijacked by pirates while underway at position Latitude 05:29.3 South and Longitude 009:34.0 East, around 144nm WSW of pointe Noire, The Congo, at approximately 2239 UTC.

On being notified of the incident, the IMB Piracy Reporting Centre immediately informed the regional authorities in the Gulf of Guinea and the French authorities to assist the tanker and its crew members. The Owners had lost communication with their vessel and a missing tanker message was broadcast to ships at sea. On 30 March 2023, a French navy warship intercepted the tanker Off Bonny, Nigeria rescued her. Six crew were reported kidnapped. The tanker was escorted to a safe port.