



ICC INTERNATIONAL MARITIME BUREAU

PIRACY AND ARMED ROBBERY AGAINST SHIPS

REPORT FOR THE PERIOD

1 January – 31 March 2026

WARNING

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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

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INTRODUCTION

The ICC International Maritime Bureau (IMB) is a specialised division of the International Chamber of Commerce (ICC). The IMB is a non-profit making organisation, established in 1981 to act as a focal point in the fight against all types of maritime crime and malpractice. The International Maritime Organization (IMO), in its resolution A 504 (XII) (5) and (9) adopted on 20 November 1981, has *inter alia* urged governments, 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 Iridium and Inmarsat-C SafetyNET service.
- Alerting CSOs and vessel managers of incidents via email.
- Keeping the International Maritime Organisation (IMO) updated on reported incidents.
- Assisting local law enforcement in apprehending and bringing the criminals to justice.
- Publishing comprehensive quarterly and annual reports detailing incidents reported to the PRC.

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

This report is an analysis of 16 global maritime piracy and armed robbery incidents reported to the IMB PRC from 1 January to 31 March 2026. 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
24 Hours Anti-Piracy HELPLINE Tel: ++ 60 3 2031 0014
Tel ++ 60 3 2078 5763
WhatsApp / Telegram: +60 11 2659 3057
E-mail: piracy@icc-ccs.org / imbkl@icc-ccs.org

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:

- Assuranceforeningen Skuld
- Britannia Steam Ship Insurance Association Limited
- Gard AS
- Japan P&I
- Justships Ltd
- 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/>)
- Kpler (<https://www.kpler.com>)
- MarineTraffic (<https://www.marinetraffic.com>)

TABLE 1: Locations of ACTUAL and ATTEMPTED incidents, January - March 2022 – 2026

Locations	2022	2023	2024	2025	2026
S E ASIA Indonesia	3	4	6	4	
Malacca Straits			1		
Malaysia	1	1			
Philippines		1	1		4
Singapore Straits	11	8	5	27	8
INDIAN SUB Bangladesh	1		7	1	
CONTINENT India	2		2	2	
AMERICAS Brazil	3	1			
Colombia		2		1	
Ecuador				1	
Peru	6	5			
Venezuela	1				
AFRICA Angola	4	1	4		
Equatorial Guinea			1	1	
Ghana	2	2		2	1
Ivory Coast	1	1		1	
Liberia	1		1		
Nigeria				1	
Sao Tome & Principe				1	
Somalia*			5	3	2
South Africa	1				
The Congo		1			
Rest of the World PNG					1
Sub total	37	27	33	45	16
Total at year end	115	120	116	137	

All incidents with * above are attributed to Somali pirates.

CHART A: The following two locations contributed 75% of the total 16 incidents reported in the period January – March 2026

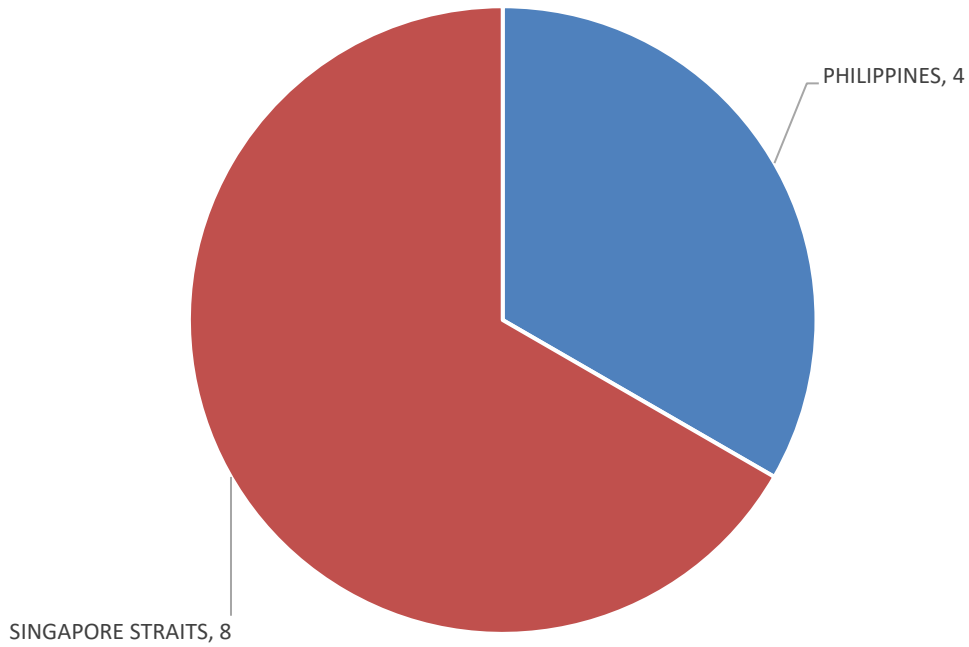


CHART B: Monthly comparison of incidents during January – March 2026

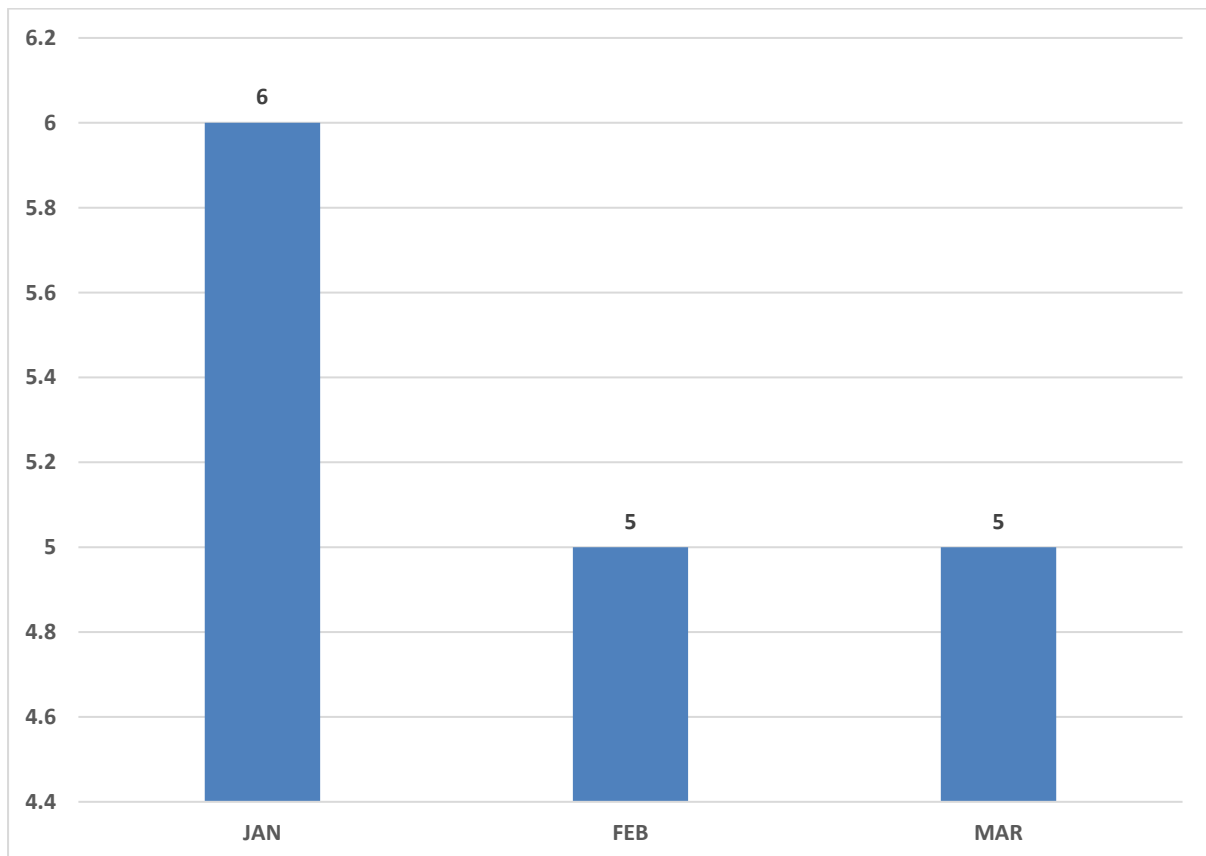


CHART C: Total incidents as per regions of the world January – March 2026

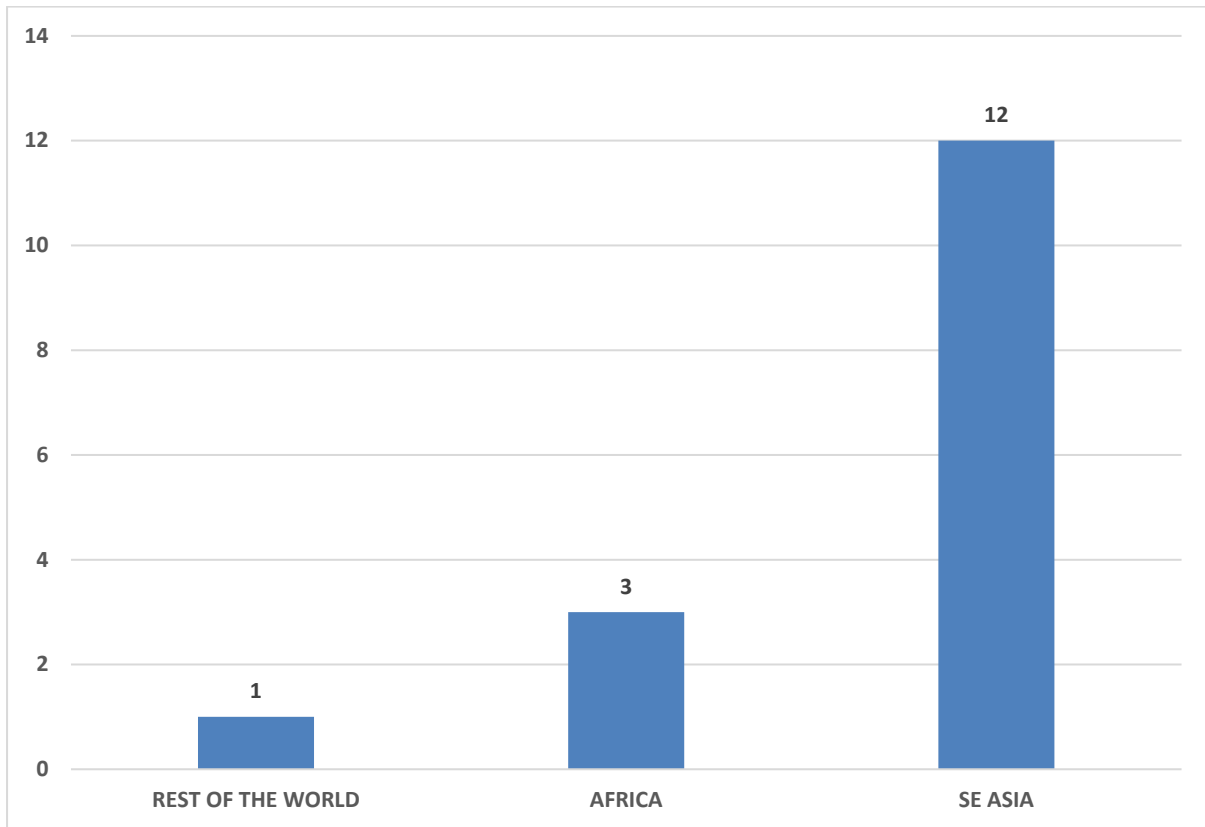


CHART D: Perpetrators successful in 94% of incidents January – March 2026

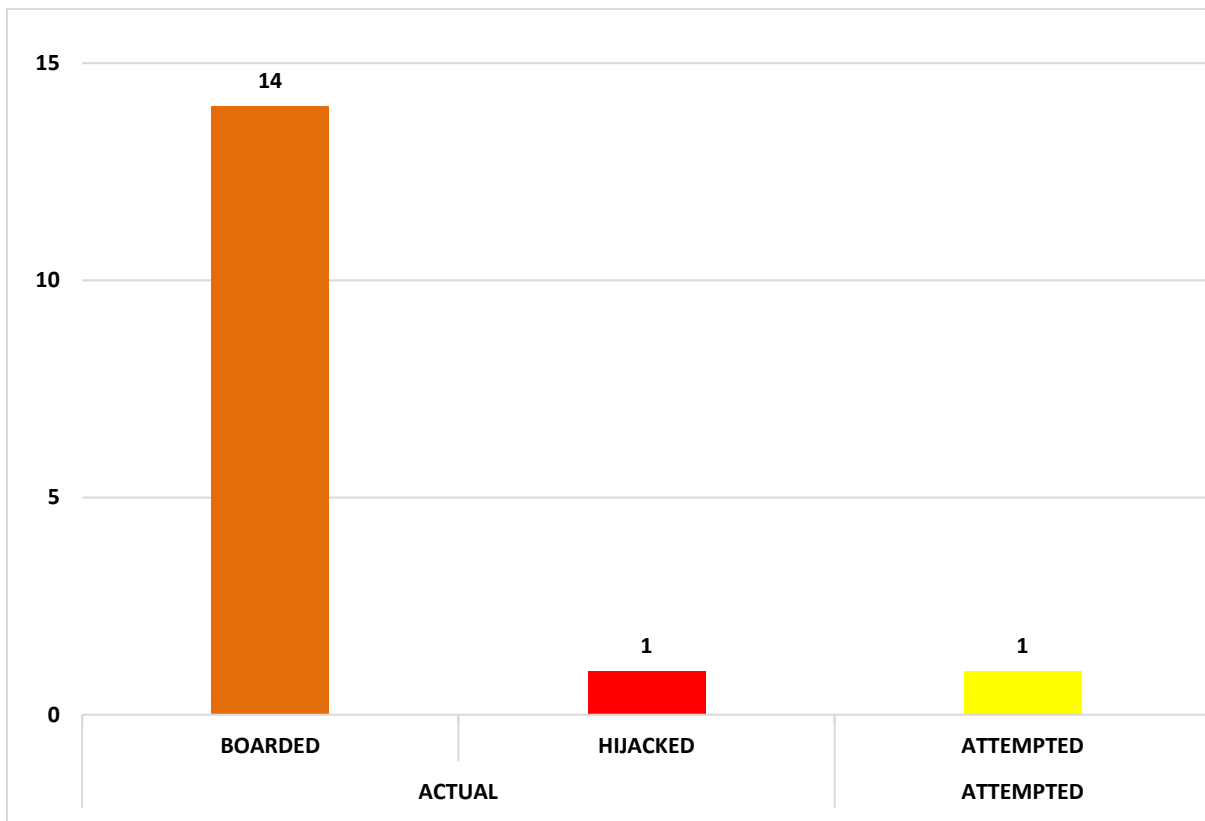


CHART E: Type of incident in relation to the status of vessel movement January – March 2026

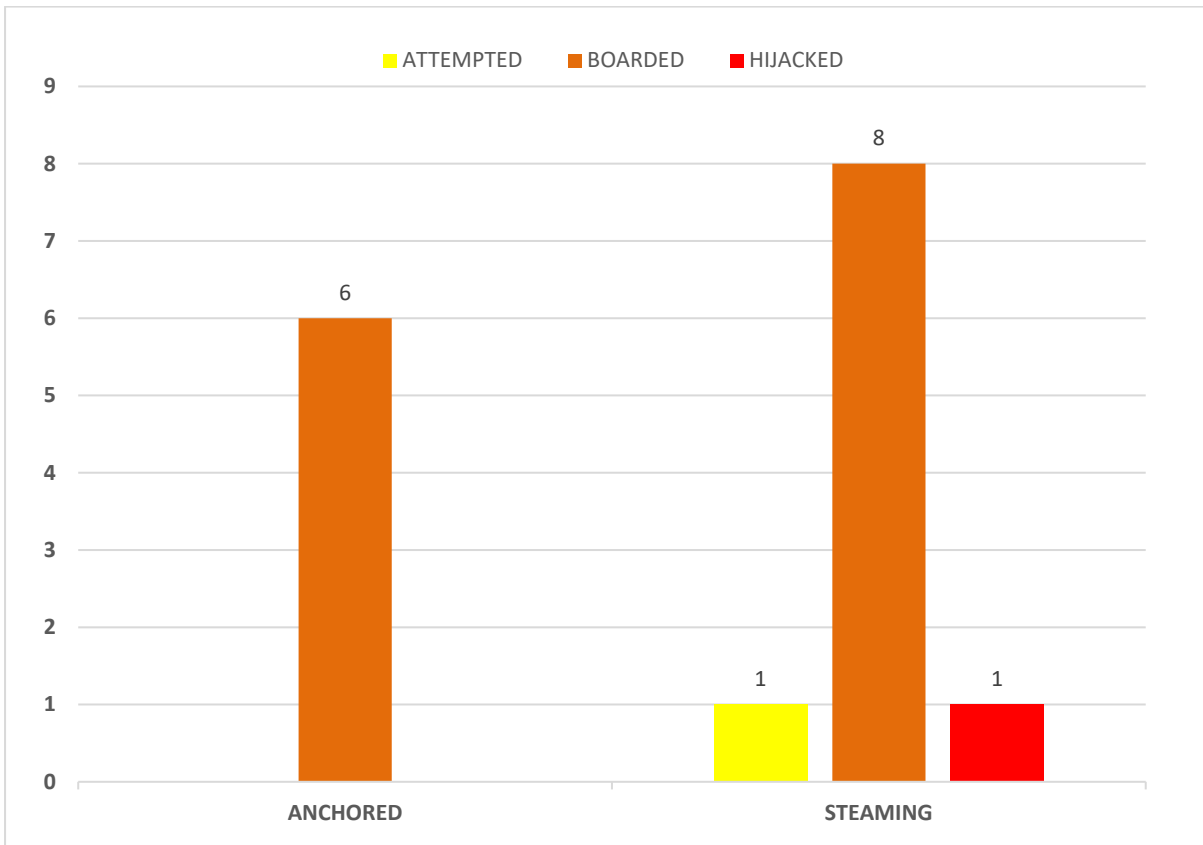
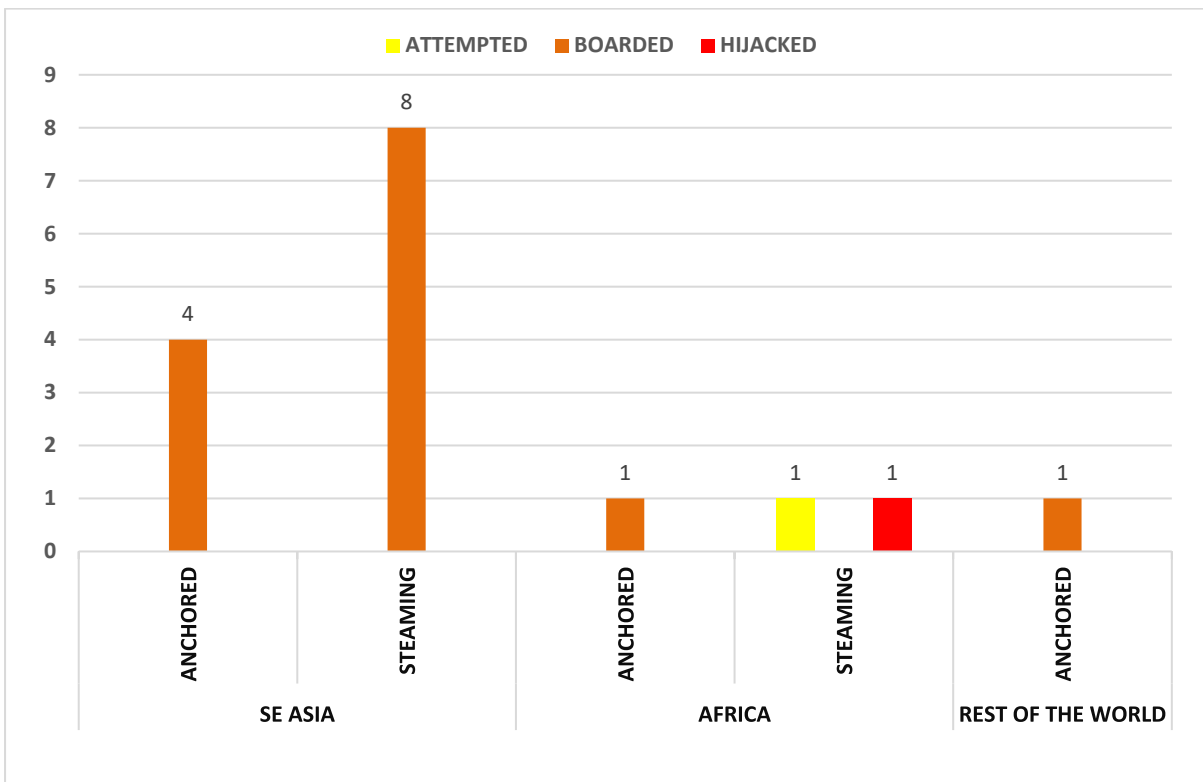


CHART F: Region specific type of incident in relation to the status of vessel movement January – March 2026



**CHART G: Region specific severity of incident in relation January – March 2026
(Severity level I, II, III – see page 4 for clarification)**

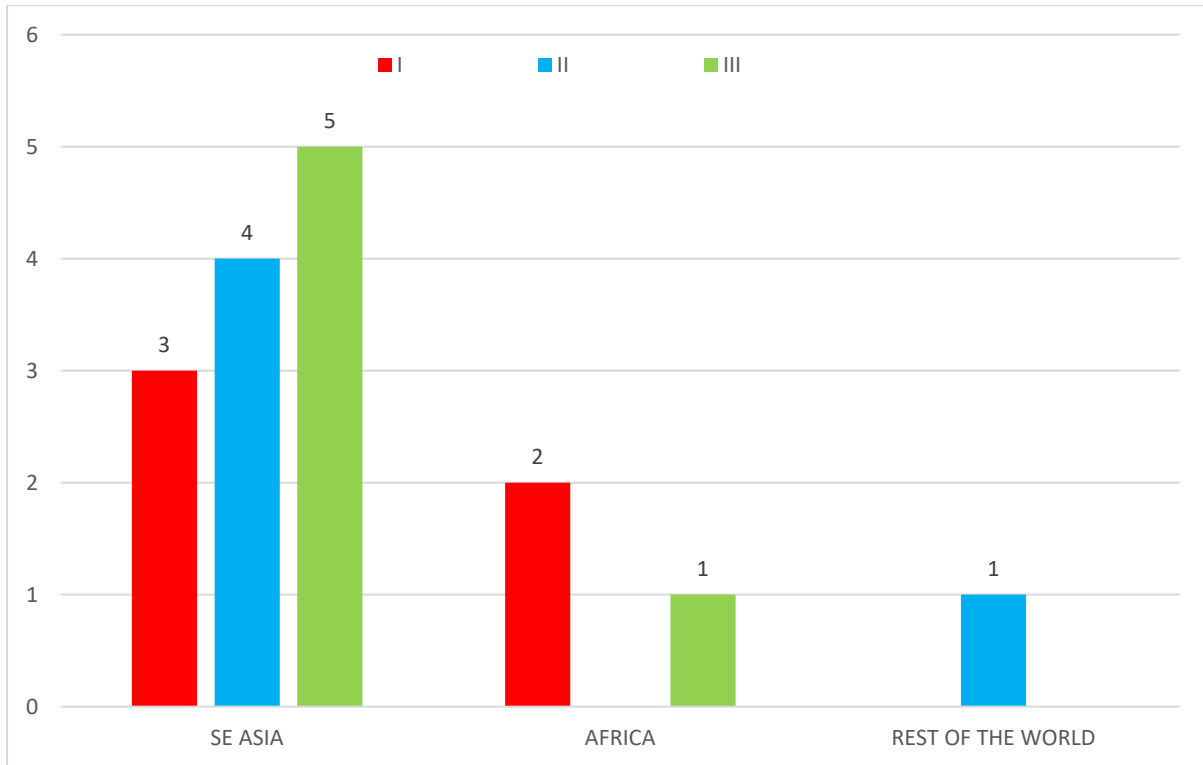


TABLE 2: ACTUAL and ATTEMPTED incidents by location, January – March 2026

Location	Actual		Attempted
	Boarded	Hijacked	Attempted
SE ASIA			
Philippines	4		
Singapore Straits	8		
AFRICA			
Ghana	1		
Somalia		1	1
Rest of the World			
PNG	1		
Sub total	14	1	1
Total	16		

TABLE 3: Ports / anchorages, with three or more reported incidents, January – March 2026

Country	Location	01.01.2026 to 31.03.2026
	NIL	

TABLE 4: Status of vessels during ACTUAL incidents, January – March 2026

Location	Anchored	Steaming
SE ASIA		
Philippines	4	
Singapore Straits		8
AFRICA		
Ghana	1	
Somalia		1

Rest of the World	PNG	1	
Sub total		6	9
Total			15

TABLE 5: Status of vessels during ATTEMPTED incidents, January – March 2026

Location		Steaming
AFRICA	Somalia	1
Sub total		1
Total		1

TABLE 6: Types of arms used during incidents, January - March 2022 – 2026

Types of Arms	2022	2023	2024	2025	2026
Guns	5	1	8	20	2
Knives	13	8	10	6	7
Not stated	18	18	14	17	7
Other weapons	1		1	2	
Sub total	37	27	33	45	16
Total at year end	115	120	116	137	

TABLE 7: Comparison of the type of incidents, January - March 2022 – 2026

Category	2022	2023	2024	2025	2026
Attempted	2	2	6	4	1
Boarded	34	24	24	37	14
Fired upon			1		
Hijack	1	1	2	4	1
Sub total	37	27	33	45	16
Total at year end	115	120	116	137	

TABLE 8: Types of violence to crew, January – March 2022 – 2026

Types of Violence	2022	2023	2024	2025	2026
Hostage	23	2	35	37	2
Injured				1	1
Kidnap/Ransom		6	9	13	
Killed					
Threatened	4	2	1	2	
Assaulted		1			
Sub total	27	11	45	53	3
Total at year end	55	102	151	137	

TABLE 9: Type of violence to crew by location, January – March 2026

Location	Hostage	Injured
SE ASIA Philippines	1	
Singapore Straits	1	1
Sub total	2	1
Total	3	

TABLE 10: Types of arms used by geographical location, January – March 2026

Locations	Guns	Knives	Not Stated
SE ASIA Philippines		1	3
Singapore Straits	1	5	2
AFRICA Ghana			1
Somalia	1		1
Rest of the World PNG		1	
Sub total	2	7	7
Total	16		

TABLE 11: Incidents as per type of vessels, January – March 2022 – 2026

Type	2022	2023	2024	2025	2026
Bulk Carrier	19	11	10	17	8
Container	2	3	3	6	3
Crew Boat	2				
Dhow				1	1
Fire Fighting Vessel			1		
General Cargo		1	3	3	
Heavy Load Carrier			1		
Ro-Ro Cargo Ship					1
Supply Ship	1		2	1	
Tanker Asphalt / Bitumen				1	
Tanker Chemical / Product	7	6	7	7	
Tanker Crude Oil	4	1	1	5	
Tanker LPG	1		2		1
Trawler / Fishing Vessel			2	3	
Tug / Offshore Tug		5	1	1	1
Vehicle Carrier	1				
Not Stated					1
Sub total	37	27	33	45	16
Total at year end	115	120	116	137	

CHART H: Incidents as per type of vessels, January – March 2026

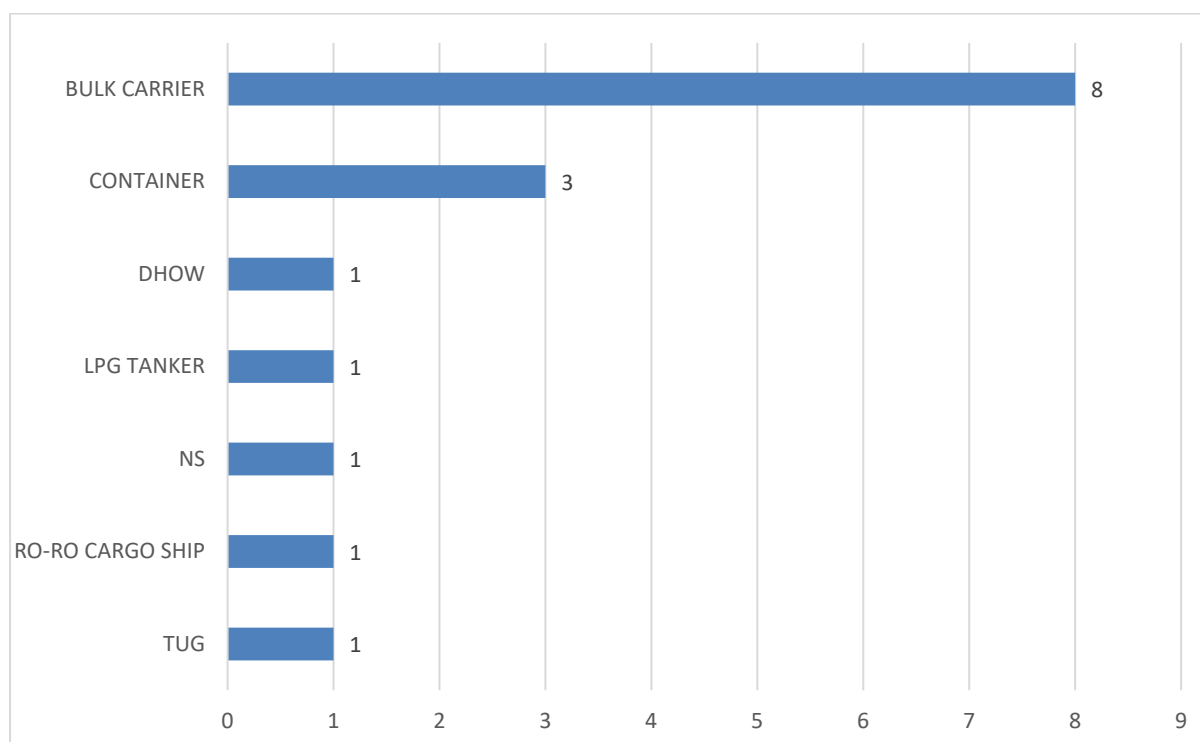


TABLE 12: Nationalities of vessels affected, January - March 2022 – 2026

Flag State	2022	2023	2024	2025	2026
Bahamas	1	1	1	1	
Bangladesh			2		
Barbados				1	
Cayman Islands	1	1			
China				1	
Curacao			1		
Cyprus	1	1	1		1
Denmark		1			
France	1		1		
Gambia				1	
Germany	1			1	
Ghana				1	
Greece		1		1	
Hong Kong (SAR)	1	1	1	1	1
India	1		1	1	
Iran					2
Isle of Man	1				
Japan		2			
Korea South			1		
Liberia	5	3	7	4	2
Malaysia		1		1	1
Malta	2	2		2	
Marshall Islands	8	4	3	5	2

Nigeria			1		
Norway				1	
Palau			1		1
Panama	9	2	6	8	2
Philippines					1
Portugal	1	1	2	3	1
Saudi Arabia				1	
Singapore	4	6	2	5	2
Sri Lanka			1	1	
St Kitts & Nevis				1	
Tuvalu			1		
Vanuatu				1	
Yemen				3	
Sub total	37	27	33	45	16
Total at year end	115	120	116	137	

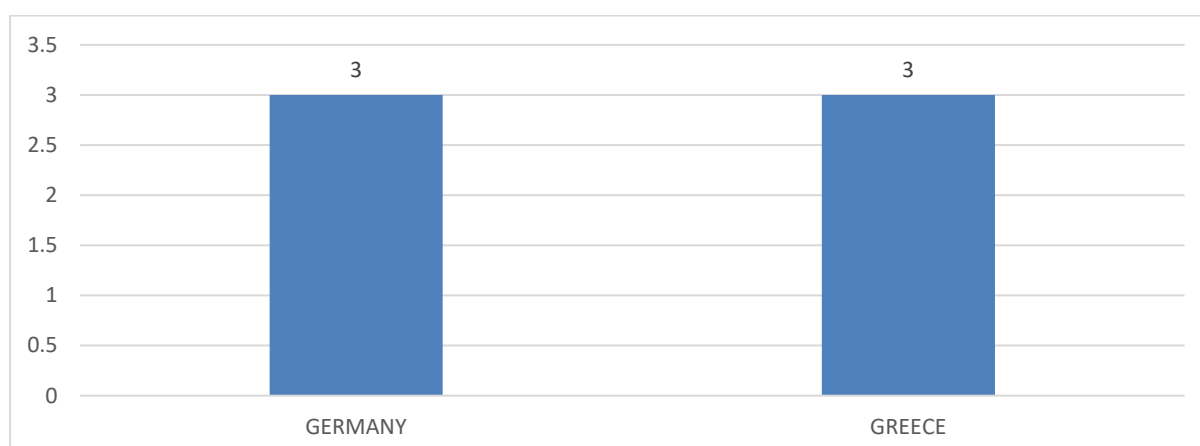
CHART I: Nationalities of vessels involved in three or more incidents, January – March 2026

NIL

TABLE 13: Vessels affected – managed or controlled from January – March 2026

Country	No of Ships
China	2
Cyprus	1
Germany	3
Greece	3
Hong Kong	1
Iran	2
Malaysia	1
Philippines	2
Singapore	1
Total	16

CHART J: Managing countries whose vessels involved in three or more incidents between January – March 2026



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

From 1 January to 31 March 2026, one vessel was hijacked and another was the target of an attempted attack in the waters off Somalia.

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

The IMB PRC cautions vessel owners and masters against complacency. Recent incidents demonstrate the continued capability and capacity of the Somali pirates to target vessels in and off Somalia. Past incidents recorded over 1000nm from the Somali coast.

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

The IMB PRC continues to monitor the situation in the region. Although the number of incidents has dropped to low levels, some hijackings of dhows and fishing boats may have gone unreported.

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 GMDSS Safety Net Service (Inmarsat C and Iridium) on incidents of piracy and armed robbery.

The IMB PRC is also aware of the non-piracy related targeting of vessels by Houthi militants in the Gulf of Aden / Red Sea / Bab El Mandeb waters particularly off Yemen using drones and missiles. The recent regional conflict between US/Israel – Iran in the Middle East particularly in the Persian Gulf - Straits of Hormuz and Gulf of Oman has had a direct impact on the safety to shipping with some merchant ships being targeted and hit by projectiles. GNSS/GPS/AIS interference has also been reported in these waters. All vessels are urged to register and report as per the latest edition of the BMP.

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 maximise 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.

The IMB thanks the IMP for their support and contribution to the safety of 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 the 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) / MSCIO / US Navy / French Alindien / NATO / UKMTO / Indian Navy / Iranian Navy / Malaysian Navy / Russian Navy / Chinese Navy / South Korean Navy / Japanese Maritime SDF/ Singapore Navy / Royal Thai Navy / and Yemeni Coast Guard and Navy, for assisting the many vessels that have been attacked by suspected Somali pirates, both in the Gulf of Aden, and off eastern / southern Somali coast, Indian Ocean, Arabian Sea and other areas. The positive actions by the navies, including pre-emptive and disruptive counter piracy tactics, 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 (past and present), 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. 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. This 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.

PIRACY AND ARMED ROBBERY PRONE AREAS AND WARNINGS

All vessels 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:

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

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

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: Most incidents are reported at anchorages and their approaches. The number of incidents in Bangladesh has decreased significantly in recent years due to the efforts of the authorities. Past and recent incidents reported at Chattogram/Chittagong anchorage. Maintain a strict watch. The IMB PRC is monitoring the situation.

Indonesia: Tanjung Priok / Jakarta / Belawan and surrounding waters. Pirates / robbers are normally armed with guns / knives and / or machetes. Generally, be vigilant in other areas in Indonesian waters. 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 during the night 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 curtailed.

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 considered 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 to 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 at night 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 as only one incident was reported in 2025 and none in the First Quarter 2026.

Malaysia: Past incidents reported at/off Bandar Penawar and off Tanjung Piai, Johor. 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 the actions by the Malaysian and Philippines Authorities. Last kidnapping incident was reported in January 2020. It was reported that several ASG militants had been captured / killed by the authorities. Although the incidents have stopped, the waters remain moderately risky.

Vessels are advised to continue to take precautionary measures and maintain anti-piracy watch and measures especially at night. 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 any potential incidents / targets / description of any 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 crew kidnappings. 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 had been captured / killed by the authorities. Although the incidents have stopped, the waters remain moderately risky.

Vessels are advised to continue to take precautionary measures and maintain anti-piracy watch and measures especially at night. 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 any potential incidents / targets / description of any militant boats issued on behalf of the Philippines and Malaysian Intel Agencies.

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

Singapore Straits: A General Warning was first 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 to date. It appears that 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 vessels while underway or while at anchor especially during the night. Robbers will abort and move away when the alarm is sounded, and the authorities notified. Therefore, a strict watch is necessary. Waters now considered highly risky as January to December 2025 incidents increased more than 3-fold compared to same period in 2024. In view of this sudden surge, the IMB – Indonesian Marine Police (IMP) commenced constructive and official meetings with senior personnel in IMP including with their patrol boat stationed in the Singapore Straits in mid-June 2025 until August 2025 to find ways to stop the menace. During this period, two gangs were detained, and several stolen items were recovered by the IMP. The IMB is monitoring the situation.

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 in these waters.

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 advised to adjust ETA for direct berthing or wait / drift / transit more than 300nm from the coast, if appropriate and agreed by all in venture. Past incidents reported up to 300nm from the coast.

Angola (Luanda): Previously incidents of robberies reported. Be vigilant and maintain watch.

Benin (Cotonou): In 2024, a fishing vessel captain was kidnapped at Cotonou anchorage. Previous incidents in the area involved crew kidnappings by well-armed and violent pirates / robbers. These pirates / robbers have robbed vessels and abducted crews for ransom. Tankers were also hijacked in the past, with part of their cargo, such as gas oil, stolen. While these incidents have ceased since 2022, vessels are still advised to remain vigilant and implement strict security measures.

Cameroon (Douala): Incidents dropped / none reported. However, stay alert due to past incidents such as vessels being fired upon while at anchor and crew members being kidnapped.

Equatorial Guinea: In 2024, there were two incidents off Bioko Island. One occurred approximately 28nm from the island, and the other around 45nm, resulting in the kidnapping of ship crew members. Additionally, two more incidents were reported about 80nm west of Bata, with one involving gunfire and the other a boarding. In 2025, two incidents reported at off Bata. One at around 40nm WNW of Bata, where the crew managed to escape by retreating into the citadel. The other incident was at around 52nm West of Bata, where the pirates managed to kidnap nine crew members.

Gabon (Port Gentil / Owendo anchorage): In 2024, one incident was reported at the anchorage. Previous crew kidnappings occurred over 70nm offshore.

Ghana (Takoradi): One incident reported in Q1 2026. Two incidents occurred in 2024 and three in 2025 at Takoradi anchorages, one at Accra and one at Off Anloga. Maintain strict watches.

Guinea (Conakry): One robbery incident reported in 2024, with previous incidents of robberies reported at anchorages.

Ivory Coast (Abidjan): Previously incidents reported at anchorage. Maintain watch.

Nigeria (Lagos / Apapa, Off Bayelsa / Brass / Bonny Island / Port Harcourt): Pirates / robbers in Nigerian waters are armed and violent and have been reported to kidnap crew. Incidents have occurred up to 300nm from shore. All waters off Nigeria are considered high-risk. Vessels should remain vigilant as some incidents may go unreported. Tankers have been hijacked in the past, with cargo theft, particularly of gas oil. Extra precautions are recommended for vessels operating in these dangerous waters.

Incidents in Nigeria have decreased significantly, but vessels are advised to remain vigilant while in these waters.

Togo (Lome): Incidents of robbery and kidnapping of crews in Togo have ceased since 2021. However, vessels are still advised to remain vigilant and implement strict security measures. In the past incidents have been reported at Togo anchorage, where tankers were hijacked and part of their cargo stolen.

The Congo: In 2025, one incident reported at Pointe Noire anchorage.

Sao Tome & Principe: Incidents involved vessel hijackings, and crew kidnappings. Three recent incidents in 2025 occurred where a ship was hijacked / boarded, and crew kidnapped. Vessels are advised to maintain strict anti-piracy watch and measures. Waters remain risky for fishing and merchant vessels.

Sierra Leone: (off Turtle Islands). There was one reported hijacking incident in the past.

EAST AFRICA / GOA / RED SEA

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: On 14 December 2023 the first successful hijacking of a merchant vessel by Somali pirates since 2017 was reported. In 2024 eight piracy incidents and hijackings reported off Somalia / Gulf of Aden. In 2025, two fishing vessels and a dhow were hijacked. In the First Quarter 2026, one dhow was reported hijacked and another vessel was the target of an attempted boarding in the waters off Somalia.

The recent successful incidents demonstrate the continued capabilities of these criminals. Vessels are advised to be vigilant, maintain strict anti-piracy watch and 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 GMDSS Safety Net Service.

In the past, Somali pirates have conducted their acts in 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. 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.

Generally, Somali pirates tend to be well armed with automatic weapons and RPGs. They sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows. Masters and ship owners are encouraged to register their vessel and report as per the latest BMP procedures, ensure their vessel is hardened prior to entering these waters and 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 / Southern Red Sea / Bab El Mandeb: There is a heightened security risk to vessels transiting these waters. Vessels are being approached by skiffs and hailed via VHF, allegedly by Yemeni naval forces, to alter course into Yemeni waters. Masters are encouraged to be cautious, ignore these calls and immediately report any such activities to Coalition warships on VHF Ch 16.

Not piracy related: Ships transiting Gulf of Aden, Southern Red Sea and Bab El Mandeb are also advised to be vigilant and take precautionary measures as in the recent past, vessels have been targeted by missiles and unmanned aerial/seaborne vehicles. Although recently no incidents were reported, the conditions and situation may change very quickly due to current political situation. With the current tensions between US/Israel and Iran, the Houthis in Yemen may resume targeting ships in the Red Sea/Gulf of Aden. Currently, ships experienced high levels of electronic interference particularly affecting GNSS/GPS/AIS systems. All vessels are urged to register and report as per the latest edition of the BMP.

Vessels transiting Persian Gulf / Straits of Hormuz / Gulf of Oman / Off Iran – recent incidents are **not piracy related**.

The recent regional tension/conflict between US/Israel – Iran in the Middle East has caused tremendous stressed, major issues and safety to shipping where some merchant ships were targeted and hit by projectiles. GNSS/GPS/AIS interference was also reported in these waters. All vessels are urged to register and report as per the latest edition of the BMP.

SOUTH AND CENTRAL AMERICA AND CARIBBEAN WATERS

Brazil (Macapa): Incidents have dropped and recently appears stopped. However, ships are advised to continue to stay vigilant.

Colombia (Cartagena): 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 but one incident – abduction of crew reported in 2025. 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): Despite no reported incidents, waters remain risky. Maintain vigilant watch and employ anti-piracy measures.

Venezuela (Puerto La Cruz / Puerto Jose / Guanta): Although incidents have stopped, 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. In the past, 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

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

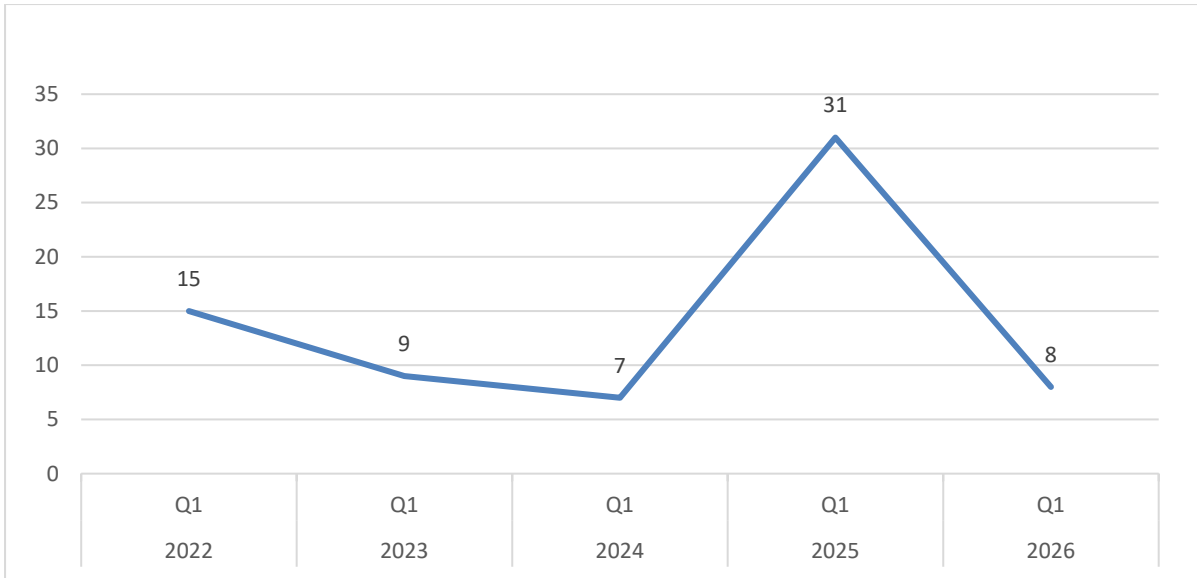


CHART L: West Africa – Gulf of Guinea – Total number of reported incidents

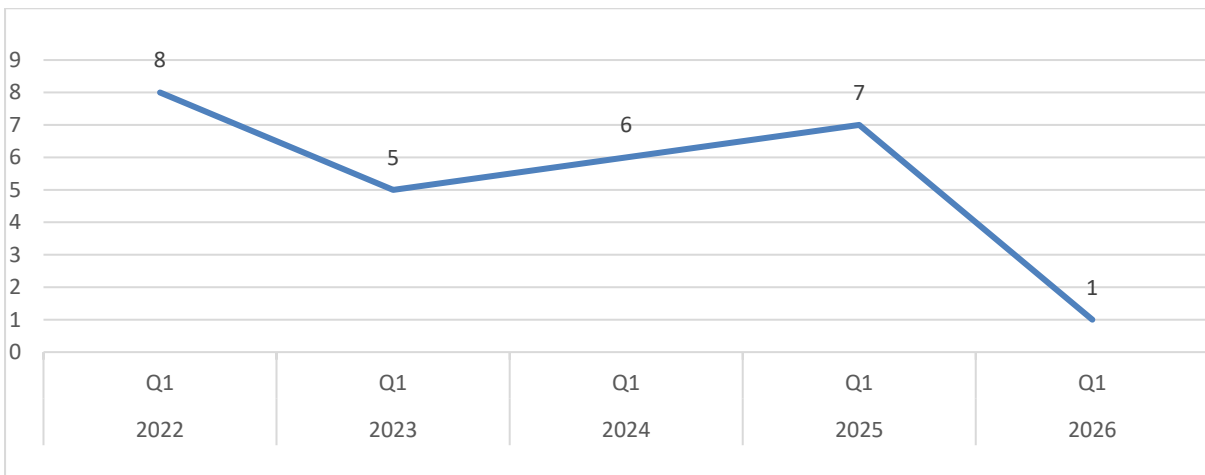
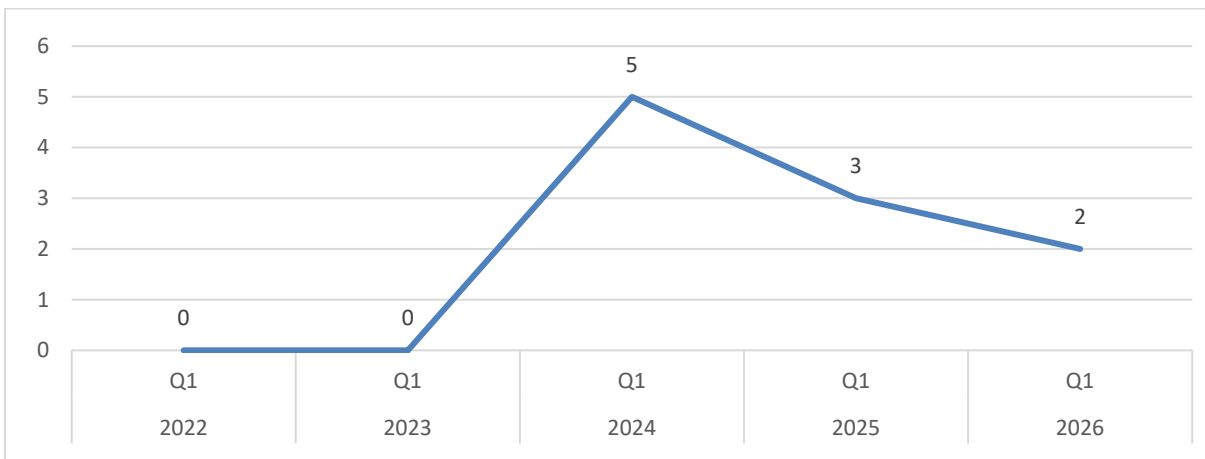


CHART M: East Africa – Waters off Somalia – Total number of reported incidents



TRENDS

Sixteen incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre (PRC) in the first three months of 2026 – compared with 45 in Q1 2025 and 33 in Q1 2024.

The figures are broken down as 14 vessels boarded, one vessel hijacked and one attempted. These remain the lowest reported Q1 figures since 1991.

Two crew were taken hostage and one injured in the reported incidents.

Somali pirates continue to test the waters. Two incidents were reported, one on 26 February 2026, and the second on 25 March 2026. In the first incident the defensive measures implemented by the vessel resulted in the suspected pirates aborting. It has been reported that one pirate was killed and two injured. In the second incident the pirates were successful in hijacking a dhow, which could be used as mother ship. On 25 March 2026, an Iranian flagged Dhow, Al Waseemi 786 was boarded and hijacked by pirates while underway around 400 nm, East of Mogadishu, Somalia at approximately 0834 UTC. The pirates may use the hijacked vessel as a mothership.

The IMB continues to caution Masters transiting these waters and encourages strict adherence with the latest version of the Industry Best Management Practice (BMP) in terms of reporting and layered defensive measures.

There is welcomed relief in the number of reported incidents within the Gulf of Guinea waters, with one low level theft reported at Takoradi anchorage. While the reduction in overall number of incidents in the Gulf of Guinea is welcomed, the IMB continues to encourage caution and calls on the littoral states to continue with their efforts to ensure the safety of crew and wellbeing of trade in the waters.

There has been a sharp decline in the number of reported incidents in the Singapore Straits. Q1 2026 saw eight reported incidents compared to 31 in Q1 2025, seven in Q1 2024 and nine in Q1 2023. Whilst most incidents are considered as low-level opportunistic crimes, weapons were reported in six incidents. In two separate incidents, one crew each was taken hostage and injured. All vessels targeted were successfully boarded including two bulk carriers over 150,000 DWT.

Two incidents at Manila anchorage and two at Bauan anchorage, within Batangas Bay, Philippines have been reported. This is seen as an increase compared to nil reported for this period in 2025 and one incident each for the same period in 2024 and 2023. One crew was taken hostage in these incidents.

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, but it also 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 16 attacks for 01 January to 31 March 2026 are listed on pages 25 to 28. The following serious incidents, in chronological sequence are described in more detail.

Somalia:

On 26 February 2026, an Iranian flagged vessel while steaming was approached by suspected pirates at position Latitude: 08:27 North and Longitude: 050:34 East, around 15.5 nm ESE of Garmaal, Somalia at approximately 1833 UTC. Suspected pirates in two skiffs approached and attempted to board the vessel. The vessel implemented defensive measures, resulting in the skiffs aborting the attempted boarding. It was reported that one suspected pirate was killed and two others injured during the incident. No further information is available.

On 25 March 2026, an Iranian flagged Dhow, Al Waseemi 786 was boarded and hijacked by pirates while underway around 400 nm, East of Mogadishu, Somalia at approximately 0834 UTC. The pirates may use the hijacked vessel as a mothership.