



**ICC INTERNATIONAL MARITIME BUREAU**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS**

**REPORT FOR THE PERIOD**

**1 January – 30 June 2020**

**WARNING**

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July 2020

## INTRODUCTION

The International Maritime Bureau (IMB) is a specialised division of the International Chamber of Commerce (ICC). The IMB is a non-profit making organisation, established in 1981 to act as a focal point in the fight against all types of maritime crime and malpractice. The International Maritime Organization (IMO) in its resolution A 504 (XII) (5) and (9) adopted on 20 November 1981, has *inter alia*, urged governments, all interests and 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 (IMB PRC) in October 1992 in Kuala Lumpur, Malaysia.

### **The key advantages and services of the PRC are:**

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

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

This report is an analysis of incidents of piracy and armed robbery incidents reported by ships to the PRC from 1 January to 30 June 2020. As of 30 June 2020, 98 incidents have been reported to the PRC.

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

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

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

**ICC International Maritime Bureau**  
**PO Box 12559, 50782 Kuala Lumpur, Malaysia**  
**Tel ++ 60 3 2078 5763 Fax ++ 60 3 2078 5769**  
**E-mail: [piracy@icc-ccs.org](mailto:piracy@icc-ccs.org) / [imbkl@icc-ccs.org](mailto: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 26<sup>th</sup> Assembly session as Resolution A.1025 (26) “Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships”.

### **Article 101 of UNCLOS defines Piracy as:**

*Definition of Piracy consists of any of the following acts:*

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

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

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

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

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

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

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

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

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

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

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

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

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

## **ACKNOWLEDGMENTS**

### **FUNDING**

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

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

The PRC is additionally non-financially supported by:

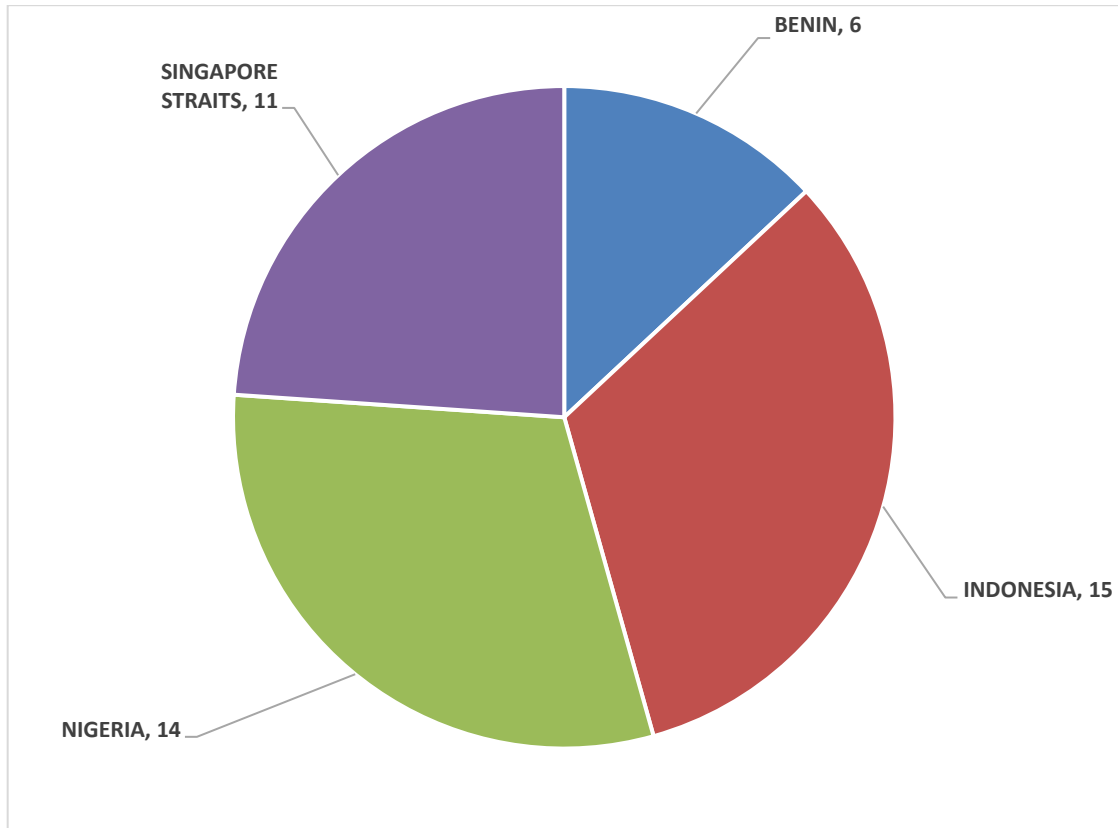
- ExactEarth ([www.exactearth.com](http://www.exactearth.com))
- Vesseltracker ([www.vesseltracker.com](http://www.vesseltracker.com))

**TABLE 1: Locations of ACTUAL and ATTEMPTED incidents January - June 2016 – 2020**

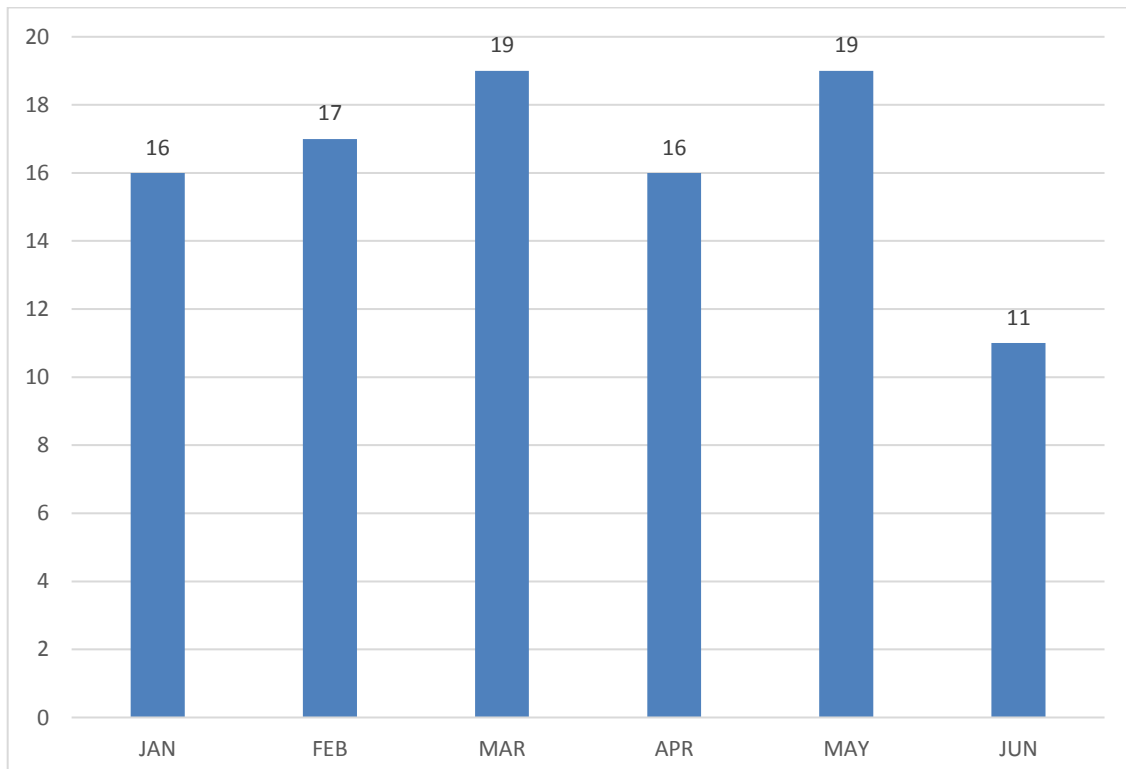
	<b>Location</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	
<b>SE ASIA</b>	Indonesia	24	19	25	11	15	
	Malaysia	4	3	2	3	2	
	Philippines	3	13	3	3	4	
	Singapore Straits		1			11	
	Thailand					1	
<b>EAST</b>	China	5	1	2	3		
<b>ASIA</b>	Vietnam	3		2		2	
<b>INDIAN</b>	Bangladesh	2	5	7		2	
<b>SUB CONT</b>	India	13	1	2	2	5	
<b>AMERICAS</b>	Brazil			2	2	2	
	Colombia	2	2		3	1	
	Dominican Republic				1		
	Ecuador		1	1	2	3	
	Guyana	1	1				
	Haiti			3		3	
	Mexico					4	
	Panama				1		
	Peru	4	2	3	4	4	
	Venezuela	2	6	7	6		
	<b>AFRICA</b>	Angola	1	1			4
		Benin			5	1	6
		Cameroon			2	1	
		Democratic Rep. of Congo	2		1	1	
		Equatorial Guinea				2	2
Gabon						2	
Ghana				5	3	1	
Guinea				1	1	1	
Gulf of Aden*		1	2	1			
Ivory Coast		1	1		1	2	
Kenya		2	1				
Liberia					1		
Morocco					1		
Mozambique			1		1	3	
Nigeria		24	13	31	21	14	
Red Sea*			1				
Sao Tome and Principe						1	
Sierra Leone			4				
Somalia			4	1			
South Africa		1					
The Congo	1	1			1		
Togo	1		1	3	1		
<b>REST</b>	Iran		1				
<b>OF</b>	Iraq					1	
<b>WORLD</b>	Oman		1				
	Yemen	1	1				
<b>Subtotal for six months</b>		<b>98</b>	<b>87</b>	<b>107</b>	<b>78</b>	<b>98</b>	
<b>Total at year end</b>		<b>191</b>	<b>180</b>	<b>201</b>	<b>161</b>		

All incidents with \* above are attributed to Somali pirates

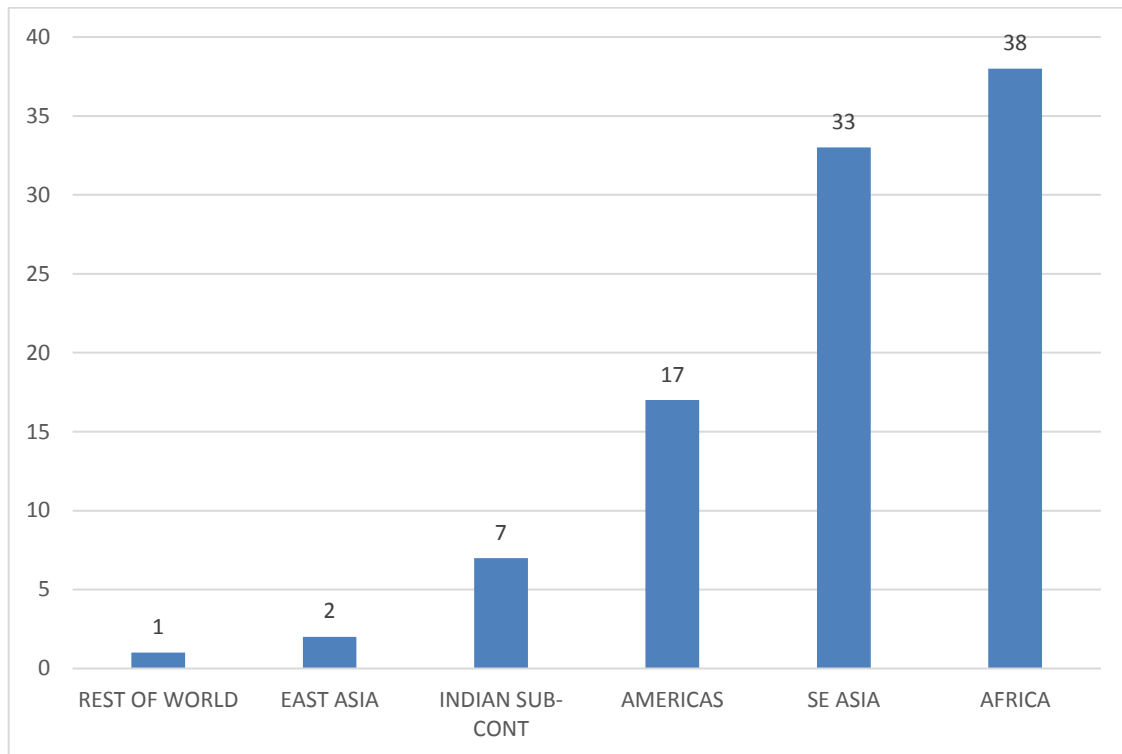
**CHART A: The following four locations contributed to 47% of the total of 98 incidents reported in the period January – June 2020**



**CHART B: Monthly comparison of incidents during January – June 2020**



**CHART C: Total incidents as per regions of the world January – June 2020**



**TABLE 2: ACTUAL and ATTEMPTED incidents by location, January – June 2020**

Location	Actual incidents		Attempted incidents	
	Boarded	Hijacked	Attempted	Fired Upon
<b>SE ASIA</b>				
Indonesia	15			
Malaysia	2			
Philippines	4			
Singapore Straits	11			
Thailand	1			
<b>EAST ASIA</b>				
Vietnam	2			
<b>INDIAN</b>				
Bangladesh	2			
<b>SUB-CONT</b>				
India	5			
<b>AMERICAS</b>				
Brazil	2			
Colombia	1			
Ecuador	2			1
Haiti	3			
Mexico	3			1
Peru	2		2	
<b>AFRICA</b>				
Angola	2		2	
Benin	5		1	
Equatorial Guinea	2			
Gabon	2			
Ghana	1			
Guinea	1			
Ivory Coast	1	1		
Mozambique	3			



Nigeria	6		4	4
Sao Tome and Principe	1			
The Congo	1			
Togo			1	
<b>REST OF WORLD</b> Iraq	1			
<b>Sub total</b>	<b>81</b>	<b>1</b>	<b>10</b>	<b>6</b>
<b>Total</b>	<b>98</b>			

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

Country	Location	01.01.2020 to 30.06.2020
Angola	Luanda	3
Benin	Cotonou	6
Indonesia	Belawan	3
Indonesia	Muara Berau	3
Mexico	Puerto Dos Bocas	3
Mozambique	Nacala	3
Nigeria	Lagos	5
Peru	Callao	4
Singapore Straits	Singapore Straits	11

**TABLE 4: Status of ships during ACTUAL incidents, January – June 2020**

Location	Anchored	Berthed	Steaming
<b>SE ASIA</b> Indonesia	14	1	
Malaysia	2		
Philippines	3	1	
Singapore Straits			11
Thailand	1		
<b>EAST ASIA</b> Vietnam	2		
<b>INDIAN</b> Bangladesh	1	1	
<b>SUB-CONT</b> India	3		2
<b>AMERICAS</b> Brazil	2		
Colombia	1		
Ecuador			2
Haiti	2	1	
Mexico	1		2
Peru	2		
<b>AFRICA</b> Angola	2		
Benin	1		4
Equatorial Guinea	1		1
Gabon			2
Ghana	1		
Guinea	1		
Ivory Coast	1		1
Mozambique	3		
Nigeria	3	1	2
Sao Tome and Principe			1
The Congo	1		

<b>REST OF WORLD</b>	Iraq		1	
<b>Sub total</b>		<b>48</b>	<b>6</b>	<b>28</b>
<b>Total</b>			<b>82</b>	

**TABLE 5: Status of ships during ATTEMPTED incidents, January – June 2020**

<b>Location</b>		<b>Anchored</b>	<b>Steaming</b>
<b>AMERICAS</b>	Ecuador		1
	Mexico		1
	Peru	2	
<b>AFRICA</b>	Angola	1	1
	Benin		1
	Nigeria	2	6
	Togo		1
<b>Sub total</b>		<b>5</b>	<b>11</b>
<b>Total</b>			<b>16</b>

**TABLE 6: Types of arms used during incidents, January - June 2016 – 2020**

<b>Type of Arms</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Guns	31	29	29	25	30
Knives	15	23	17	10	23
Other weapons	2	2	2	3	3
Not stated	50	33	59	40	42
<b>Sub total</b>	<b>98</b>	<b>87</b>	<b>107</b>	<b>78</b>	<b>98</b>
<b>Total at year end</b>	<b>191</b>	<b>180</b>	<b>201</b>	<b>161</b>	

**TABLE 7: Comparison of the type of incidents, January - June 2016 – 2020**

<b>Type of Attack</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Attempted	12	8	23	9	10
Boarded	72	63	69	57	81
Fired upon	9	12	11	9	6
Hijack	5	4	4	3	1
<b>Sub total</b>	<b>98</b>	<b>87</b>	<b>107</b>	<b>78</b>	<b>98</b>
<b>Total at year end</b>	<b>191</b>	<b>180</b>	<b>201</b>	<b>161</b>	

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

<b>Type of Violence</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Hostage	64	63	102	38	23
Kidnapped	44	41	25	37	54
Threatened	3	4	6	4	5
Assaulted	3			1	5
Injured	4	3	3	2	6
Killed		2		1	
<b>Sub total</b>	<b>118</b>	<b>113</b>	<b>136</b>	<b>83</b>	<b>93</b>
<b>Total at year end</b>	<b>236</b>	<b>191</b>	<b>241</b>	<b>210</b>	

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

Location	Hostage	Kidnap	Threatened	Injured	Assaulted
<b>SE ASIA</b> Indonesia			2		
Malaysia		5			
Singapore Straits	1		2	1	
<b>AMERICAS</b> Brazil	1		1		
Ecuador	2				
Mexico				1	
Peru	1			2	
<b>AFRICA</b> Benin		24			
Equatorial Guinea		5		2	
Gabon		10			
Guinea					5
Ivory Coast	18				
Nigeria		10			
<b>Sub total</b>	<b>23</b>	<b>54</b>	<b>5</b>	<b>6</b>	<b>5</b>
<b>Total</b>	<b>93</b>				

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

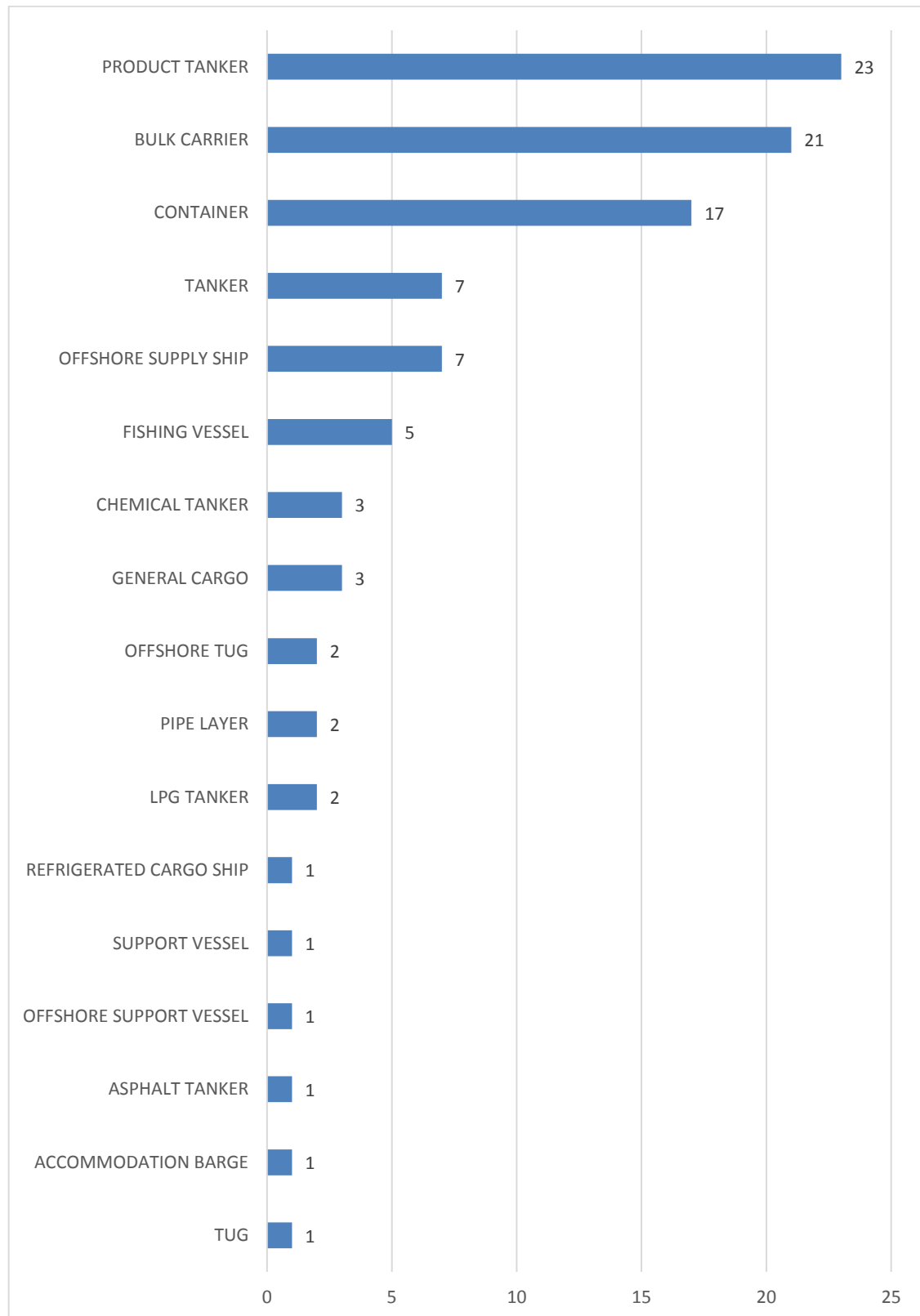
Locations	Guns	Knives	Other Weapons	Not Stated
<b>S E ASIA</b> Indonesia		6	1	8
Malaysia	1			1
Philippines		2		2
Singapore Straits		7	1	3
Thailand				1
<b>EAST ASIA</b> Vietnam				2
<b>INDIAN</b> Bangladesh		1	1	
<b>SUB-CONT</b> India				5
<b>AMERICAS</b> Brazil		1		1
Colombia		1		
Ecuador	3			
Haiti	1	2		
Mexico	4			
Peru		1		3
<b>AFRICA</b> Angola	1			3
Benin	5			1
Equatorial Guinea	2			
Gabon	2			
Ghana				1
Guinea	1			
Ivory Coast	1			1
Mozambique		2		1
Nigeria	7			7
Sao Tome and Principe	1			
The Congo				1

Togo	1			
<b>REST OF WORLD</b>				
Iraq				1
<b>Sub total</b>	<b>30</b>	<b>23</b>	<b>3</b>	<b>42</b>
<b>Total</b>	<b>98</b>			

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

Type	2016	2017	2018	2019	2020
Accommodation Barge					1
Bulk Carrier	20	18	39	20	21
Cement Carrier		1			
Container	8	7	6	9	17
Dhow		2			
Dredger	1				
General Cargo	3	7	6	3	3
Heavy Lift Vessel	1		1		
Heavy Load Carrier				1	
Landing Craft				1	
Offshore Support Vsl	1	1	2	1	2
Ore Carrier	1		1		
Pipe Layer / Barge	1				2
Pleasure Craft				1	
Refrigerated		1	3		1
Research Ship	2	2			
RORO			1		
Sailing Vessel				1	
Supply Vessel	2	5	2	1	7
Tanker Asphalt/Bitumen		1	1		1
Tanker Bunkering		1			
Tanker Chemical / Product	35	26	30	22	26
Tanker Crude Oil	7	5	9	12	7
Tanker LNG	1	2		1	
Tanker LPG	5	4		1	2
Trawler / Fishing		1	3	1	5
Tug / Offshore Tug	8	3	3	2	3
Vehicle Carrier	2			1	
<b>Sub total</b>	<b>98</b>	<b>87</b>	<b>107</b>	<b>78</b>	<b>98</b>
<b>Total at year end</b>	<b>191</b>	<b>180</b>	<b>201</b>	<b>161</b>	

**CHART D: Type of vessels attacked January – June 2020**

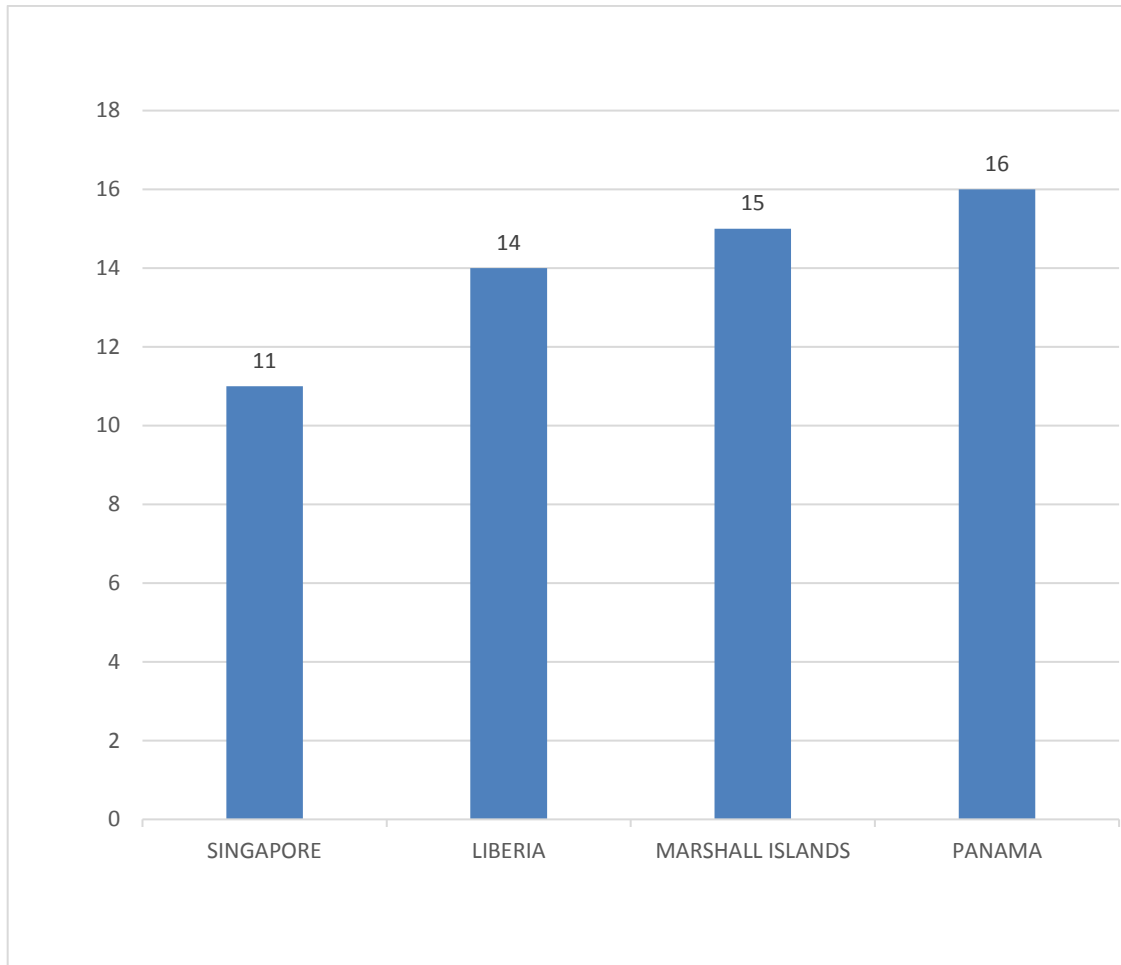


**TABLE 12: Nationalities of ships attacked, January - June 2016 – 2020**

<b>Flag State</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Antigua & Barbuda		2	2	1	
Austria				1	
Bahamas	2	4	5	3	1
Barbados			1	1	
Belize	1				
Bermuda		1		1	1
Cayman Island				1	1
Chile			1		
China			2	2	1
Comoros					2
Cook Islands	1		1		
Croatia	1				
Cyprus	2	1	3	1	2
Denmark	1				3
Ethiopia	1				
France				1	
Gabon					1
Germany				1	2
Ghana			1		1
Gibraltar					2
Greece	1	1		1	2
Hong Kong (SAR)	3	6	5	4	3
India	1	2	1		2
Indonesia	2	1	1		2
Isle of Man	1	1	1	2	1
Italy			1		1
Japan	1				
Liberia	12	7	13	14	14
Luxemburg	1		2		
Madeira	1				
Malaysia	3	2		1	1
Malta	2	5	5	5	3
Marshall Islands	22	16	22	12	15
Mongolia			1		
Netherlands	2		2	1	1
Nigeria	3	1	1	3	
Niue				1	
Norway	1	3	1		
Palau				1	1
Panama	20	13	15	6	16
Philippines		2	1		1
Portugal				1	3
Saudi Arabia	1	1			2
Senegal					1
Sierra Leone		1			
Singapore	10	8	19	10	11
Spain		1			
Sri Lanka		1			
St Vincent & Grenadines					1
Switzerland				1	
Thailand		1			

Togo				1	
Turkey	1				
Tuvalu		1			
United Kingdom	1	1			
Vanuatu				1	
Vietnam		3			
Not Stated		1			
<b>Sub total</b>	<b>98</b>	<b>87</b>	<b>107</b>	<b>78</b>	<b>98</b>
<b>Total at year end</b>	<b>191</b>	<b>180</b>	<b>201</b>	<b>161</b>	

**CHART E: Flag States whose ships have been attacked six or more times from January – June 2020**

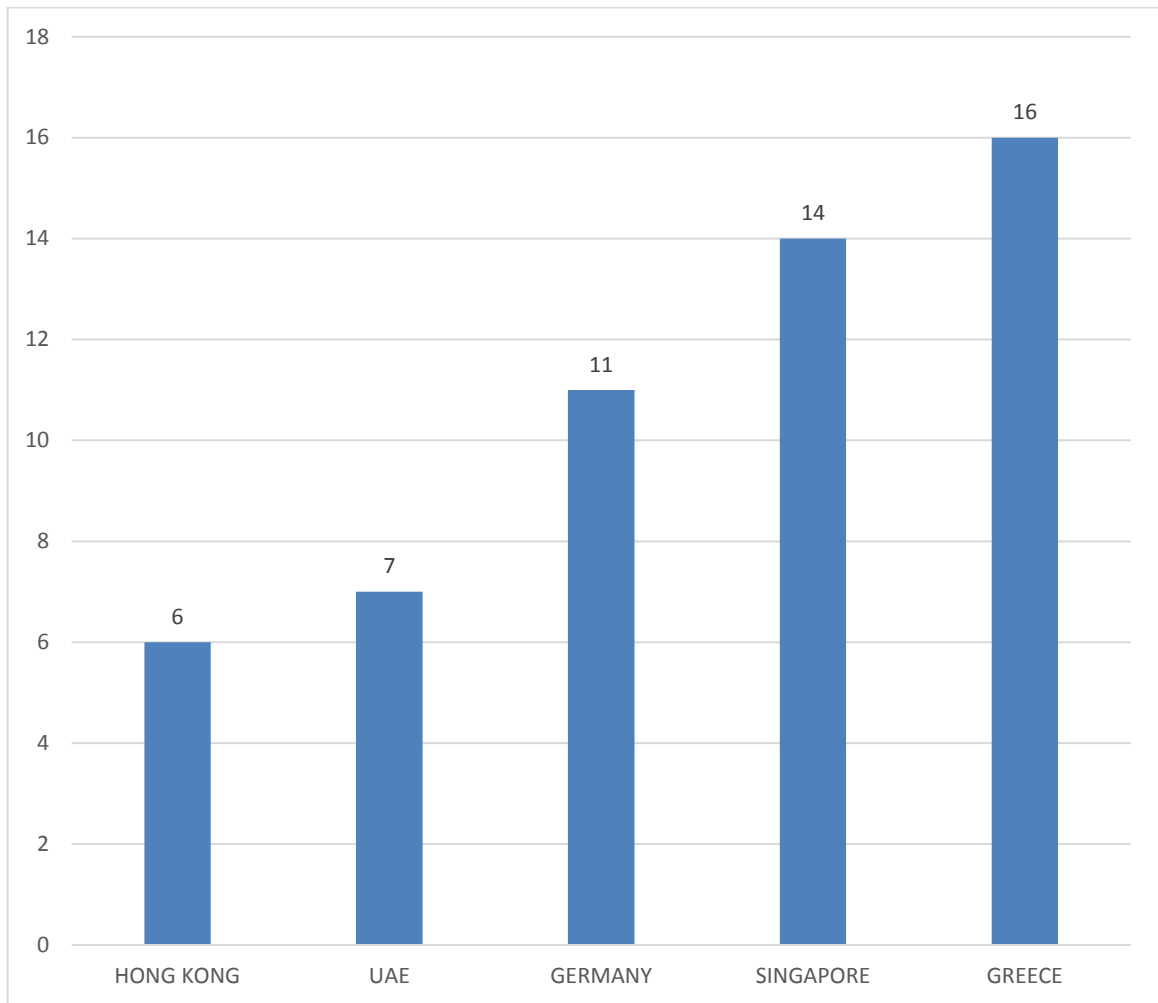


**TABLE 13: Countries where victim ships controlled / managed, January – June 2020**

<b>Country</b>	<b>No of Ships</b>
China	1
Cyprus	3
Denmark	4
Equatorial Guinea	1
Gabon	1
Germany	11
Ghana	1
Greece	16
Hong Kong	6
India	4
Indonesia	2
Italy	1
Ivory Coast	1
Japan	3
Malaysia	3
Marshall Islands	1
Mauritius	1
Monaco	2
Netherlands	2
Norway	2
Panama	1
Philippines	2
Poland	1
Senegal	1
Singapore	14
Switzerland	1
Taiwan	1
Turkey	3
UAE	7
United Kingdom	1
<b>Total</b>	<b>98</b>



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



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

**From 1 January to 30 June 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 information sharing, actions and cooperation between the Indonesian Marine Police (IMP) and the IMB PRC has resulted in an overall decrease in the number of incidents in the 10 safe designated areas as reported by ships. Actions by the IMP has resulted in a sharp decline in attacks on ships in this area. The IMB PRC is monitoring the situation and liaising closely with the IMP.**

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

**Ships are advised to cooperate by maintaining strict anti-piracy and robbery watches and report all attacks and suspicious sightings to the local Authorities / IMP and 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 strong and vital cooperation from the Philippine and Malaysian Intel that 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 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 Authorities / Navies and international navies especially the Spanish and Portuguese Navies in the Gulf of Guinea. A special thanks to the Nigerian Authorities, particularly the Nigerian Navy who have continued to provide prompt information, actions and valuable cooperation between Agencies. The IMB PRC looks forward to the continued cooperation from the West African Authorities/Navies and international navies in the area.

## **PIRACY AND ARMED ROBBERY PRONE AREAS AND WARNINGS**

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

**The IMB Piracy Reporting Centre can be contacted on:**

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

**E-mail: [piracy@icc-ccs.org](mailto:piracy@icc-ccs.org) / [imbkl@icc-ccs.org](mailto:imbkl@icc-ccs.org)**

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

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

### **SOUTH EAST ASIA AND INDIAN SUBCONTINENT**

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

**Indonesia:** Belawan, Taboneo 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. In January 2020, the IMP advised that this successful cooperation will continue until further notice.

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

**Malacca Straits:** Although the number of incidents has dropped substantially (2016, 2017, 2018 and 2019 recorded zero incidents) due to the increased and aggressive patrols by the littoral states' authorities since July 2005, ships are advised to continue maintaining strict anti-piracy /

robbery watches when transiting the Straits. Currently, there are no indications as to how long these patrols will continue or reduce. In some cases, incidents may have gone unreported. Situation currently remains stable.

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

In/off Eastern Sabah – Militant activities resulting in a number of tugs / barges / fishing vessels being attacked and crews kidnapped. There were two kidnapping incidents in 2018 and two in 2019 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 where small vessels like 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 and 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. Eleven incidents were reported Q2 2020. Incidents may have gone unreported or reported elsewhere distorting the true risk in these waters. It appears one or more groups are targeting passing ships including tugs/barges. Authorities notified. 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. In most cases, pirates / robbers will abort the attack once spotted, alarm sounded and Authorities notified.

**South China Sea:** Although incidents have stopped in the vicinity off Tioman / off Pulau Aur / off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to 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: Three incidents / 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 thirty-five crews were kidnapped. Up to June 2020, six vessels were attacked and a number of crews were kidnapped. Many more incidents may have gone unreported or reported elsewhere distorting the true risk in these waters.

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

**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 involving hijacking and the other boarded with criminal intentions.

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

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

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

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

**Togo** (Lome): Attacks reported at anchorage and in/off Togo. There were seven crews reported kidnapped in 2019 and one incident reported off Lome for 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 and usually at night. Some past incidents resulted in vessels being hijacked for several days and ransacked and part cargo stolen (gas oil).

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

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

Although no reported incidents, the threat still exists in the waters off the southern Red Sea / Bab el Mandeb, Gulf of Aden including Yemen and the northern Somali coast, Arabian sea / off Oman, Gulf of Oman and off the eastern and southern Somali coast. In the past, vessels have been attacked off Kenya, Tanzania, Seychelles, Madagascar, Mozambique as well as in the Indian ocean and off the west and south coasts of India and west Maldives. Be vigilant.

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

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

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

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

## **SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS**

**Haiti:** Port Au Prince

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

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

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

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

Tel: +60 3 2031 0014 Fax: +60 3 2078 5769 E-mail: [imbsecurity@icc-ccs.org](mailto:imbsecurity@icc-ccs.org)

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

### **TRENDS**

In the first half of 2020, 98 incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre (PRC) – compared with 78 incidents in Q2 2019.

The Q2 2020 figures are broken down as 81 vessels boarded, 10 attempted attacks, six vessels fired upon and one hijacked.

Globally, 54 crew were reported kidnapped in 10 separate incidents. The number of crew kidnapped in Q2 2020 is, however, twice that of Q1 2020 – with 32 crew kidnapped in six separate kidnappings in Q2 compared to 17 crew taken in three separate incidents in Q1.

Approximately 90% of the global kidnappings occurred within Gulf of Guinea waters, with 49 crew kidnapped in nine separate incidents. Three were reported inside territorial waters with the remaining six on the high seas at distances ranging from around 20 to 130 nm off the Gulf of Guinea coastline. Ten incidents were reported in the Gulf of Guinea region in Q2 2020 – a 60% reduction in reported incidents compared to Q1 2020.

The IMB PRC commends the Nigerian Navy for responding promptly to a distress call from a fishing vessel hijacked by pirates on 15 May 2020, which could have been used as a mother vessel to carry out more attacks on unsuspecting ships. The quick actions resulted in the apprehension of 10 suspected pirates and the safe release of the fishing vessel and its crew. The IMB PRC also thanks all the Gulf of Guinea Coastal response agencies and independent international navies tasked in the Region for actively responding to reported incidents.

The Singapore Straits has recorded 11 incidents in the first half of 2020. In most cases these incidents are considered opportunistic in nature. Reports from two incidents in May 2020, however, indicated that crew were threatened with knives, taken hostage and injured.

Q2 2020, has seen an increase in the number of incidents in Indonesian anchorages and waterways. Ten incidents were reported, up from five in Q1 2020.

In addition to a continuation of incidents being reported off Callao anchorage, Peru, this is the fourth consecutive year of incidents being reports off Ecuador. In Q2 2020, three incidents have been reported towards container ships underway. In one incident, two crew were taken hostage for the duration of the robbery and in another, the vessel was fired upon when the perpetrators were unable to gain access to the ship. In April 2020, within a span of 11 days, four offshore vessels reported incidents of piracy / armed robbery. Three vessels were boarded and one fired upon. In one incident the perpetrators boarded the vessel and then fired indiscriminately, resulting in one crew being injured.

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

Since 1991, the IMB PRC's 24-hour manned center remains a single point of contact to report the crimes of piracy and armed robbery. The Centre has not only assisted ships in a timely manner, it 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 98 attacks for 01 January to 30 June 2020 are listed on pages 28 to 43. The following serious incidents are described in more detail.

### **Benin:**

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

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

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. Alarm was raised, crew took shelter in the citadel and incident 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 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 to a safe port.

### **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 were reported 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.

### **Gabon:**

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

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 were reported kidnapped. The incident was reported to the Gabon Authorities who then escorted the remaining crew back to a safe port.

**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 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 crews were found safe on the vessel. The remaining five crews 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 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 crews. The Owners of the tanker informed the IMB PRC who liaised with the relevant regional and international authorities 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 were released safely.

**Sao Tome and Principe:**

On 14 February 2020, at approximately 0759 UTC, a Marshall Islands flagged Container ship was attacked by armed pirates while underway in position Latitude 01:33 North and Longitude 005:19 East, around 102 nm NW of Sao Tome Island, Sao Tome and Principe. Armed pirates in two boats approached and boarded the ship underway. Master raised the alarm, sent distress

message, stopped the ship and all crew members mustered in the citadel. Upon receiving the distress message, the IMB Piracy Reporting Centre (IMB PRC) immediately alerted the Authorities in the Region and commenced liaising with the authorities and vessel operators. A security vessel with a Nigerian Navy team was dispatched to assist. The Sao Tome Navy / Authorities requested a nearby Portuguese patrol boat to assist as well. The crew emerged from the citadel after the Nigerian navy personnel boarded and searched the ship. Some ship's equipment was reported as damaged. Under the escort of the security vessel the ship proceeded to a safe port.