



ICC INTERNATIONAL MARITIME BUREAU

**PIRACY AND ARMED ROBBERY
AGAINST SHIPS**

REPORT FOR THE PERIOD

1 January – 30 September 2011

WARNING

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INTRODUCTION

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

This report is an analysis of world-wide reported incidents of piracy and armed robbery against ships from 1 January to 30 September 2011.

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

The key services of the PRC are:

- Issuing daily status reports on piracy and armed robbery to ships via broadcasts on the Inmarsat-C SafetyNET service
- Reporting piracy and armed robbery at sea incidents to law enforcement and the IMO
- Helping local law enforcement apprehend pirates and assist in bringing them to justice
- Assisting shipowners whose vessels have been attacked or hijacked
- Assisting crewmembers whose vessels have been attacked
- Providing updates on pirate activity via the Internet
- Publishing comprehensive quarterly and annual reports detailing piracy statistics

The services of the PRC are provided free of charge to all ships irrespective of their ownership or flag.

The IMB also locates ships seized by pirates and recovers stolen cargos on a chargeable basis.

The IMB Piracy Reporting Centre is located at:

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

Piracy report on the Internet: The IMB posts updates of attacks on the Internet at www.icc-ccs.org. By posting the information on the internet, ship owners and authorities ashore as well as ships at sea can access these updates regularly and make informed decisions on the risks associated with certain sea areas.

Sometimes, incidents occurring in the previous quarter(s) are reported to the Centre after a time lag. This late reporting of incidents results in changes to the figures in the tables. The Centre has, as at 30 September 2011, received reports of 352 incidents but may receive details of more in the coming months relating to the same period.

Because of the recent debate concerning Malacca Straits, narrations of incidents in this area are shown as separate categories. Similarly because of the increasing serious incidents off Somalia, incidents in this area are also shown as separate categories.

Attacks in the Gulf of Aden and off the east coast of Somalia have been grouped together in the narrations for easy reading.

DEFINITIONS OF PIRACY & ARMED ROBBERY

Piracy is defined in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) and Armed Robbery defined by the International Maritime Organisation (IMO) in its 26th Assembly session as Resolution A.1025 (26).

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).

The IMO defines Armed Robbery in Resolution A.1025 (26) “Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships” 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

FUNDING

The Piracy Reporting Centre is financed by contributions from the following:

- Assuranceforeningen Skuld
- Britannia Steam Ship Insurance Association Limited
- Den Norske Krigsforsikring for Skib
- European Commission
- Japan P&I Club
- Standard Steam Ship Mutual P&I Association
- Steam Ship Insurance Management Services Limited
- The North of England P&I Association Ltd
- Tsakos Shipping

**TABLE 1: Locations of ACTUAL and ATTEMPTED attacks,
January – September 2007 – 2011**

Locations	2007	2008	2009	2010	2011
S E ASIA Indonesia	37	23	7	26	30
Malacca Straits	4	2	2	1	
Malaysia	7	7	14	13	14
Myanmar (Burma)		1	1		1
Philippines	2	6	1	3	2
Singapore Straits	3	2	6	2	7
Thailand	2		1	1	
FAR China				1	1
EAST Papua New Guinea	1				
South China Sea	3		10	30	13
Vietnam	4	8	8	9	6
INDIAN SUB Bangladesh	13	9	12	18	7
CONTINENT India	7	10	10	4	6
Sri Lanka	4	1			
AMERICAS Brazil	3		4	2	1
Colombia			5	2	3
Costa Rica			3		3
Ecuador		1	1	3	3
Guyana	3			2	1
Haiti	1	2	3	5	2
Jamaica	1				
Peru	5	3	10	8	1
Suriname	1				
Venezuela	1	3	2	3	2
AFRICA Angola	1	2			1
Benin					19
Cameroon			3	5	
Dem. Republic of Congo	4	1	2	3	4
Egypt	2				2
Equatorial Guinea		1			
Eritrea	1				
Ghana	1	4	2		2
Guinea	1			3	5
Guinea Bissau			1		
Gulf of Aden*	10	51	100	44	32
Ivory Coast		3	2	3	1
Kenya	4	1	1		1
Liberia	1	1		1	
Morocco		1			
Mozambique		2			
Nigeria	26	24	20	11	6
Red Sea**			15	24	36
Sierra Leone	1				
Somalia***	26	12	47	56	130
Tanzania	9	14	5	1	

The Congo		1		1	3
Togo		1	2		5
REST OF Arabian Sea****	4		1	2	
WORLD Indian Ocean*****			1		
France		1			
Iran	1				
Iraq	1			2	
Mediterranean Sea					1
Oman*****	2		4		1
Seychelles		1			
United Kingdom	1				
Sub total for nine months	198	199	306	289	352
Total at year end	263	293	406	445	

*Gulf of Aden

**Red Sea

***Somalia

****Arabian Sea

*****Indian Ocean

*****Oman

All of the above attacks are attributed to Somali pirates

CHART A: The following locations shared more than 2/3 of the total attacks reported in the period January – September 2011.

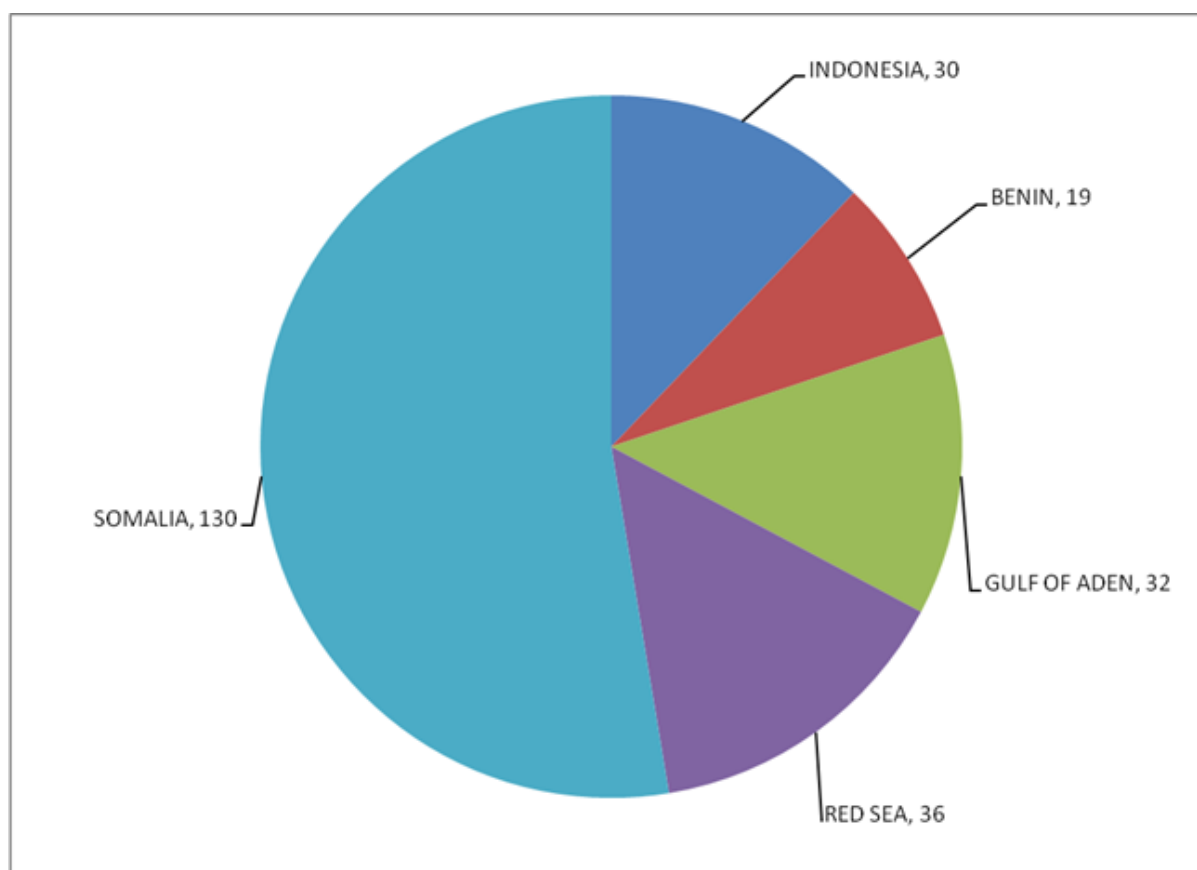


CHART B: Monthly comparison of incidents during January – September 2011

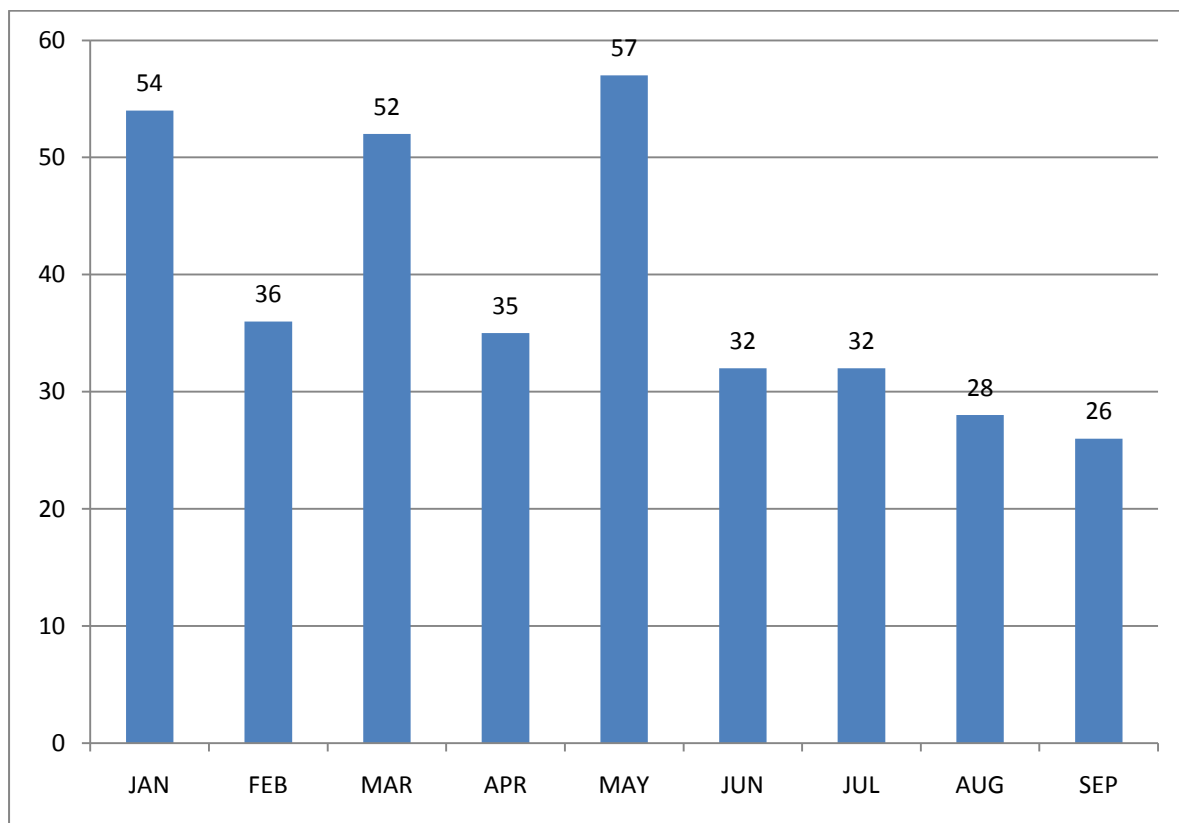


CHART C: Total incidents as per Regions of the world January – September 2011

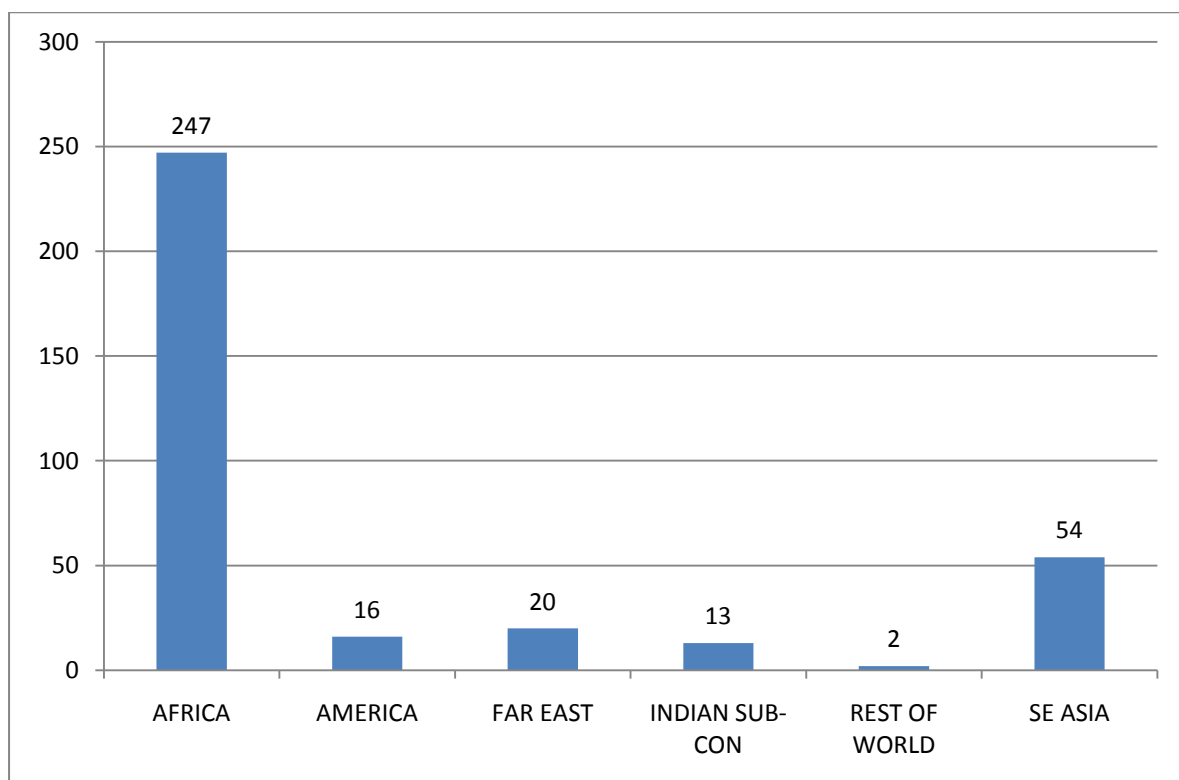


TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – September 2011

		ACTUAL ATTACKS		ATTEMPTED ATTACKS	
Location		Boarded	Hijacked	Fired Upon	Attempted
S E ASIA	Indonesia	28	1		1
	Malaysia	11	1		2
	Myanmar	1			
	Philippines	2			
	Singapore Straits	6			1
FAR EAST	China	1			
	South China Sea	9	1		3
	Vietnam	6			
INDIAN	Bangladesh	7			
SUB CONT	India	6			
AMERICAS	Brazil	1			
	Colombia	1			2
	Costa Rica	3			
	Ecuador	3			
	Guyana	1			
	Haiti	2			
	Peru	1			
	Venezuela	1			1
AFRICA	Angola				1
	Benin	9	8		2
	Dem. Republic Congo	4			
	Egypt	2			
	Ghana	2			
	Guinea	4		1	
	Gulf of Aden*	1	3	17	11
	Ivory Coast	1			
	Kenya	1			
	Nigeria	3		2	1
	Red Sea**	3		12	21
	Somalia***	14	20	58	38
	The Congo	3			
REST OF WORLD	Togo				5
	Mediterranean Sea	1			
	Oman****		1		
Sub total		138	35	90	89
Total		352			

*Gulf of Aden

**Red Sea

***Somalia

****Oman

All of the above attacks are attributed to Somali pirates

TABLE 3: Ports and anchorages, with three or more reported incidents, January – September 2011

Country	Location	1.1.2010 to 30.9.2010	1.1.2011 to 30.9.2011
Bangladesh	Chittagong	18	7
Benin	Cotonou	-	18
Cameroon	Douala	4	-
Costa Rica	Puerto Limon	-	3
Guinea	Conakry	-	5
Haiti	Port Au Prince	5	-
India	Cochin	-	4
Indonesia	Belawan	-	4
Indonesia	Dumai	-	6
Indonesia	Jakarta / Tg. Priok	-	6
Indonesia	Samarinda	-	4
Indonesia	Tanjung Pemancingan	3	-
Ivory Coast	Abidjan	3	-
Nigeria	Lagos	6	3
Peru	Callao	7	-
The Congo	Pointe Noire	-	3
Togo	Lome	-	5
Vietnam	Vung Tau	4	-

TABLE 4: Status of ships during ACTUAL attacks, January – September 2011

LOCATION		BERTHED	ANCHORED	STEAMING	NOT STATED
S E ASIA	Indonesia	2	24	3	
	Malaysia		5	7	
	Myanmar		1		
	Philippines		2		
	Singapore Straits			6	
FAR EAST	China		1		
	South China Sea			10	
	Vietnam		6		
INDIAN	Bangladesh	1	6		
SUB CONT	India		6		
AMERICAS	Brazil		1		
	Colombia		1		
	Costa Rica		3		
	Ecuador		2	1	
	Guyana		1		
	Haiti		2		
	Peru		1		
	Venezuela		1		
AFRICA	Benin		14	3	
	Dem. Republic of Congo		4		
	Egypt		2		
	Ghana		2		

Guinea	1	3		
Gulf of Aden*			4	
Ivory Coast		1		
Kenya		1		
Nigeria		2	1	
Red Sea**			3	
Somalia***			34	
The Congo		3		
REST OF			1	
WORLD Mediterranean Sea				
Oman****		1		
Sub Total	4	95	74	-
Total	173			

*Gulf of Aden

**Red Sea

***Somalia

****Oman

All of the above attacks are attributed to Somali pirates

TABLE 5: Status of ships during ATTEMPTED attacks, January - September 2011

LOCATION		BERTHED	ANCHORED	STEAMING	NOT STATED
S E ASIA	Indonesia	1			
	Malaysia			2	
	Singapore Straits			1	
FAR EAST	South China Sea			3	
AMERICAS	Colombia		1	1	
	Venezuela		1		
AFRICA	Angola			1	
	Benin		2		
	Guinea			1	
	Gulf of Aden*			28	
	Nigeria		1	2	
	Red Sea**			33	
	Somalia***			96	
	Togo		5		
	Sub Total	1	10	168	
	Total	179			

*Gulf of Aden

**Red Sea

***Somalia

All of the above attacks are attributed to Somali pirates

TABLE 6: Types of arms used during attacks, January – September 2007 – 2011

Types of Arms	2007	2008	2009	2010	2011
Guns	51	76	176	137	202
Knives	47	54	56	66	51
Not stated	91	65	71	83	95
Other weapons	9	4	3	3	4
Subtotal: Jan – Sept	198	199	306	289	352
Total at year end	263	293	406	445	

TABLE 7: Comparison of the type of attacks, January – September 2007 – 2011

Category	2007	2008	2009	2010	2011
Attempted	55	30	70	70	89
Boarded	117	115	114	128	138
Fired upon	11	23	88	52	90
Hijack	15	31	34	39	35
Subtotal: Jan - Sept	198	199	306	289	352
Total at year end	263	293	406	445	

TABLE 8: Types of violence to crew, January – September 2007 – 2011

Types of Violence	2007	2008	2009	2010	2011
Assaulted	21	5	4	3	6
Hostage	172	581	661	773	619
Injured	21	22	23	27	41
Kidnap	63	9	12	17	6
Killed	3	9	6	1	8
Missing	2	7	8	-	-
Threatened	4	4	12	13	23
Total : Jan – Sept	286	637	726	834	703

TABLE 9: Type of violence to crew by location, January – September 2011

Location	Hostage	Threatened	Assault	Injured	Killed	Kidnap
S E ASIA Indonesia	10	2		3		
Malaysia	39	2	1			
Singapore Straits	5	1	1			
FAR EAST South China Sea	22			1		
INDIAN SUB CONT Bangladesh	2					
AMERICAS Costa Rica			2			
Ecuador		1				
Guyana	1					
Venezuela	1					
AFRICA Benin	140	16		2		

	Guinea			2	1		
	Gulf of Aden*	25				1	
	Ivory Coast		1				
	Nigeria				31		
	Somalia**	353			3	7	6
ROW:	Oman***	21					
	Sub total	619	23	6	41	8	6
	Total	703					

*Gulf of Aden / **Somalia / ***Oman

All of the above attacks are attributed to Somali pirates

TABLE 10: Types of arms used by geographical location, January – September 2011

LOCATIONS		Guns	Knives	Other Weapons	Not Stated
S E ASIA	Indonesia	1	10		19
	Malaysia	3	6		5
	Myanmar		1		
	Philippines			1	1
	Singapore Straits	1	1		5
FAR	China		1		
EAST	South China Sea		9		4
	Vietnam		3		3
INDIAN	Bangladesh		4	2	1
SUB CONT	India				6
AMERICAS	Brazil			1	
	Colombia		1		2
	Costa Rica		1		2
	Ecuador	1	1		1
	Guyana		1		
	Haiti		1		1
	Peru				1
	Venezuela		1		1
	Angola				1
	Benin	18			1
AFRICA	Dem. Republic Congo		2		2
	Egypt		1		1
	Ghana		2		
	Guinea	4	1		
	Gulf of Aden*	29			3
	Ivory Coast		1		
	Kenya		1		
	Nigeria	6			
	Red Sea**	30			6
	Somalia***	107			23
	The Congo		2		1
	Togo				5

ROW:	Mediterranean Sea	1			
	Oman****	1			
	Sub total	202	51	4	95
	Total	352			

*Gulf of Aden

**Red Sea

***Somalia

****Oman

All of the above attacks are attributed to Somali pirates

TABLE 11: Types of ships attacked, January – September 2007 – 2011

Type	2007	2008	2009	2010	2011
Barge / Barge Carrier	1	1			
Bulk Carrier	22	33	84	46	78
Catamaran			2		
Cement Carrier		1		2	
Container	39	40	48	48	50
Crane Ship				1	
Dhow	3		2	3	1
Diving Support Vessel					1
General Cargo	27	26	42	47	29
Heavy Load Carrier					1
Landing Craft				2	
Livestock Carrier		1		1	2
Lift Barge		1			
OBO Carrier			1		
Offshore Processing Ship	1				
Passenger Ship		2	1	1	1
Pipe Layer Crane Vessel				1	
Refrigerated Ship	5	5	4	4	3
Research Ship	2	1	1		
Research Vessel (Naval Auxiliary)				1	
Rig / Platform / FPSO	3				
RO-RO	3	1	6	4	3
Seismographic Research Ship				2	1
Service Boat			1		
Supply Ship		3	1		1
Tanker Asphalt / Bitumen	1		2	1	1
Tanker Chem / Product	35	37	51	65	83
Tanker Crude Oil	22	16	27	24	50
Tanker LNG	1		1	1	
Tanker LPG	4	5	5	4	5
Trawler/Fishing	12	7	9	13	5
Tug / Tug & Barge	6	9	12	12	24
Vehicle Carrier	1	2	2	4	7

Warship				1	
Wood Chip Carrier					1
Yacht	7	7	4		4
Not stated	3	1		1	1
Total : Jan-Sept	198	199	306	289	352
Total at year end	263	293	406	445	

CHART D: Types of ships attacked, January – September 2011

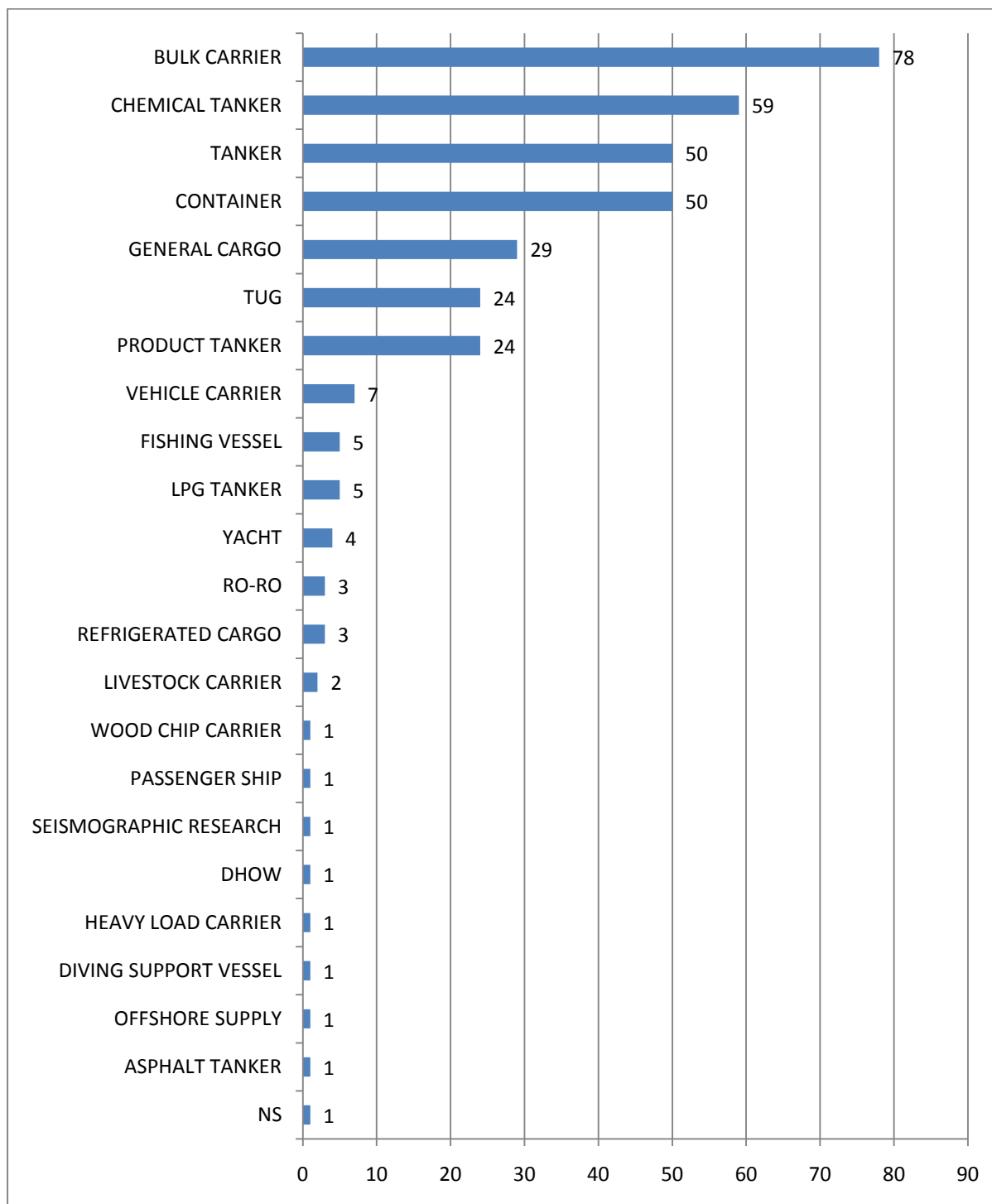
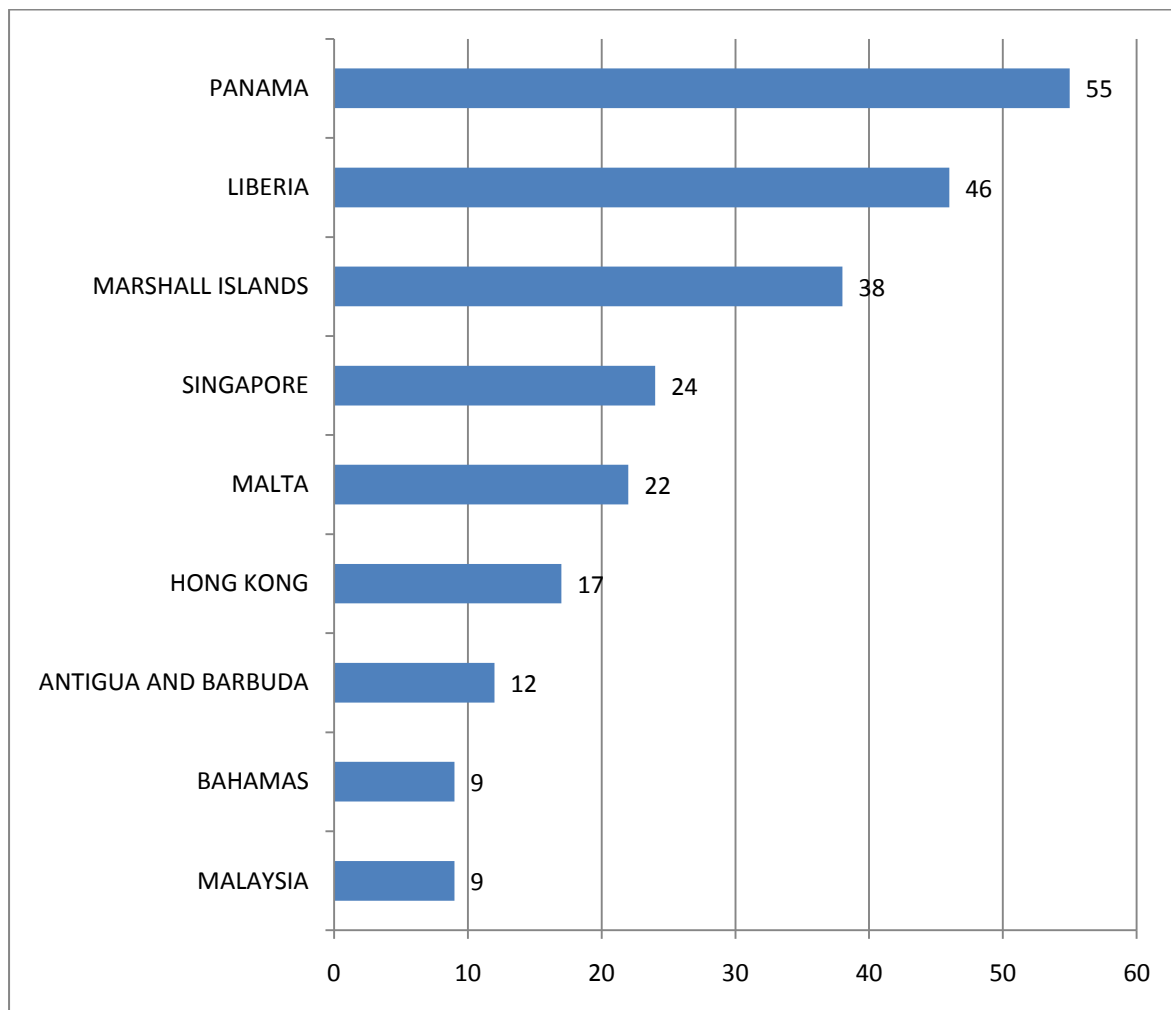


TABLE 12: Nationalities of ships attacked, January - September 2007 – 2011

Flag State	2007	2008	2009	2010	2011
Algeria					1
Antigua Barbuda	7	12	18	15	12
Austria					1
Bahamas	3	8	12	4	9
Barbados		2		1	2
Bahrain		1			
Belgium			1		2
Belize		2			
Bermuda				1	
Brazil	1		1		
Bulgaria				1	
Cambodia	1				
Canary Islands		1			
Cayman Island	1	1	1		1
China	2	2	1	2	3
Comoros	1				2
Croatia			1		
Cyprus	9	11	10	6	6
Denmark	3	2	2	1	7
Dominica					1
Ecuador			1		
Egypt	1		3		
Ethiopia			1		2
France		5	1	2	2
Germany	1	3	5	2	3
Gibraltar	5	2	1	2	2
Greece	1	1	5	1	8
Guyana	3				
Honduras	1		1		
Hong Kong (SAR)	5	9	16	12	17
India	3	2	5	6	4
Indonesia	3	1	1	2	4
Iran		1		1	
Isle Of Man	2	5	1	5	3
Italy		1	7	4	6
Jamaica				1	
Japan	1	2			1
Jordan	1	1			
Kenya				1	
Kiribati				1	
Korea North			5	2	
Korea South		3	1	4	1
Liberia	23	14	30	35	46
Libya			1		2
Lithuania	2		1	1	
Luxemburg	1			1	1

Malaysia	4	6	2	10	9
Malta	4	7	19	14	22
Marshall Islands	13	12	21	27	38
Moldovia					1
Mongolia	1				3
Myanmar	1				
Netherlands	3	3	7	2	
Nigeria	1	1			
Norway	6	7	2	2	8
Pakistan			2	1	
Panama	32	27	52	49	55
Philippines		4	1	1	3
Portugal	2				
Qatar	2				
Russia			1		
Saudi Arabia			1	1	1
Seychelles		1	2	1	1
Sierra Leone				1	
Singapore	19	18	26	32	24
Spain			1	2	2
St. Kitts & Nevis	2		2	1	1
St. Vincent & Grenadines	3	4	6	4	2
Suriname	1				
Taiwan	1	1	1	5	
Tanzania	2		1		
Thailand	2	3	2	4	1
Togo			2		1
Turkey	2	1	8	2	3
Tuvalu				1	1
UAE	3	1			6
Ukraine		1			
United Kingdom	3	4	3	4	6
USA	1	4	2	4	4
Vanuatu	1				1
Vietnam	1		3	2	3
Yemen		2	5	5	5
Not Stated	7		1		2
Total Jan to Sept	198	199	306	289	352
Total year end	263	293	406	445	

**CHART E: Flag States whose vessels attacked nine or more times
January – September 2011**

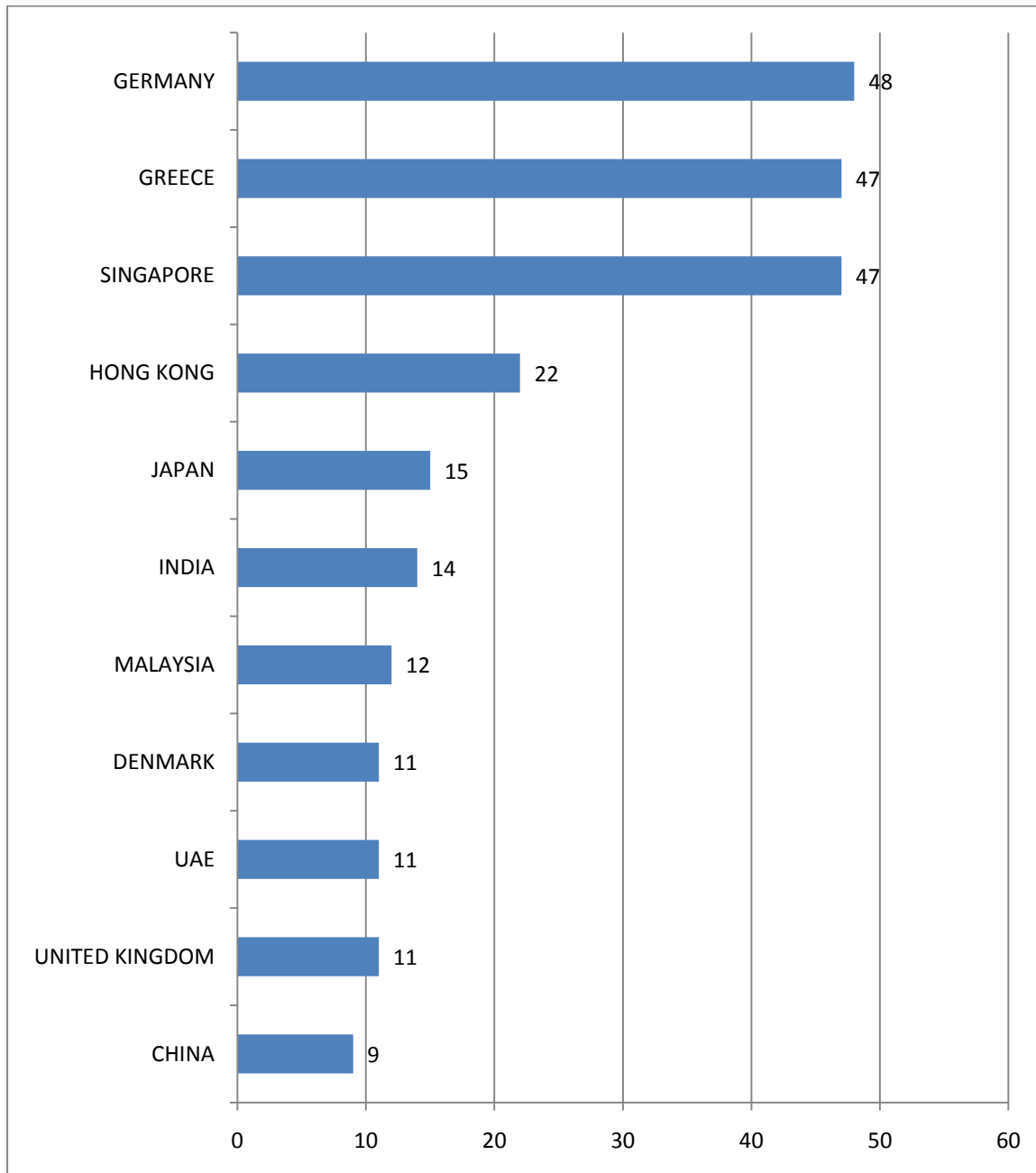


**TABLE 13: Countries where victim ships were controlled or managed
January – September 2011**

Country	No of Ships
Australia	1
Belgium	2
Bulgaria	1
Canada	2
China	9
Cyprus	6
Denmark	11
Egypt	1
Ethiopia	2
France	5
Germany	48
Greece	47
Hong Kong	22
India	14
Indonesia	3
Iran	4
Italy	7
Japan	15
Jordan	1
Kenya	1
Korea South	5
Kuwait	1
Libya	1
Malaysia	12
Monaco	3
Netherlands	8
Norway	8
Pakistan	1
Philippines	1
Portugal	1
Russia	4
Saudi Arabia	1
Seychelles	1
Singapore	47
Spain	3
Sweden	1
Switzerland	3
Syria	1
Thailand	2
Turkey	6
UAE	11
United Kingdom	11
USA	8
Vietnam	5
Yemen	2

Not Stated	3
Total	352

**CHART F: Managing countries whose vessels attacked nine or more times
January – September 2011**



OFF SOMALIA / GULF OF ADEN ATTACK FIGURES UPDATE

Since January to September 2011 the IMB PRC has received a total of 199 incidents attributed to Somali pirates. These incidents continue to threaten an extended geographical region - from the southern part of the Red Sea in the west to 76° East longitude and beyond in the east. Incidents in the past have also been reported off the coast of Oman / Arabian Sea in the north extending southward to 22° South.

399 seafarers have been taken hostage, six kidnapped, three reported injured and eight killed. The east and south coast of Somalia and Arabian Sea have recorded 131 attacks. A further 32 attacks in the Gulf of Aden and 36 attacks in the southern Red Sea have been reported. In this period 24 vessels have been hijacked.

As of 30 September 2011, suspected Somali pirates still held 13 vessels for ransom with 247 crew members of different nationalities as hostages. In addition, these pirates are also holding 19 kidnapped crew members (13 from 2010 and six from 2011) as hostage.

Vessels attacked included General Cargo, Bulk Carrier, all types of Tankers, Ro Ro, Container, Fishing Vessel, Sailing Yacht, Dhow and Tugboat indicating the opportunistic nature of the attacks.

Most of the attacks involve the use of weapons which is a cause of great concern, to the merchant navy fleet, as it poses a serious threat not only to injury and death of seafarers but also to the ship, cargo and environment.

In the past attacks, Somali pirates had used hijacked ocean going fishing vessels, dhows as well as hijacked merchant vessels to conduct piracy operations. This has allowed the pirates to attack many unsuspecting passing vessels at sea. Skiffs are launched from the hijacked vessels and quickly intercept and attack innocent vessels resulting in some vessels being successfully hijacked. With pirates in control of these hijacked vessels, there is no boundary that the pirates could not sail to with enough fuel onboard. Vessels are advised to monitor not only small boats but also merchant ships that are seen lowering skiffs onto the sea as Somali pirates are seen using some of the hijacked merchant ships for piracy operations.

Attacks have increased but successful hijackings have reduced due to the efforts and actions by the naval forces and preventive measures used by the merchant vessels particularly armed security guards and citadel actions.

There were fewer attacks off Somalia in this quarter due to the SW Monsoon generating bad weather conditions not conducive for small boat operations. With the end of the SW Monsoon season in September, pirate attacks off Somalia will likely increase as the weather improves with favourable weather conditions conducive for small boat operations. All vessels are therefore advised to maintain strict anti piracy watches and measures and monitor and keep clear of all small boats if possible.

Somali pirate attacks cover a vast area which include the Gulf of Aden, southern Red Sea, off Yemen, off Oman, Arabian Sea, off Kenya / off Tanzania / off Seychelles, off Madagascar, off Mozambique, Indian Ocean, off Indian west coast, and off Maldives west coast.

PIRACY PRONE AREAS AND WARNINGS

Mariners are warned to be extra cautious and to take necessary precautionary measures when transiting the following areas:

SOUTH EAST ASIA AND INDIAN SUB CONTINENT

Bangladesh : The area is still listed as high risk. Pirates are seen targeting ships preparing to anchor. Most attacks reported at Chittagong anchorages and approaches.

India: Cochin – attacks mostly occurred whilst vessels at anchor.

Indonesia : Anambas / Natuna / Mangkai / Subi / Merundung islands / Tanjung Priok – Jakarta / Dumai / Samarinda area. Pirates normally armed with guns / knives and / or machetes. Generally be vigilant in other areas. Many attacks may have gone unreported. Pirates normally attack vessel during the night. When spotted and alarm sounded, pirates usually abort the attempted boarding.

Malacca Straits : Although the number of attacks has dropped substantially due to the increase and aggressive patrols by the littoral states authorities since July 2005, ships are advised to continue maintaining strict anti piracy watches when transiting the straits. Currently, there are no indications as to how long these patrols will continue or reduce.

Malaysia : Off Tioman / Pulau Aur / South China Sea. Vessels are advised to remain vigilant. Pirates in this area are often armed with guns and knives and attack vessels during the hour of darkness. A number of tugs / barges were also hijacked in the past.

Singapore Straits : Vessels are advised to continue maintaining adequate anti piracy watch and measures. Pirates attack ships while underway or while anchored at the Straits.

South China Sea : In the vicinity off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung area.

Vietnam : Vung Tau

AFRICA AND RED SEA.

Africa :- Lagos and Bonny River (Nigeria): Pirates are often violent and have attacked and robbed vessels / kidnapped crews along the coast, rivers, anchorages, ports and surrounding waters. A number of crew members were injured in past attacks. Generally all waters in Nigeria remain risky. Vessels are advised to be vigilant as many attacks may have gone unreported.

- Cotonou (Benin) : Attacks are increasing. Armed pirates are violent and in some incidents, pirates had fired at ships. Many tankers were attacked and hijacked. Pirates forced Masters to sail to unknown location where ship's properties and sometimes part cargo stolen. A number of crew members were injured in the past.
- Conakry (Guinea) : Pirates armed with automatic weapons are violent and aggressive in the attacks. In some attacks, pirates dressed in military uniforms.
- Douala (Cameroon) : Two attacks with kidnapping of crews occurred at Douala Outer Anchorage in the past.

Gulf of Aden/Red Sea : Somali pirates continue to attack vessels in the northern Somali coast in the Gulf of Aden and southern Red Sea in the Bab El Mandeb TSS despite increased presence of warships. The pirates fire automatic weapons and Rocket Propelled Grenades (RPG) at merchant vessels in an attempt to board and hijack them. Once the attack is successful and the vessel hijacked, they would sail the vessel towards the Somali coast and thereafter demand a ransom for the release of the vessel and crew. All vessels transiting the area are advised to take additional precautionary measures and maintain strict 24 hours visual and radar anti piracy watch using all available means. Watch keeping crews should lookout for small suspicious boats converging to own vessel. Early sightings / detection and accurate assessment will allow Master to increase speed and take evasive manoeuvres to escape from the pirates and at the same time request for assistance from various Authorities / Agencies including the IMB PRC. Monitor and keep clear of all small boats if possible. Adhere to the latest BMP recommendations.

Since 1 February 2009, MSCHOA (www.mschoa.org) has established the Internationally Recommended Transit Corridor (IRTC). Military assets (Naval and Air) will be strategically deployed within the area to best provide protection and support to merchant ships.

Masters using the IRTC are not relieved of their obligation and should continue to maintain a strict 24 hour lookout using all available means to get an early warning of an approaching threat. Some vessels have been attacked/hijacked in the corridor.

Ships / Owners are advised to register their details on the MSCHOA website www.mschoa.org and obtain further information regarding the close support protection details for ships transiting the Gulf of Aden. Ships are encouraged to conduct their passage through the IRTC in groups based on their transit speed of 10, 12, 14, 16 and 18 kts.

Masters are also advised to maintain a listening watch on CH 16, CH 8 and CH 72 in order to hear the Maritime Advisory Calls from the warships in the area who will make general security broadcasts and in turn also listen to merchant ships calling them. Masters are also advised to monitor the IMB Piracy Reporting Centre (PRC) broadcast and Warnings via Inmarsat C EGC Safety Net. All attempted and actual attacks and suspicious sightings reported to warships should also be reported to the IMB PRC.

Somalia : Somali pirates continue aggressively to attack vessels in the northern, eastern and southern coast of Somalia. The attacks have spread and taken place very far reaching up to off Kenya, off Tanzania, off Seychelles, off Madagascar off Mozambique/Mozambique Channel and in the Indian Ocean and Arabian Sea / off Oman and off west coast India and off western Maldives. Somali pirates are dangerous and are prepared to fire their automatic weapons and RPG at vessels in order to stop them. Pirates are believed to be using “mother vessels” to launch attacks at very far distance from coast. Recently, Somali pirates are using hijacked ocean going fishing vessels and hijacked vessels to conduct piracy operations. The “mother vessel” is able to proceed very far out to sea to launch smaller boats or skiffs to attack and hijack unsuspecting passing vessels. Many attacks had taken place more than 1,000 nm from the Somali coast (towards Indian west and south coast in the Indian Ocean). Recent attacks showed that pirates are also attacking vessels close to the coast of Tanzanian, Kenya, Somalia, Yemen and Oman. Masters are cautioned that attacks have taken place as far east as 76°E and as far south as 22°S and as far north as 21.5°N Mariners are advised to report any attacks and suspicious boats to the IMB PRC. A 24 hour visual and radar watch must be maintained at all times while transiting these waters as early sightings / detection and accurate assessment will allow Masters to take evasive actions, increase speed and at the same time request for assistance and escape. Monitor and keep clear of all small boats if possible. Adhere to the latest BMP recommendations.

With the end of the SW Monsoon, pirate attacks off Somalia will likely increase as the weather improves and sea conditions become conducive for small boat/piracy operations.

SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS.

Brazil : Vila do Conde : Attacks have increased. Most attacks occurred at anchorage area. Although the number of reported attacks has dropped in Santos, ships are advised to remain vigilant.

Peru : Callao : most attacks occurred at anchor despite vessel employing security watchmen.

Venezuela : Puerto La Cruz : Most attack occurred at anchorage.

Haiti : Port Au Prince : Attacks have increased especially in anchorage areas.

Costa Rica : Puerto Limon – attacks occurred mostly at anchorage area.

REST OF THE WORLD

Arabian Sea / Off Oman : Attacks reported off Oman and Arabian Sea where a number of vessels were attacked and hijacked. Pirates believed to be Somali pirates extending their attack areas.

Indian Ocean - Off Seychelles / Off Madagascar / Off West Maldives : Suspected Somali pirates attacking and hijacking vessels in these areas. Pirates also using hijacked ocean going fishing vessels and hijacked merchant vessels to conduct piracy operations as “mother-vessels” to sail far from the Somali coast to attack and hijack passing vessels. Smaller skiffs are launched from the pirate “mother-vessel” to attack the merchant vessels. The pirates are armed with automatic weapons and RPG. Attacks also extend to the west coast of Maldives, India and Minicoy island.

Iraq : Umm Qasr

Reporting of incidents

Ships are advised to maintain strict anti-piracy watches and report all piratical attacks (actual and attempted) and suspicious sightings to the IMB Piracy Reporting Centre, Kuala Lumpur, Malaysia.

Tel: +60 3 2078 5763 Fax: + 60 3 2078 5769, Telex: MA 34199 IMBPCI,

E-mail: imbkl@icc-ccs.org

The Centre's 24 Hours Anti Piracy HELPLINE is: + 60 3 2031 0014.

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 everyday at :

Tel: + 60 3 2031 0014 Fax: +60 3 2078 5769

E-mail: imbsecurity@icc-ccs.org Telex: MA 34199

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

TRENDS

Piracy on the world's seas has risen to record levels, with Somali pirates behind 56% of the 352 attacks reported this year. Meanwhile, more Somali hijack attempts are being thwarted by strengthened anti-piracy measures.

Figures for piracy and armed robbery at sea in the past nine months are also the highest ever recorded for the same period of any past year, since the IMB Piracy Reporting Centre began monitoring piracy worldwide in 1991.

Demanding millions of dollars in ransom for captured ships and their crews, Somali pirates are intensifying operations not just off their own coastline, but further afield in the Red Sea – particularly during the monsoon season in the wider Indian Ocean. With unprecedented boldness, this August pirates also boarded and hijacked a chemical tanker at anchor in an Omani port, under the protection of coast state security.

But although Somali pirates are initiating more attacks – 199 this year, up from 126 for the first nine months of 2010 – they are managing to hijack fewer vessels. Only 24 vessels were hijacked this year compared with 35 for the same period in 2010. Hijackings were successful in just 12% of all attempts this year, down from 28% in 2011.

IMB credits this reduction in hijackings to policing and interventions by international naval forces, correct application of the industry's latest Best Management Practice – including the careful consideration of the crews' retreat to a 'citadel' – and other onboard security measures.

Somali pirates are finding it harder to hijack ships and get the ransom they ask for. The navies deserve to be complimented on their excellent work: they are a vital force in deterring and disrupting pirate activity. The number of anti-piracy naval units must be maintained or increased.

This year, pirates have taken 625 people hostage worldwide, killing eight and injuring 41 crew. Pirates are often heavily armed, using automatic weapons and rocket propelled grenades.

The West African coast off Benin is seeing a surge in violent piracy, with 19 attacks leading to eight tanker hijackings this year, up from zero incidents in 2010. A pattern has emerged where armed pirates board and hijack the ship – sometimes injuring crew – then force the Masters to sail to an unknown location where they steal the ship's properties and cargo, and let the vessel free.

In response, Benin has begun joint naval patrols with neighbouring Nigeria, another piracy hot spot. Cooperation between the Nigeria and Benin navies to curb piracy is a positive step. However the real deterrent will be the capture and punishment of these criminals under law.

Piracy and armed robberies in Asian waters, including the Indian subcontinent, are down from 106 in the first three quarters of 2010 to 87 in the same period this year.

The IMB Piracy Reporting Centre is the world's only office to receive reports of pirate attacks 24-hours-a-day from across the globe. IMB strongly urges all shipmasters and owners to report all actual, attempted and suspected piracy and armed robbery incidents to the IMB Piracy Reporting Centre. This first step in the response chain is vital to ensuring that adequate resources are allocated by authorities to tackle piracy. Transparent statistics from an independent, non-political, international organization can act as a catalyst to achieve this goal.

OBSERVATIONS

Narrations of the 352 attacks for January to September 2011 are listed on pages 33 to 84. The following serious incidents, in chronological sequence are described in more detail.

Somalia:

(Off Kenya, Off Tanzania, Off Mozambique, Off Madagascar, Off Seychelles, Indian Ocean, Off India west coast , Off West Maldives, Arabian Sea, Off Oman, Off Yemen)

On 15 June 2011, a Panamanian General Cargo ship MV Suez was attacked and boarded by armed pirates while underway in position Latitude 09:18 North and Longitude 051:15 East around 26nm off the coast of Somalia at approximately 0305 UTC. The ship was chased by a skiff with four armed pirates onboard. Pirates opened fire at the ship. One pirate managed to board the ship but had to jump overboard after the crew successfully confronted him. Fortunately, no injury to crew and ship continued her voyage.

On 20 August 2011, a Marshall Island flagged Chemical Tanker MT Fairchem Bogey was attacked and hijacked by armed pirates while anchored in position Latitude 16:54 North and Longitude 054:03 East, at Salalah anchorage, Oman, off Somalia at approximately 0108 UTC. Armed pirates attacked and boarded the tanker. They took hostage all 21 crew members and hijacked the tanker to Somalia. The Omani Authorities intercepted the tanker but the pirates threatened to harm the crew.

On 20 September 2011, a Cyprus General Cargo ship MV Pacific Express was attacked and boarded by armed pirates while underway in position Latitude 04:47 South and Longitude 044:35 East around 300 nm east of Mombasa, Kenya, off Somalia at approximately 0734 UTC. Pirates armed with guns and RPG in two skiffs chased the ship with intent to hijack. Despite taking avoiding actions, pirates managed to board the ship successfully. All crew quickly retreated into the citadel and requested for immediate assistance. Unable to proceed further, the pirates set fire to the ship. A coalition warship later arrived and rescued all crew.

Gulf of Aden:

On 06 July 2011, a Liberian Tanker MT Brillante Virtuoso was attacked by armed pirates while underway in position Latitude 12:29 North and Longitude 044:44 East, around 20nm SW of Aden, Yemen, Gulf of Aden at approximately 0023 UTC. Seven armed pirates attacked and boarded the tanker. The tanker caught fire and the pirates subsequently left the tanker. Later, all the crew members also abandoned the tanker due to the fire that was out of control and was rescued by a naval warship.

On 16 July 2011, an UAE Product Tanker MT Jubba XX was attacked by armed pirates while underway in position Latitude 13:48 North and Longitude 051:25 East, around 130nm NW of Socotra, Yemen, Gulf of Aden. Armed pirates attacked and boarded the tanker. The pirates took all 16 crew members as hostage and hijacked the tanker. The pirates then sailed the tanker towards Somalia.

On 08 September 2011, a yacht Tribal Kat was attacked by armed pirates while underway in position Latitude 15:27 North and Longitude 052:14 East, around 20 nm south of Nishtun, Gulf of Aden at approximately 1317 UTC. Armed pirates attacked, fired at the sailing yacht and successfully boarded the yacht. Later, a naval boarding team arrived and boarded the yacht but the pirates had already abandoned the yacht. All the crew members had been kidnapped by the pirates.

Red Sea:

On 11 August 2011, a Malta flagged Bulk Carrier MV Caravos Horizon was attacked and boarded by armed pirates while underway in approximate position Latitude 15:09 North and Longitude 041:55 East, around 60nm WNW of Al Hudaydah, Yemen, off Somalia at about 1115 UTC. A pirate mother vessel was observed 0.5nm from the vessel. The pirate action group had launched three skiffs from their mother vessel and approached the vessel. Master raised the alarm, commenced evasive manoeuvres and ordered all crew to retreat into the citadel. The pirates boarded the vessel and were

unable to breach into the citadel. The CSO informed the navies immediately after receiving information from the Master. Later a warship arrived and deployed their Marines to board the vessel and had confirmed that all pirates had left the ship. Some of the ship's and crew properties were stolen and all 24 crew members were rescued.

On 10 September 2011, a Greek Tanker MT United Emblem was attacked and boarded by armed pirates while underway in approximate position Latitude 14:04 North and Longitude 042:51 East, around 4nm off Jazirat Jabal Zuqar Island, Yemen, off Somalia at about 0535 UTC. Pirates in three skiffs were observed and one of the skiffs with six armed pirates approached the tanker. Crew locked all access to the ship and mustered on the Bridge. The Master increased speed, activated SSAS Alert, made evasive manoeuvres and contacted the CSO. Later the crew proceeded to Engine Room and followed by the Master and Chief Engineer when the pirates managed to board the tanker. A warship responded to the distress and proceeded towards the tanker. When the warship arrived, they launched a helicopter and a boarding team went onboard the tanker to secure the tanker. The pirates were no longer onboard and confirmed by the boarding team. The tanker's bridge console and accommodation windows were broken by the pirates before they left. All 26 crew members were rescued.

Benin:

On 16 July 2011, a Liberian Product Tanker MT Aegean Star was attacked and boarded by armed pirates while anchored at position Latitude 06:08.8 North and Longitude 002:30.8 East, at OPL Cotonou, Benin at approximately 0235 LT. Armed robbers with automatic guns on a boat managed to board the tanker at anchor. They remained onboard for almost 63 hours. During the time they were onboard, they manhandled some crew members resulting in injuries to crew. They also stole part of the tanker's cargo. Before escaping they stole the crew and ship's properties and valuables and damaged the navigational and radio equipment.

On 24 July 2011, an Italian Product Tanker MT RBD Anema E Core was attacked and hijacked by armed pirates while drifting at position Latitude 05:59 North and Longitude 002:24 East, around 20 nm south of Cotonou, Benin at approximately 0240 LT. Armed pirates boarded the tanker that was engaged in STS operations with another tanker. They hijacked the tanker, took hostage all 23 crew members and forced the Master to sail to an unknown location where they ransacked the ship and stole ship's properties, crew personal belongings and some cargo. They left the tanker after a few days. Several crew members were injured.

On 31 July 2011, a Bahamas Chemical Tanker was attacked by armed pirates while at anchor at Cotonou Anchorage, Benin at approximately 0250 LT. About 10 heavily armed robbers attacked and boarded the tanker that was engaged in STS operations. The robbers fired towards the bridge and the crew quickly retreated into citadel / the engine room until the robbers left the tanker. Master informed the Authorities and two patrol boats were dispatched to investigate. Tanker sustained damages on bridge windows due to gunshots.

On 20 August 2011, a Gibraltar flagged Chemical Tanker MT Emocean was attacked and hijacked by armed pirates while anchored at position Latitude 05:38 North and Longitude 002:39 East, off Cotonou, Benin at approximately 2325 UTC. Twelve armed pirates with guns boarded the tanker that was engaged in STS operations. They forced the Master to sail the tanker to an unknown location where the tanker was ransacked. The pirates stole ship's cash and properties, crew valuables and harassed the crew members. Some crew members were injured. The pirates destroyed the ship's communication equipment and then left the tanker and escaped.

On 13 September 2011, a Cyprus flagged Product Tanker MT Mattheos I was attacked and hijacked by armed pirates while anchored around 62 NM SW of Cotonou, Benin at approximately 2352 UTC. Armed pirates with guns boarded the tanker that was engaged in STS operations. The pirates took hostage all 23 crew members and hijacked the tanker. They forced the Master to sail the tanker to an unknown location where the tanker was ransacked and items stolen. After several days, the pirates left the tanker.

On 13 September 2011, a Norwegian flagged Product Tanker MT Northern Bell was attacked by armed pirates while anchored around 62 NM SW of Cotonou, Benin at approximately 2352 UTC. Armed pirates attacked and boarded the tanker during STS operations. Master sent SSAS Alert and contacted the CSO and all crew went into citadel and locked themselves in the engine room. After several hours, the pirates left the vessel and the crew came out of the engine room. A searched was conducted and found that all pirates had left the tanker. The crew regained full control of the tanker.

ACKNOWLEDGEMENT

The IMB appreciates the assistance 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 / Iranian 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. Although, regrettably some vessels have been hijacked, many have managed to also deter the pirates due to timely intervention of the navies.

The IMB congratulate the Navies that have successfully intercepted and detained a number of Somali pirates.

PIRACY NEWS

ShipLoc

There are a number of reliable ship tracking devices available on the market today based upon Inmarsat and other satellite systems.

The IMB endorses ShipLoc, an inexpensive satellite tracking system, which allows shipping companies, with Internet access, to monitor the exact location of their vessels. In addition to its anti-hijacking role, ShipLoc facilitates independent and precise location of ships at regular intervals. ShipLoc is fully compliant with the IMO Regulation SOLAS XI-2/6 adopted during the diplomatic conference in December 2002, concerning a Ship Security Alert System. The ship security alert system regulation that came into force in July 2004 requires ships of over 500 GT to be equipped with an alarm system in order to reinforce ship security. The system allows the crew, in case of danger, to activate an alarm button that automatically sends a message to the ship owner and to competent authorities. The message is sent without being able to be detected by someone on-board or by other ships in the vicinity. ShipLoc is contained in a small, discrete waterproof unit, which includes: an Argos transmitter, a GPS receiver, a battery pack in case of main power failure, and a flat antenna. ShipLoc is one of the most reliable systems available today. For more information, please visit www.shiploc.com

Secure-Ship

Secure-Ship is an effective innovation in the fight against piracy. It is a non-lethal, electrifying fence surrounding the whole ship, which has been specially adapted for maritime use. The fence uses 9,000-volt pulse to deter boarding attempts. An intruder coming in contact with the fence will receive an unpleasant non-lethal shock that will result in the intruder abandoning the attempted boarding. At the same time an alarm will go off, activating floodlights and a very loud siren. The IMB strongly recommends ship owners to install this device on board their ships. For safety reasons it cannot be deployed on vessels carrying inflammable cargoes. Further details can be obtained at www.secure-ship.com

IMB: Flag States sign Declaration condemning acts of violence against seafarers

Three of the largest flag states – Marshall Islands, Liberia and Panama, accounting for around 40 % of the world's commercial shipping tonnage have signed an agreement condemning the acts of violence against seafarers by pirates. The flag states agreed to pool information on the mistreatment of seafarers at the hands of pirates.

The flag states signed a Declaration in Washington on 03 August 2011 condemning the acts of violence against seafarers. The Declaration recognised that the increasing use of violence against captured seafarers was underreported and noted that there were significant sensitivities associated with such information.

The Declaration affirmed their commitment to provide information on the levels of violence faced by seafarers to the **International Maritime Bureau (IMB)** from reports received by them in accordance with their internal procedures.

IMB has been identified as an appropriate organisation for collating and disseminating aggregated data of the levels of violence. The report will omit their names, the names of the vessels, owners, operators and flag states to protect identities and privacy.

Present during the signing of the agreement were Margaret Ansumana, Senior Deputy Commissioner – Liberian Maritime Authority, Captain Thomas f. Heinan – Deputy Commissioner of Maritime Affairs – Republic of the Marshall Islands, Mr Robert Linares – Minister for Maritime Affairs and Administration of the Panama Maritime Authority and Capt P. Mukundan, Director of the IMB was present to accept the commitment as was Mr Jon Huggins, the project Director of Oceans Beyond

Piracy (OBP). Also in attendance were representatives of the U.S. State Department, the Office of Naval Intelligence (ONI), the Naval Criminal Investigative Service (NCIS), BIMCO, the Chamber of Shipping of America and other dignitaries. Mr Angelito A. Nayan from the Philippine Embassy in Washington who had attended the ceremony praised the agreement and hoped that this will help to focus attention on the plight of seafarers many of whom are from Philippines. The agreement was also recently praised at the Plenary Session of the United Nations (UN) Contact Group on Piracy off the coast of Somalia.

The project is supported by the One Earth Future Foundation (OEFF) and the TK Foundation. This new initiative will help to publicise the human cost of piracy, which at times can go unnoticed amongst reports of hijackings and huge ransoms. Current figures for 2011 suggest that the number of worldwide piratical incidents is on course to match or surpass those for 2010, though currently, attacks off Somalia account for a greater percentage of worldwide attacks than in previous years.

This agreement is a result of the OEFF's Ocean Beyond Piracy (OBP) working group which in June 2011 produced the Human Cost of Piracy Report. The OBP report found that thousands of seafarers were subjected to gunfire, beatings, confinement and in some cases torture, though these cases were underreported and misunderstood by the public.

IMB Director P. Mukundan commented, "Attacks reported off Somalia this year have been characterised by greater degree of violence against crew than before. Also there have been worrying reports of violent attacks on crew during hijackings of these vessels in the Gulf of Guinea. These intimidating and sometimes brutal attacks on crew must end – hopefully we can bring these instances to wider public attention as a result of this Declaration."

IMB: Another first as pirates strike at Salalah, Oman.

On 20 August 2011, Somali pirates successfully hijacked a chemical tanker anchored at Salalah, Oman.

This latest hijacking incident is of particular interest and concern because the tanker was waiting at a designated anchorage in the port of Salalah for berthing instructions when it was attacked. This incident marks yet another hijacking precedent for Somali pirates – the first time they have hijacked an anchored vessel from a non Somali port. It also serves to illustrate once again that Somali pirates are constantly rethinking their attack tactics to ensure that their business model continues.

The 25,390 DWT Marshall Islands registered tanker had recently completed a successful eastbound Gulf of Aden transit for which an onboard security team had been employed. The security team disembarked at Muscat, Oman. The vessel went on to discharge her original cargo at Al Jubail, Saudi Arabia before proceeding to Salalah in ballast to load a methanol cargo. Whilst anchored in Salalah awaiting berthing instructions, the vessel was boarded by pirates and hijacked. The tanker and its 21 crew are now being held to ransom off the coast of Somalia.

Perhaps the pirates were encouraged by their success, as the day after the in-port hijack, a 46,000 DWT Saudi registered chemical tanker was attacked whilst steaming around 55 nautical miles off Salalah. The tanker managed to foil the attack. The pirates made several attempts to board the tanker but finally aborted the attempt after the tanker adopted evasive manoeuvres.

Salalah enjoys a reputation as one of the better operated ports in the region. For pirates to enter such a port and attack an anchored vessel is a new and worrying tactic. Arguably there is nothing to stop such attacks being repeated in other ports in the region. In the light of this incident, it is vital that tighter Port State Control measures are implemented on all vessels coming into ports in the region. The case illustrates the need for increased vigilance and security by crew and by port authorities.

New programme launched to assist victims of piracy

A programme has been launched in London to help seafarers and families cope with the physical and mental trauma caused by torture and abuse at the hands of pirates.

Piracy is at an all-time high with 352 attacks reported so far in the 3rd quarter of 2011. The most piracy prone area is in the waters off Somalia where currently 13 vessels with 247 seafarers being held for ransom. In addition, the pirates are also holding 19 kidnapped crew members as hostage.

There have been some notable cases recently indicating that pirates have used extreme brutality and the threat of death against seafarers and their relatives. The new **Maritime Piracy Humanitarian Response Programme (MPHRP)** is intended to help those affected cope with the resulting pain and anguish.

Funded by the ITF (International Transport Workers' Federation) Seafarers' Trust charity and the TK Foundation, and chaired by Peter Swift, formerly MD of the INTERTANKO, the new programme speaks for an alliance of ship owners, trade unions, managers, manning agents, insurers, and welfare associations representing the entire shipping industry.

At a campaign's launch, a victim of one of the most horrific cases gave an emotional explanation of how he and his fellow crewmen were treated by Somali pirates. He was himself beaten up and has decided not to return to sea. Senior Officers on his vessel were stripped and forced into the refrigerated compartment of the vessel.

It is important to fully understand what triggered such unacceptable behaviour by the pirates so that lessons can be learned and used in preparing crews to cope with such circumstances. There have been numerous instances where pirates have threatened to kill hostages or forced them to plead for their lives while on the telephone to their families. Such tactics are aimed at applying pressure to speed up ransom negotiations. In some cases these events have been filmed and put on the internet for families to watch.

There can be no justification for such abuse of seafarers. As these attacks have continued over time, there is a danger of the rest of the world condoning certain levels of mistreatment of crew, considering them normal and even making excuses for why the pirates have behaved brutally in specific circumstances. This is simply wrong. Mistreatment of crew, even at the basic level of loss of personal space or freedom of movement, bullying and denial of acceptable levels of food and water should not be tolerated. Sleeping communally on the bridge of the ship under the watchful eyes of armed pirates for six months is totally unacceptable. Seafarers do not go to sea to be placed in these conditions.

The world should strongly condemn these actions and the pirates responsible should be punished. MPHRP is an excellent initiative aimed at mitigating some of the effects of these crimes. It deserves the support of all in the industry.

In support of the MPHRP the **International Seafarers Assistance Network (ISAN)** has launched a new 24 hour hotline for crews or their families affected by the stress and traumas of piracy to call and seek humanitarian assistance. The centre can be contacted on +44 (0) 20 7323 27371.

Insurers increase premiums for Nigeria and Benin

A recent upsurge in piracy attacks off Nigerian and Benin has led to marine insurers extending the reach of war-risk zones. Underwriters are now charging additional premiums for vessels proceeding to Nigeria and Benin. The Joint war Committee (JWC) has recently extended the Listed Areas to include Benin, the Gulf of Guinea and Nigeria as danger zones with effect from 01 August 2011. The premiums are based on the value of the ships entering the area which insurers have declared as high risk. Sources indicate that many ships are avoiding Benin's waters altogether in view of the recent surge in attacks and hijacking of ships in/off Benin. Approximately 40 per cent of Benin's Government income derives from port activities.

UN concerns about piracy in the Gulf of Guinea

The United Nations Security Council (UNSC) is concerned over the surge of attacks and hijackings in the Gulf of Guinea, Nigeria and particularly off Benin. This surge of attacks are having an adverse impact on security and trade in the region. The UNSC plans to convene a summit of the Gulf of Guinea Heads of State to discuss these issues and a regional response.

The Indian Permanent Representative Hardeep Singh Puri read out a statement “In this context, members of the Council underlined the need for regional coordination and leadership in developing a comprehensive strategy to address this threat.” The Council urged the International Community to support the countries in this region through information exchange, coordination and capacity building.

Recently, Nigerian President Goodluck Jonathan and Benin Republic President Boni Yayi agreed to cooperate in the fight against piracy and criminals operating at the border of both countries and in the Gulf of Guinea.

Pirates sentenced in Seychelles

A court in the Seychelles has sentenced five Somali pirates aged 19 to 28, each to 18 years in jail.

Recently, Supreme Court judge Duncan Gaswaga found the defendants guilty of attacking two French fishing vessels in November 2010 using automatic weapons and RPGs. The pirates retreated when armed guards on the fishing vessels returned fire but later came back to harass them. Aerial surveillance pinpointed the scene and the pirates were intercepted and detained by the Seychelles Coast Guard.

The judge is quoted as saying that despite the defendants’ youth and circumstances, piracy had negatively impacted world trade, tourism and marine safety.

In February 2011, the Seychelles had sentenced 10 other Somali pirates to 20 years in jail. The island nation had concluded an agreement with Somalia on the repatriation of some prisoners. The report did not say where the newly sentenced five would serve their jail terms.

Mauritius signs agreement with EU on prosecution of Somali pirates

Mauritius and the EU have signed an agreement to prosecute suspected pirates caught by EU Naval Force. Pirates arrested by EU Naval Force will be sent to Mauritius to face trial. Mauritius is the third country in the region after Kenya and Seychelles to agree to prosecute pirates that had been detained by the Navies.

Fong Weng-Poorun, a top official in Mauritius Internal Affairs department said, “We have an agreement on the need to put an end to the impunity by pirates and that is why the transfer deal is important. Piracy in the Indian Ocean Island has economic consequences for Mauritius.”

Save our Seafarers (SOS) campaign.

Over 90% of world trade is carried out by sea. The shipping industry transports over a tonne of fuel, food, manufactured goods and aid for every single person on the planet, every year without fail. Shipping is, without doubt, the heartbeat of the global economy.

One of the biggest ever maritime industry groupings comprising twenty-five of the world’s largest maritime organisations, have joined together to raise awareness of the human and economic cost of piracy. It is claiming lives and threatening global trade on a daily basis. To support and for more information, log on to www.saveourseafarers.com.

Southern Africa prepares for piracy threat

South African Defence Minister warned that Somali piracy may reach Southern African’s nations waters and therefore they should be on high alert as the region’s coastlines and shipping lanes are

vulnerable to Somali piracy which is seen moving southwards. “There is little doubt that the issue of piracy is beginning to be a serious problem to us,” said the Defence Minister Lindiwe Sisulu. “Our assessment is that Southern African waters are increasingly becoming an attractive alternative to Somali pirates as they try to avoid the clamp-down of various maritime task forces around the Horn of Africa and the Gulf of Aden, purely by moving into largely unprotected parts of the Indian Ocean,” the Minister said. The Minister said that a military strategy is currently under consideration. The Minister also said that the discovery of oil and gas off the coast of Tanzania where six million tons of oil are transported around the coastline each month by vessels may encourage the pirates to move southwards.

Shipping Associations asked for UN guards

The Round Table shipping associations comprising of the International Chamber of Shipping (ICS), BIMCO, INTERTANKO and INTERCARGO has written to the UN asking for the establishment of an armed UN Guards to solve the piracy problem. They argued that a bold new strategy is required to stop the rising piracy levels. The associations states that they fully support the UN’s long term measures on shore aimed at helping the Somali people but they are concerned that this may take years if not decades to have an impact to eradicate Somali piracy. They are asking the UN for the establishment of an UN Military Force that can be placed onboard merchant ships. The associations believe that this will stabilise the situation and restrict the growth of unregulated, privately contracted armed security guards.

Six pirates arrested in Malaysian waters

The Malaysian Maritime Enforcement Agency (MMEA) had detained six suspected pirates while they were about to climb onto a merchant vessel off Tanjung Piai, Malaysia. Earlier the six pirates tried to board two other merchant vessels but failed due to the vessel’s crew alertness. The crew of the vessel spotted the pirates and immediately informed the Authorities. MMEA dispatched a vessel and subsequently saw the pirates trying to board a third vessel. The pirates tried to escape by speeding off towards international waters but MMEA patrol boat fired several warning shots and managed to intercept and apprehend all six suspects.