



ICC INTERNATIONAL MARITIME BUREAU

**PIRACY AND ARMED ROBBERY
AGAINST SHIPS**

REPORT FOR THE PERIOD

1 January – 30 September 2015

WARNING

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

**Tel :+44 207 423 6960
Fax:+44 207 160 5249
Email: imb@icc-ccs.org
Web: www.icc-ccs.org**

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INTRODUCTION

The ICC International Maritime Bureau (IMB) is a specialised division of the International Chamber of Commerce (ICC). The IMB is a non-profit making organisation, established in 1981 to act as a focal point in the fight against all types of maritime crime and malpractice. The International Maritime Organization (IMO) in its resolution A 504 (XII) (5) and (9) adopted on 20 November 1981, has *inter alia*, urged governments, 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 2015.

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:

ICC International Maritime Bureau (Asia Regional Office)
PO Box 12559, 50782 Kuala Lumpur, Malaysia
Tel ++ 60 3 2078 5763
Fax ++ 60 3 2078 5769
E-mail: imbkl@icc-ccs.org
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. As of 30 September 2015, the Centre received reports of 190 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.

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 (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
- Japan P&I Club
- Just Ships
- Standard Steam Ship Mutual P&I Association
- Steam Ship Insurance Management Services Limited
- Taipei Economic & Cultural Office in Malaysia
- The North of England P&I Association Ltd
- Tsakos Shipping

The PRC is additionally non-financially supported by:

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

TABLE 1: Locations of ACTUAL and ATTEMPTED attacks, January – September 2010 – 2015

	Locations	2010	2011	2012	2013	2014	2015
S E ASIA	Indonesia	26	30	51	68	72	86
	Malacca Straits	1		2	1	1	5
	Malaysia	13	14	8	5	15	11
	Myanmar (Burma)		1				
	Philippines	3	2	3	2	5	8
	Singapore Straits	2	7	6	5	8	9
	Thailand	1				2	1
FAR	China	1	1				
EAST	South China Sea	30	13	1	4		
	Vietnam	9	6	4	6	2	19
INDIAN SUB	Bangladesh	18	7	9	10	15	11
CONTINENT	India	4	6	6	7	10	7
AMERICAS	Brazil	2	1	1		1	
	Colombia	2	3	3	6	1	4
	Costa Rica		3	1			
	Ecuador	3	3	3	3		
	Guyana	2	1		1		
	Haiti	5	2	2			1
	Peru	8	1	2	4		
	Venezuela	3	2				1
	Algeria			1			
	Angola		1			1	
AFRICA	Benin		19	2			
	Cameroon	5		1		1	
	Democratic Republic of Congo	3	4	2		1	2
	Egypt		2	6	7		
	Gabon				2	1	
	Ghana		2	2		4	2
	Guinea	3	5	2	1		3
	Gulf of Aden	44	32	13	4	4	
	Ivory Coast	3	1	3	4	2	1
	Kenya		1	1			2
	Liberia	1				1	1
	Mauritania				1		
	Mozambique			2	1		1
	Nigeria	11	6	21	29	13	12
	Red Sea	24	36	13	2	3	
	Sierra Leone			1	1	1	
	Somalia	56	130	44	4	3	
	Tanzania	1		2	1	1	
	The Congo	1	3	4	2	6	2
	Togo		5	11	7	2	
REST OF	Arabian Sea	2					
WORLD	Iraq	2					
	Mediterranean Sea		1				
	Oman		1			2	

Papua New Guinea						1
Subtotal for nine months	289	352	233	188	178	190
Total at year end	445	439	297	264	245	

All incidents with * above are attributed to Somali pirates

CHART A: The following five locations contributed to nearly 75% of the total attacks reported in the period January – September 2015.

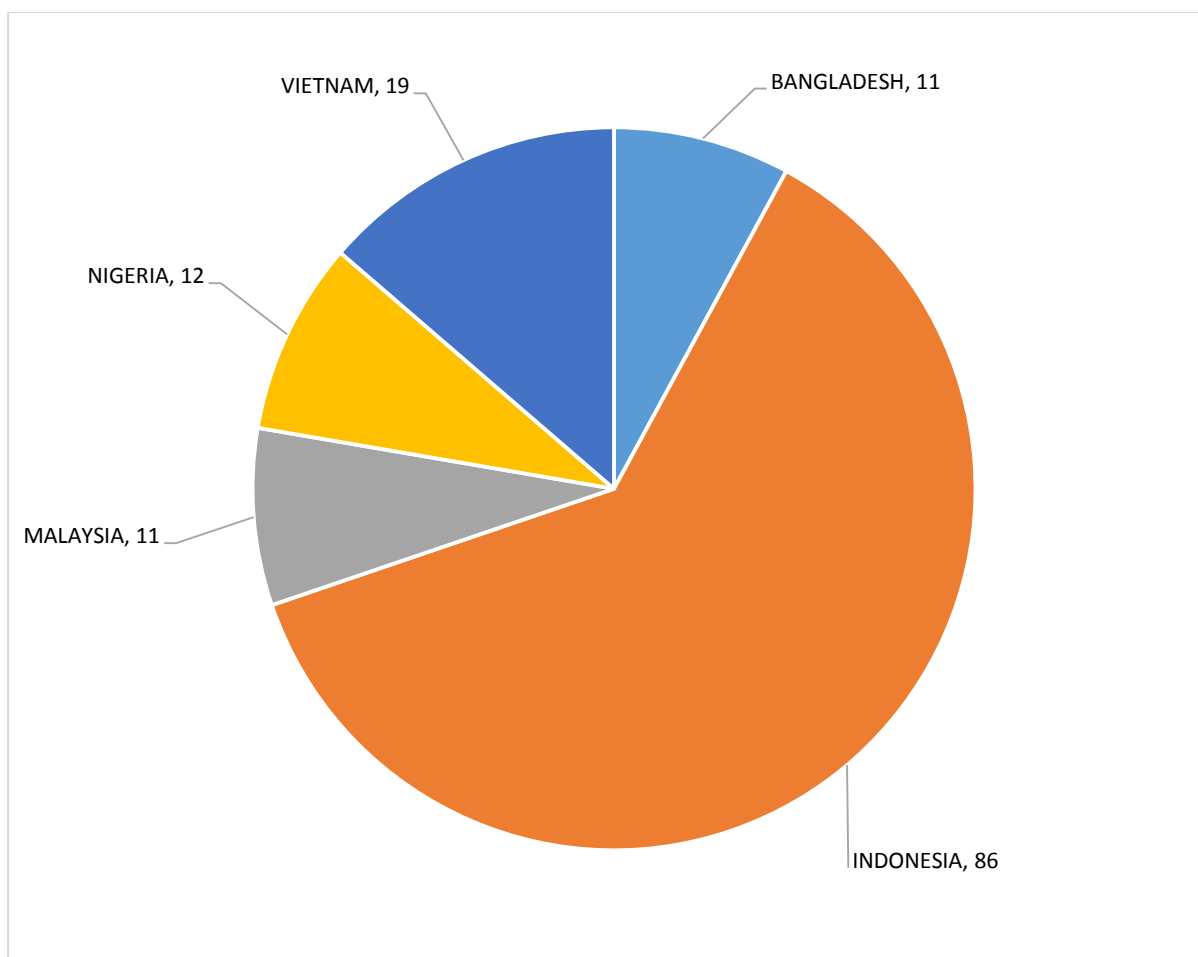


CHART B: Monthly comparison of incidents during January – September 2015

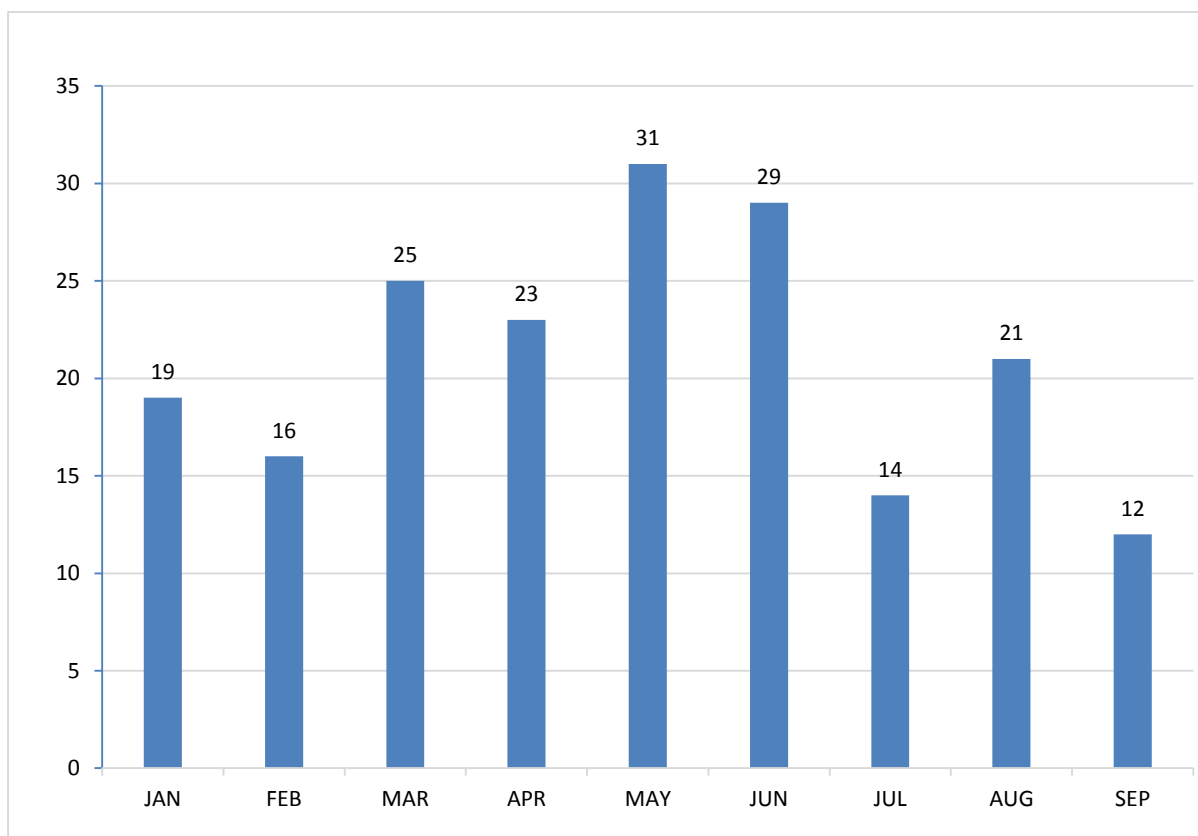


CHART C: Total incidents as per Regions of the world January – September 2015

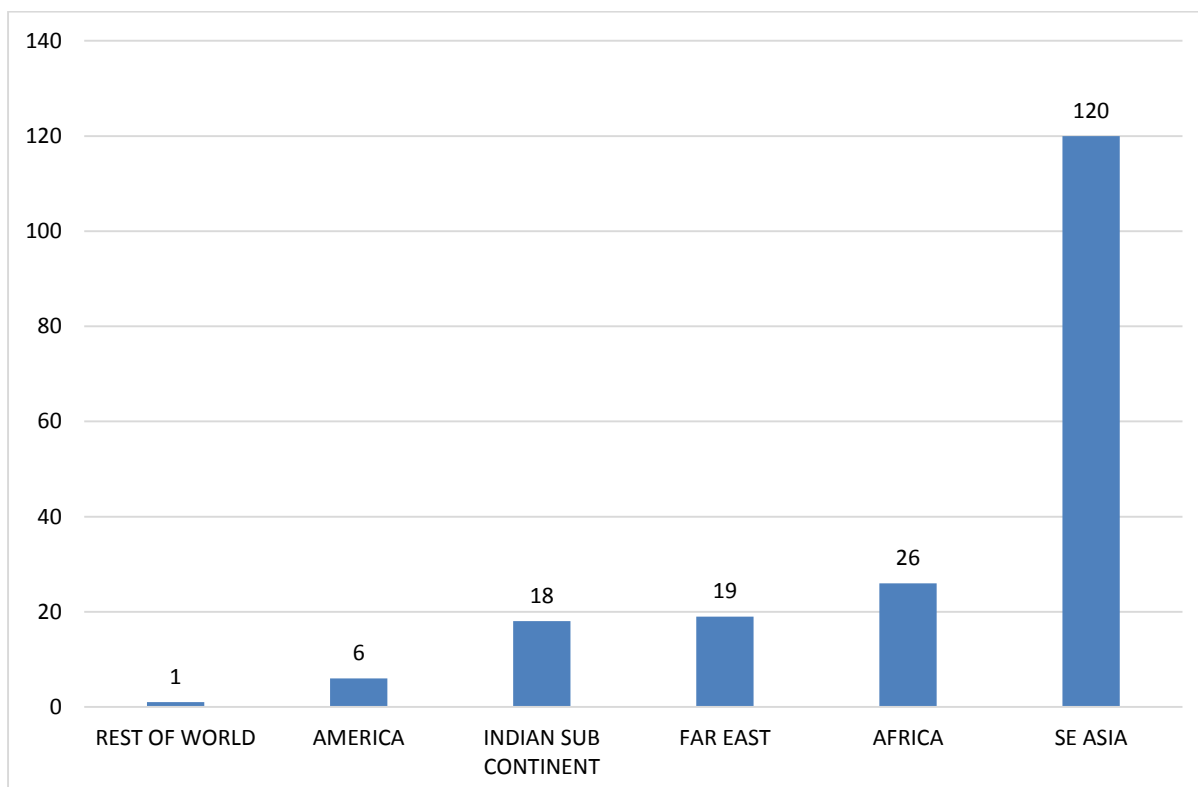


TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – September 2015

		ACTUAL ATTACKS		ATTEMPTED ATTACKS	
Location		Boarded	Hijacked	Fired Upon	Attempted
S E ASIA	Indonesia	76	3		7
	Malacca Straits	1	4		
	Malaysia	4	6		1
	Philippines	6			2
	Singapore Straits	8			1
	Thailand	1			
FAR EAST	Vietnam	18			1
INDIAN	Bangladesh	10			1
SUB CONT	India	7			
AMERICAS	Colombia	4			
	Haiti	1			
	Venezuela	1			
AFRICA	Dem. Rep. of Congo	2			
	Ghana	1	1		
	Guinea	1			2
	Ivory Coast	1			
	Kenya	1			1
	Liberia	1			
	Mozambique	1			
	Nigeria	6	1		5
	The Congo	2			
	Papua New Guinea	1			
Sub total		154	15		21
Total		190			

TABLE 3: Ports and anchorages, with three or more reported incidents, January – September 2015

Location	Country	01.01.2015 – 30.09.2015
Batangas	Philippines	3
Belawan	Indonesia	10
Chittagong	Bangladesh	10
Conakry	Ivory Coast	3
Dumai	Indonesia	6
Kandla	India	4
Karimun Kecil / Besar	Indonesia	18
Lagos	Nigeria	4
Pulau Nipah	Indonesia	22
Pulau Takong Kecil	Indonesia	10
Vung Tau	Vietnam	11
Sub Total		101

TABLE 4: Status of ships during ACTUAL attacks, January – September 2015

LOCATION		BERTHED	ANCHORED	STEAMING
S E ASIA	Indonesia	5	20	54
	Malacca Straits			5
	Malaysia	1	1	8
	Philippines	2	4	
	Singapore Straits		2	6
	Thailand	1		
FAR EAST	Vietnam	3	14	1
INDIAN	Bangladesh		9	1
SUB CONT	India	2	5	
AMERICAS	Colombia		4	
	Haiti		1	
	Venezuela		1	
AFRICA	Dem. Rep. of Congo		2	
	Ghana			2
	Guinea		1	
	Ivory Coast	1		
	Kenya	1		
	Liberia	1		
	Mozambique	1		
	Nigeria	2	3	2
	The Congo		2	
REST OF WORLD	Papua New Guinea			1
Sub Total		20	69	80
Total		169		

TABLE 5: Status of ships during ATTEMPTED attacks, January – September 2015

LOCATION		BERTHED	ANCHORED	STEAMING
S E ASIA	Indonesia		1	6
	Malaysia			1
	Philippines			2
	Singapore Straits			1
FAR EAST	Vietnam		1	
INDIAN SUB CONT.	Bangladesh	1		
AFRICA	Guinea		2	
	Kenya	1		
	Nigeria	2	3	
Sub Total		4	7	10
Total		21		

TABLE 6: Types of arms used during attacks, January – September 2010 – 2015

Types of Arms	2010	2011	2012	2013	2014	2015
Guns	137	202	93	59	48	29
Knives	66	51	56	55	55	73
Not stated	83	95	79	72	71	82
Other weapons	3	4	5	2	4	6
Subtotal: Jan – Sept	289	352	233	188	178	190
Total at year end	445	439	297	264	245	

TABLE 7: Comparison of the type of attacks, January – September 2010 – 2015

Category	2010	2011	2012	2013	2014	2015
Attempted	70	89	58	21	27	21
Boarded	128	138	125	140	124	154
Fired upon	52	90	26	17	10	-
Hijack	39	35	24	10	17	15
Subtotal: Jan - Sept	289	352	233	188	178	190
Total at year end	445	439	297	264	245	

TABLE 8: Types of violence to crew, January – September 2010 – 2015

Types of violence	2010	2011	2012	2013	2014	2015
Assaulted	3	6	2	-	1	14
Hostage	773	619	458	266	369	266
Injured	27	41	18	20	10	13
Kidnap	17	6	7	34	5	10
Killed	1	8	6	1	3	1
Missing	-	-	-	1	1	-
Threatened	13	23	12	8	8	5
Subtotal: Jan – Sept	834	703	503	330	397	309
Total at year end	1270	895	662	373	479	

TABLE 9: Type of violence to crew by location, January – September 2015

Location	Assaulted	Hostage	Injured	Kidnap	Killed	Threatened
SE ASIA Indonesia		54	4			
Malacca Straits		45	3			
Malaysia		110	1			
FAR EAST Vietnam						1
INDIAN SUB Bangladesh		2	2			
CONTINENT India						
AMERICAS Haiti			2			
AFRICA Ghana		45			1	
Guinea		1				3
Mozambique						1
Nigeria	1	9	1	10		
Sierra Leone						
REST OF WORLD Papua New Guinea	13					
Sub total	14	266	13	10	1	5
Total	309					

TABLE 10: Types of arms used by geographical location, January – September 2015

LOCATIONS	Guns	Knives	Other Weapons	Not Stated
S E ASIA Indonesia	5	41	3	37
Malacca Straits	4	1		
Malaysia	6	3		2
Philippines		1		7
Singapore Straits	1	2		6

	Thailand		1		
FAR EAST	Vietnam		7	1	11
INDIAN	Bangladesh	2	7		2
SUB CONT	India		1	1	5
AMERICAS	Colombia	1	1		2
	Haiti		1		
	Venezuela				1
AFRICA	Dem. Rep. of Congo		1		1
	Ghana	2			
	Guinea	2			1
	Ivory Coast		1		
	Kenya		2		
	Liberia				1
	Mozambique		1		
	Nigeria	5	1	1	5
	The Congo		1		1
REST OF WORLD	Papua New Guinea	1			
Sub total		29	73	6	82
Total		190			

TABLE 11: Types of ships attacked, January – September 2010 – 2015

Type	2010	2011	2012	2013	2014	2015
Bulk Carrier	46	78	49	41	34	65
Cable Ship						1
Cement Carrier	2					
Container	48	50	33	22	13	22
Crane Ship	1					
Dhow	3	1	5	1		
Diving Support Vessel		1				
General Cargo	47	29	11	15	14	10
Guard Vessel			1			
Heavy Load Carrier		1				
Hopper Dredger						1
Landing Craft	2		1	1		
Livestock Carrier	1	2		1	1	
Offshore Processing Ship					1	
Offshore Support Vessel					1	
Passenger Ship / Boat	1	1				1
Pipe Lay Barge						1
Pipe Layer Crane Vessel	1		1			
Refrigerated Ship	4	3	2	2		2
Research Ship			1		1	
Research Vessel (Naval Auxiliary)	1		1			
RO-RO	4	3	2	1	2	
Seismographic Research Ship	2	1				
Supply Ship		1	5	5	2	2
Tanker Asphalt / Bitumen	1	1		2	1	
Tanker Bunkering			1		2	1

Tanker Chem / Product	65	83	59	55	66	51
Tanker Crude Oil	24	50	26	22	21	15
Tanker FPSO / FSO						2
Tanker LNG	1		2			
Tanker LPG	4	5	9	5	7	3
Trawler/Fishing	13	5	4	2	3	2
Offshore Tug / Tug & Barge	12	24	18	13	6	7
Vehicle Carrier	4	7			2	1
Warship	1					
Water barge					1	
Wood Chips Carrier		1	1			2
Yacht		4				1
Not stated	1	1				
Subtotal: Jan-Sept	289	352	233	188	178	190
Total at year end	445	439	297	264	245	

CHART D: Types of ships attacked, January – September 2015

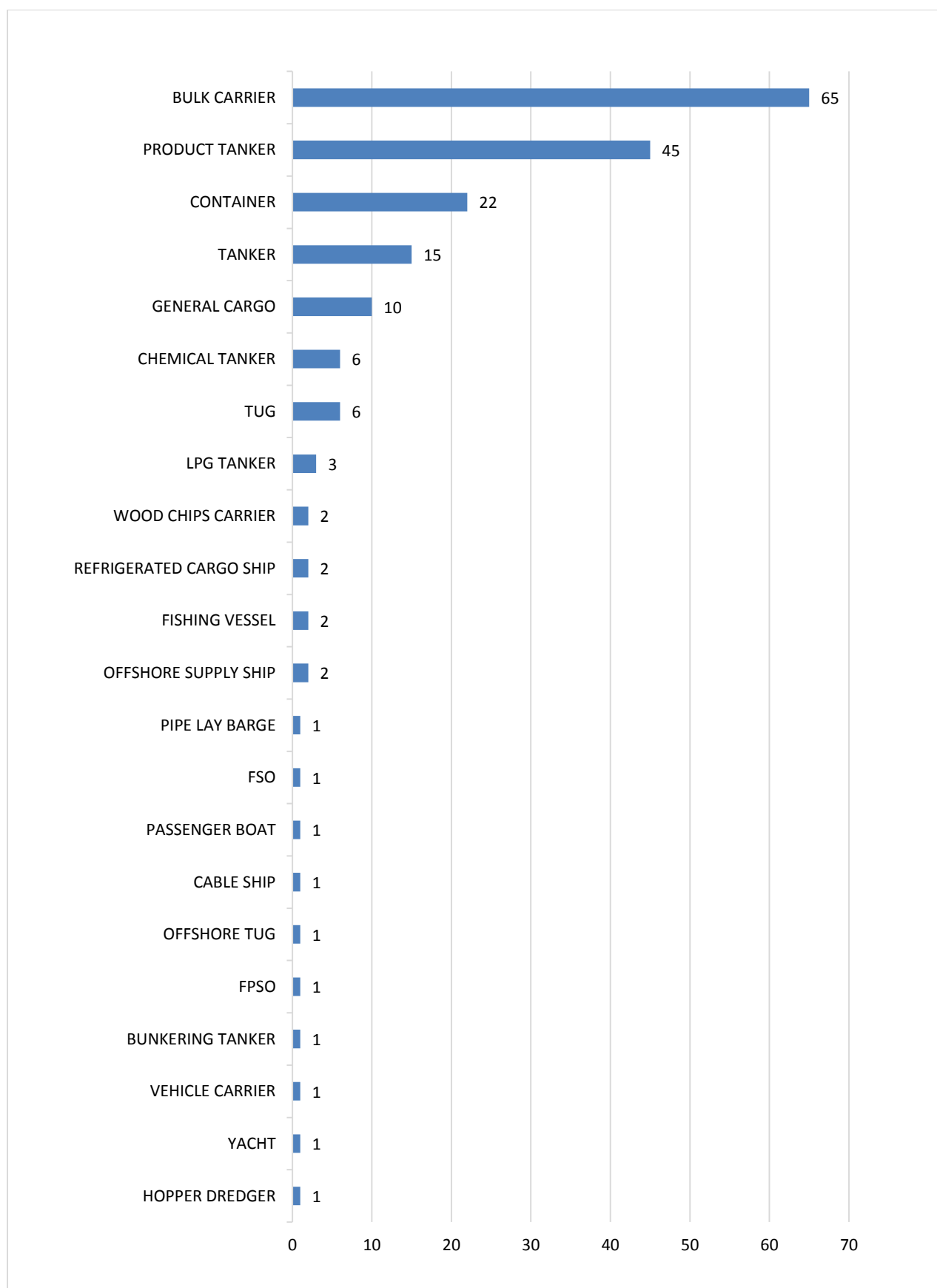
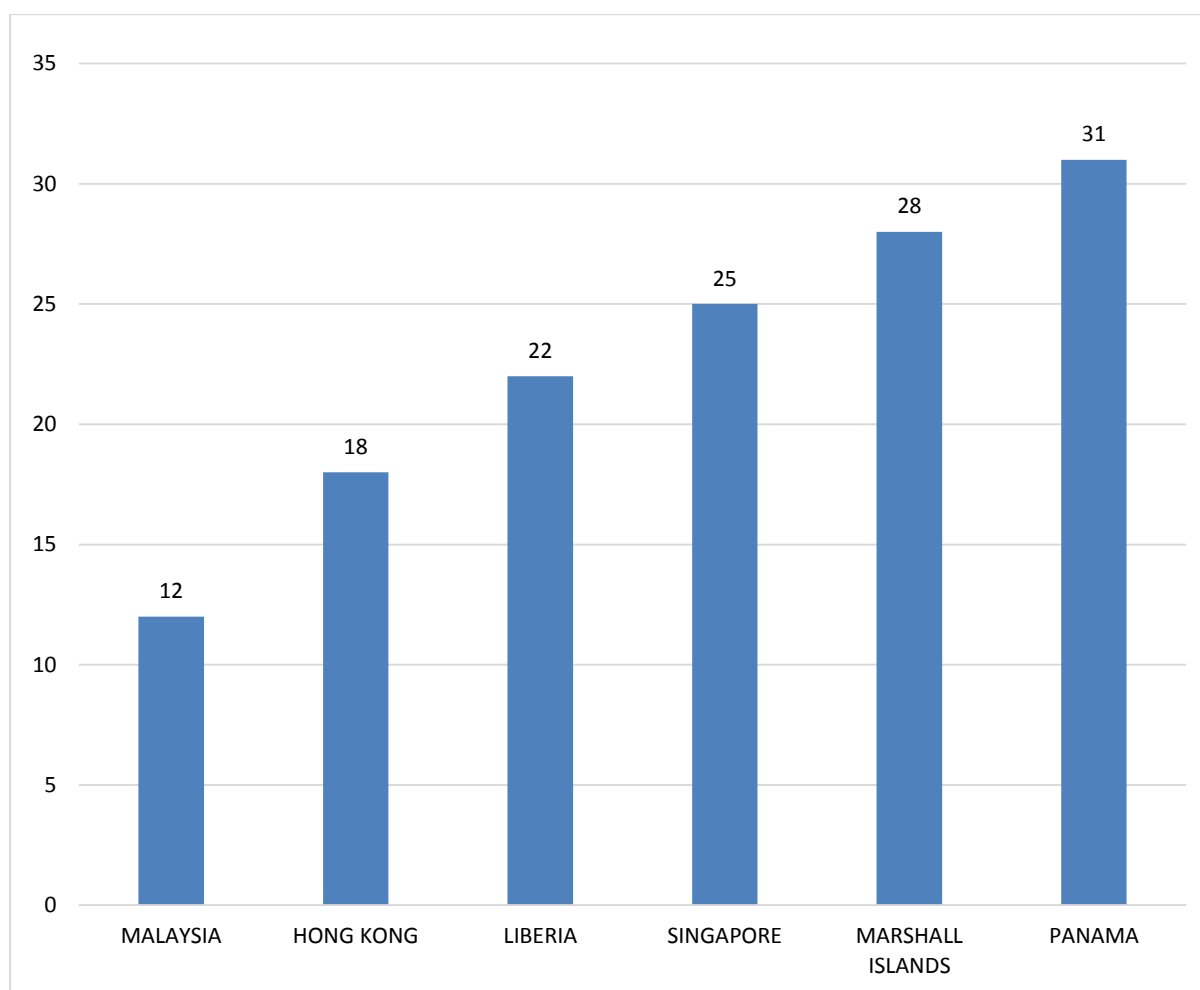


TABLE 12: Nationalities of ships attacked, January - September 2010 – 2015

Flag State	2010	2011	2012	2013	2014	2015
Algeria		1				
Antigua Barbuda	15	12	4	6	4	6
Australia						1
Austria		1				
Bahamas	4	9	12	4	3	3
Bangladesh			1			
Barbados	1	2		1		
Belgium		2				1
Belize						1
Bermuda	1				1	
Bolivia			1			
Bulgaria	1					
Cayman Island		1	1	1		
China	2	3		2	1	
Comoros		2	1			
Cook Islands						1
Croatia				1		
Curacao			3			1
Cyprus	6	6	1		2	5
Denmark	1	7	5	3	3	1
Dominica		1			1	
Egypt						1
Ethiopia		2	1			
France	2	2		1		1
Gabon				1		
Germany	2	3	4			
Ghana					1	1
Gibraltar	2	2	2	3	1	
Greece	1	8	3	2	1	3
Honduras					2	
Hong Kong (SAR)	12	17	13	16	11	18
India	6	4	5	2	3	1
Indonesia	2	4	1			2
Iran	1			1		1
Isle of Man	5	3	4	1	2	2
Italy	4	6	3	3	6	
Jamaica	1					
Japan		1				
Kenya	1					
Kiribati	1			1	1	
Korea North	2					
Korea South	4	1	1		1	1
Liberia	35	46	37	33	15	22
Libya		2				
Lithuania	1					
Luxemburg	1	1		2		1

Malaysia	10	9	8	7	8	12
Malta	14	22	7	6	3	8
Marshall Islands	27	38	16	21	23	28
Moldova		1				
Mongolia		3	1		2	
Netherlands	2		1	1	6	
Nigeria				2	2	2
Norway	2	8	3	3	3	1
Oman			3			
Pakistan	1					
Panama	49	55	36	22	32	31
Papua New Guinea						1
Philippines	1	3	4	1	3	
Portugal						1
Saudi Arabia	1	1			2	1
Seychelles	1	1				
Sierra Leone	1			1	1	
Singapore	32	24	39	29	22	25
Spain	2	2	1			
St. Kitts & Nevis	1	1	1		1	
St. Vincent & Grenadines	4	2	1	4		
Taiwan	5					
Thailand	4	1	1	2	5	4
Togo		1				
Turkey	2	3	1	1		
Tuvalu	1	1	2			
UAE		6				
United Kingdom	4	6	1	1		
USA	4	4	1	2	2	
Vanuatu		1		1		1
Vietnam	2	3			3	1
Yemen	5	5	3			
Not Stated		2			1	
Subtotal: Jan to Sept	289	352	233	188	178	190
Total year end	445	439	297	264	245	

CHART E: Flag States whose vessels attacked nine or more times January – September 2015

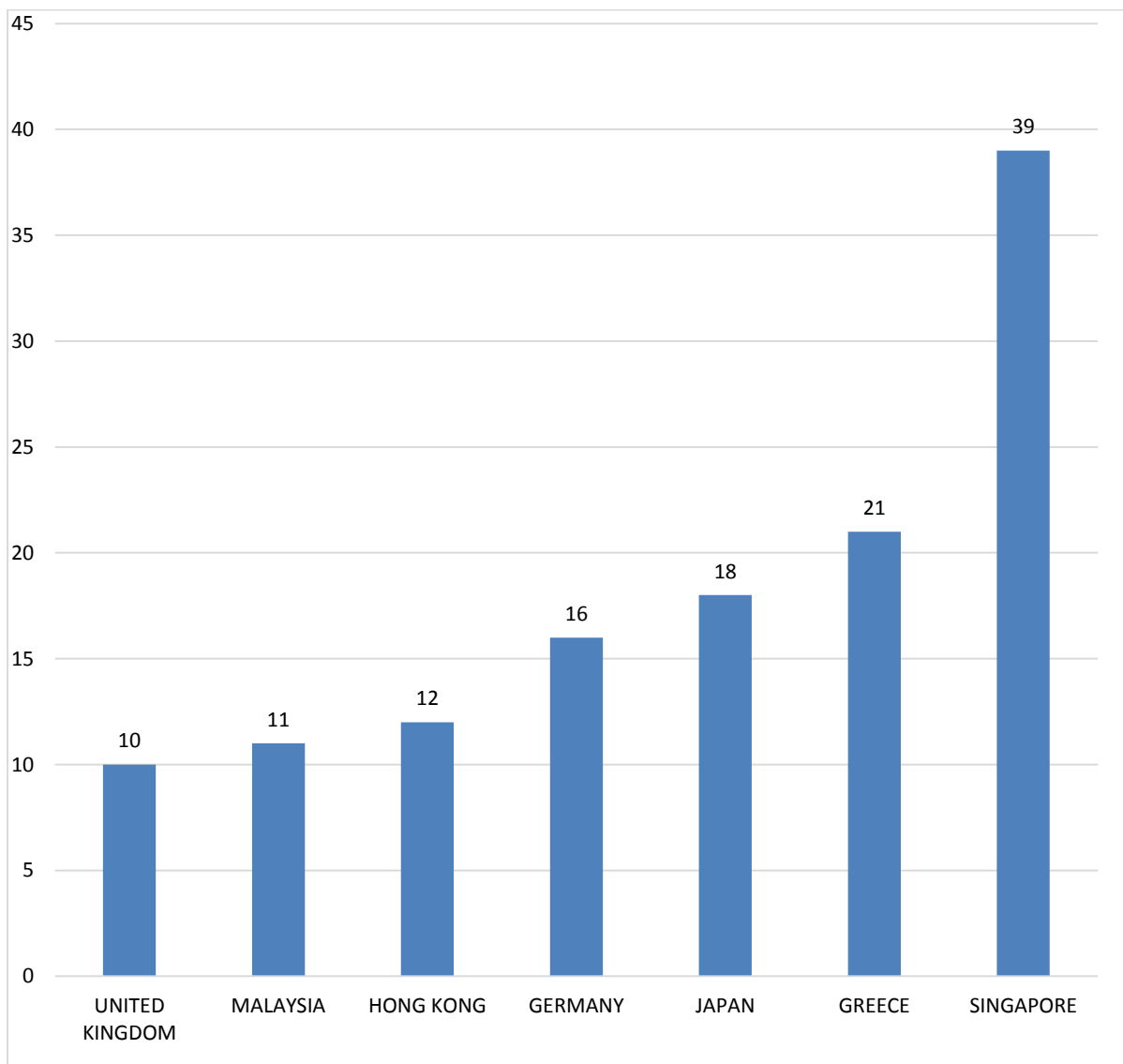


**TABLE 13: Countries where victim ships were controlled or managed:
January – September 2015**

Country	No of Ships
Australia	1
Bahamas	1
Belgium	2
Canada	1
China	5
Cyprus	3
Denmark	7
Egypt	2
France	2
Germany	16
Greece	21
Hong Kong	12
India	3
Indonesia	1
Iran	1
Japan	18
Korea South	2
Malaysia	11
Monaco	3

Netherlands	1
Nigeria	4
Norway	5
Oman	1
Papua New Guinea	1
Poland	2
Portugal	1
Russia	1
Singapore	39
Taiwan	3
Thailand	4
Turkey	3
UAE	1
United Kingdom	10
USA	1
Vietnam	1
Total	190

**CHART F: Managing countries whose vessels attacked nine or more times
January – September 2015**



OFF SOMALIA / GULF OF ADEN ATTACK FIGURES UPDATE

From 1 January to 30 September 2015, the IMB PRC has received no new incidents.

The combined efforts of the Navies in the region, along with the increased hardening of vessels and BMP4 compliance, employment of Privately Contracted Armed Security Personnel (PCASP), and the the stabilizing factor of the central government within Somalia have resulted in this positive sign.

As the IMB PRC continues to monitor the situation in the region it cautions ship owners and Masters against complacency. Somali pirates still have the capability and capacity to carry out attacks. The IMB PRC believes that a single successful hijacking of a merchant vessel, will rekindle the Somali pirates' passion to resume its piracy efforts.

As of 30 September 2015, suspected Somali pirates continue to hold 29 crew members for ransom.

PIRACY AND ARMED ROBBERY 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: Robbers targeting ships preparing to anchor. Most attacks reported at Chittagong anchorages and approaches. Attacks in Bangladesh have fallen significantly over the past few years because of the efforts by the Bangladesh Authorities.

Indonesia: Tanjung Priok – Jakarta, off Bintan Island, Dumai, off Karimun island, Nipah, Pulau Takong Kecil and Belawan anchorage and surrounding waters. Pirates / robbers normally armed with guns / knives and / or machetes. Generally be vigilant in other areas. Many attacks may have gone unreported. Pirates / robbers normally attack vessel during the night. When spotted and alarm sounded, the pirates / robbers usually escape without confronting the crew.

Meetings between the Indonesian Marine Police (IMP) and the IMB PRC resulted in positive actions by the Indonesian Authorities, who have advised all ships intending to anchor to do so at / near the following locations where the IMP continue to patrol. This has reduced the number of reported incidents in these ports / anchorages.

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 Priok: 06:00.30S-106:54.00E
5. Gresik: 07:09.00S-112:40.00E
6. Taboneo: 04:41.30S-114:28.00E
7. Adang bay: 01:40.00S-116:40.00E
8. Muara Berau: 00:17.00S-117:36.00E
9. Muara Jawa: 01:09.00S-117:13.00E
10. Balikpapan: 01:22.00S-116:53.00E
11. Bintan Island: 01:21.00N-104:29.00E

Ships are advised to maintain strict anti-piracy watch and measures and report all attacks and suspicious sightings to the local authorities and IMB PRC, who will also liaise with the local authorities to render necessary assistance.

Malacca Straits: Although the number of attacks have dropped substantially due to the 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.

Malaysia: Tanjung Piai: Attacks have fallen but ships are advised to remain vigilant until a clearer situation is obtained.

Singapore Straits: Vessels are advised to remain vigilant and to continue maintaining adequate anti-piracy / robbery watch and measures. Pirates / robbers attack ships while underway or while at anchor especially during the night.

South China Sea: Although attacks have dropped significantly in the vicinity off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to continue to remain vigilant. A number of hijackings of small product tankers occurred off the coast of Malaysia, Indonesia and Singapore in the South China Sea. This trend started in April 2014 and has continued until recently. The IMB is monitoring the situation.

Vietnam: Vung Tau and Ho Chi Minh: Increased attacks especially at anchorages.

AFRICA AND RED SEA

Nigeria (Lagos): Pirates / robbers are often well armed, violent and have attacked hijacked and robbed vessels / kidnapped crews along the coast, rivers, anchorages, ports and surrounding waters. Attacks reported up to about 170nm from coast. In many incidents, pirates hijacked the vessels for several days and ransacked the vessels and stole part cargo usually gas oil. A number of crewmembers were also injured and kidnapped in past attacks. Generally, all waters in/off Nigeria remain risky. Vessels are advised to be vigilant, as many attacks may have gone unreported. Attacks also reported at Apapa in the past. Vessels not calling at Nigerian ports are advised to steer clear of these waters as far as possible.

Benin (Cotonou): Although the number of attacks has dropped significantly, the area remains risky. Past attacks showed that the pirates / robbers in this area are well armed and violent and in some incidents have fired upon and hijacked ships. The pirates force Masters to sail to unknown location where ship's properties and sometimes part cargo is stolen (gas oil). Crew members have been injured in the past. Patrols by Benin and Nigerian Authorities has resulted in a drop in the number of attacks., Vessels are however advised to be vigilant and maintain strict anti-piracy / robbery watches and measures.

Togo (Lome): Attacks have dropped but the area remains a concern and risky. Pirates / robbers in the area are well armed, violent and dangerous. Attacks can occur at anchorages and off the coast and usually at night. Some attacks resulted in vessels being hijacked for several days and ransacked and part cargo stolen (gas oil).

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: Attacks related to Somali pirates have reduced. However, the risk of being approached or attacked still exists. Vessels are advised and encouraged to remain vigilant and comply with all BMP4 procedures. The threat of these attacks still exist in the waters off 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. Incidents have also been reported close to the east African coastlines.

Somali pirates tend to be well armed with automatic weapons and RPG and sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows, to conduct attacks far from the Somali coast. Masters and ship owners are encouraged to follow the latest BMP procedures and ensure that the 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. Early sightings / detection enable an accurate assessment, keeping in mind the warnings and alerts for the area, allowing the Masters and PCASP to make informed decisions to keep clear of small boats, dhows, fishing vessels and if necessary take evasive actions, increase speed 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.

Ivory Coast: Abidjan: Attacks have decreased but caution is advised.

Guinea: Conakry

The Congo: Pointe Noire

Egypt: Past attacks reported at Suez and Alexandria anchorages. No recent attacks but vessels advised to remain vigilant.

SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS

Ecuador: Guayaquil. Attacks stopped but ships advised to be vigilant.

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 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 every day at :

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

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

OBSERVATIONS

Narrations of the 190 attacks for 01 January to 30 September 2015 are listed on pages 30 to 59. The following serious incidents, in chronological sequence are described in more detail.

Ghana:

On 14 January 2015, a Panamanian Bulk Carrier MV Ocean Splendor was attacked by armed pirates while underway at position Latitude 03:24 North and Longitude 001:21 East, around 157nm SSE of Accra, Ghana at approximately 2130 UTC. Around eight heavily armed pirates attacked and successfully boarded the drifting ship. They opened fire with their AK47 to intimidate the crew members. They threatened to kill the crew members and burn the ship. The pirates destroyed the ship's communication equipment, manhandled some of the crew members and stole crew and ship's cash and properties. Before leaving the ship on 15 January 2015 at 0215 UTC, the crew members were warned not to sail until sunrise. The ship's windows and other parts were damaged due to gunshots.

On 30 January 2015, a Ghanaian Fishing Vessel FV Lu Rong Yuan Yu 917 was attacked and hijacked by armed pirates while underway at position Latitude 04:26 North and Longitude 001:43 West, around 27nm south of Takoradi, Ghana at approximately 0500 LT. Armed pirates attacked and successfully boarded the fishing vessel. They hijacked the vessel while the Togo Navy responded and engaged the pirates. Twenty crew members jumped overboard in an attempt to escape and were rescued by the patrol boat. The remaining seven crew members were taken hostage as the pirates fled with the fishing vessel headed out to sea. The pirates later left the fishing vessel and the crew sailed the vessel towards a safe port. One crew reported killed in the incident and three crew members were missing.

Guinea:

On 15 May 2015, a Marshall Islands Bulk Carrier MV Honey Badger was attacked and boarded by armed robbers while anchored at position Latitude 09:22 North and Longitude 013:43 West, Conakry Anchorage, Guinea at approximately 0345 UTC. Six robbers armed with AK47 rifles boarded an anchored ship. The Second Officer saw two robbers on the poop deck and immediately raised the alarm and informed the Master. The robbers aimed their AK47 towards the Second Officer and the Duty AB who immediately retreated into the citadel. The robbers broke into the Master's cabin, fired a few rounds and demanded money from the Master. They robbers also stole crew properties and ship's cash. Port control was informed.

Haiti:

On 15 April 2015, an Australian Sailing Yacht Pelikaan was attacked and boarded by armed robbers while anchored at position Latitude 19:36.52 North and Longitude 072:59.82 West, Baie de Port-a-Piment, Haiti at approximately 2300 LT. Around 10-15 robbers armed with machetes, clubs and sticks in a boat came alongside the yacht. They were very violent and assaulted the Captain and his wife. They also tried to throw the Captain overboard and hang his wife. The robbers ransacked the yacht, stole personal belongings and navigational equipment and escaped. Mayday calls on VHF was transmitted but no response received. The following morning locals assisted the couple and informed the police. The couple was severely beaten and needed hospitalisation. The Captain's fingers and arms were broken and his wife was badly bruised.

Indonesia:

On 28 January 2015, an Indonesian Tanker MT Rehobot was attacked and hijacked by armed pirates while underway in the vicinity of Lembeh Island, North Sulawesi, Indonesia at approximately 2230 LT. About eight armed pirates in a fast boat boarded and successfully hijacked the tanker. All the crew members were set adrift in a life raft and was later saved by local fisherman. The Indonesian Marine

Police arrested two suspects and together with the cooperation of IMB and the Philippine Authorities / Coast guard, the tanker was located aground off Davao city, Philippines.

On 09 March 2015, a Malaysian Product Tanker MT Singa Berlian was attacked and hijacked by armed pirates while underway at position Latitude 01:43 North and Longitude 105:50 East, around 37nm south of Pulau Repong, Indonesia at approximately 2108 UTC. Around seven pirates in a small speed boat wearing masks and armed with guns and long knives attacked and boarded the tanker successfully. They took hostage all 10 crew members, damaged all the communication and navigational equipment and transferred the MFO cargo into another unknown tanker and escaped. One crew member suffered minor injury during the incident. The Owners informed MMEA who had dispatched their patrol vessel for investigations.

On 01 April 2015, a Malaysia flagged Product Tanker MT Dongfang Glory was attacked and hijacked by armed pirates while underway in position Latitude 02:09.50 North and Longitude 107:32.32 East around 62nm north of Pulau Uwi, Indonesia at approximately 1303 UTC. About 15 to 25 pirates armed with pistols attacked and successfully boarded the tanker. They took hostage all crew members, damaged all communication equipment and stole crew personal belongings. The pirates later transferred the tanker's gas oil cargo into another vessel/barge and escaped. All crew reported safe.

On 09 September 2015, a Hong Kong flagged Container ship MV MOL Brightness was boarded by robbers at approximately 0500 LT while under way in position around 6.4nm SE of Pulau Karimun Kecil, Indonesia. The duty engineer noticed the Chief Officer bound, gagged with mouth bleeding. Upon raising the alarm and searching the vessel it was reported that robbers had boarded unnoticed, stolen ship's spares and escaped.

On 29 September 2015 a Marshall Island flagged Product Tanker MT Overseas Atalmar was boarded at around 0220 LT by four robbers armed with machetes while at Dumai anchorage in position Latitude 01:42.10 North and Longitude 101:30.53E. The OOW contacted the aft duty crew to check and report on an intrusion alarm. When no reply was received the OOW instructed the crew stationed forward to investigate and they found the aft duty crew was found gagged and tied up. Alarm was raised and crew alerted. Seeing the alerted crew the robbers escaped without stealing anything. Attempts to contact port control were futile.

Malacca Straits:

On 13 February 2015, a Thai Product Tanker MT Lapin was attacked and hijacked by armed pirates while underway at position Latitude 03:11 North and Longitude 100:43 East, in the Malacca Straits at approximately 1955 LT. About eight pirates armed with guns and long knives in a speed boat attacked and successfully boarded the tanker. They took all 15 crew members hostage and hijacked the tanker. The pirates then transferred all the fuel oil cargo and some bunker oil into another unknown pirate tanker. The pirates also stole the crew and ship's properties and valuables. On 14 February 2015, the pirates disembark from the tanker and escaped. All crew members were reported safe. The tanker then sailed to a safe port in Thailand where the local Authorities boarded for investigations.

On 02 May 2015, a Singapore flagged Product Tanker MT Ocean Energy was attacked and hijacked by armed persons while underway at position Latitude 02:14 North and Longitude 101:56 East, around 11nm SSE of Tanjung Tuan, Malaysia at approximately 2130 LT. Around eight masked armed persons carrying guns and long knives attacked and boarded the tanker loaded with gas oil. The tanker was enroute from Singapore to Myanmar. They held the Third Officer at gunpoint and took control of the bridge. They locked the Master in a cabin and all other crew members in the ship's hospital room and hijacked the tanker. They also damaged all the communication equipment and anchored the tanker in position Latitude 02:19.3 North and Longitude 101:40.4 East around 13nm SSW of Port Dickson, Malaysia in the Malacca Straits. Later another vessel came alongside and the gas oil cargo was transferred. Before they departed from the tanker, they stole ship's and crew cash, Iridium phone and

crew personal belongings. All crew members were reported safe. Master managed to inform the Owners. The Malaysian Authorities boarded the tanker for investigations.

On 08 August 2015 a Singapore flagged Product Tanker MT Joaquim was boarded and hijacked by armed pirates at 2000 LT while enroute to Malaysia in position Latitude 02:03.4 North and Longitude 101:59.3 East, Malacca Straits. The authorities launched a search for the missing tanker and located it on 09 August 2015. The pirates had stolen part of the oil cargo and escaped after disabling all communication equipment. Two crew members were reported injured during the incident and were provided medical attention.

On 15 August 2015 a Malaysian flagged fishing vessel KHF 1989 was boarded and hijacked by pirates at 2330 LT while underway in position 38nm West off Pulau Langkawi, Malacca Straits. The five pirates armed with rifles boarded the vessel via a speed boat and forced the Master and crew to board their speed boat and sail away. On receiving information about the hijack from the Fisheries Department, the MMEA contacted with the Royal Thailand Marine Police who launched a search and located the fishing vessel off Taratao Island on 17 August 2015. On 19 August 2015 a MMEA vessel escorted the fishing vessel safely to Kuala Kedah for investigations. It is understood that the fishing vessel was hijacked to demand a ransom from its owner.

Malaysia:

On 20 February 2015, a Thai Product Tanker MT Phubai Pattra 1 was attacked and hijacked by armed pirates while underway at position Latitude 02:08.6 North and Longitude 104:39.2 East, around 18nm SE of Pulau Aur, Johor, Malaysia, at approximately 2130 LT. Around seven masked pirates in a small boat armed with guns attacked and boarded the tanker successfully. All 19 crew members were taken hostage and pirates thereafter transferred part of the cargo of gasoline in to another unknown pirate tanker. The pirates also stole crew's and ship's valuables and properties prior to disembarking.

On 22 March 2015, a Vanuatu offshore tug TB David Tide II and Singapore Barge Miclyn 259 were attacked and hijacked by armed pirates while underway at position Latitude 02:50.6 North and Longitude 104:30.7 East, around 18nm East of Tioman Island, Malaysia, at approximately 2215 LT. Around ten pirates armed with guns and knives attacked and boarded the tug towing a barge. They successfully entered the bridge, apprehended the bridge team, then took them to the Chief Engineer's cabin where they robbed and held them hostage. The pirates thereafter took the Chief Engineer to the Engine Room and transferred part of the tug's bunkers into a small unknown tanker. Before departing, the pirates stole some equipment and damaged the tug's communication and CCTV equipment. The entire operation lasted about five hours.

On 15 May 2015, a Malaysia flagged Product Tanker was attacked and hijacked by armed pirates while underway at position Latitude 03:35.00 North and Longitude 110:35.50 East, around 64nm NW of Tanjung Sirik Lighthouse Mukahi, Sarawak, Malaysia at approximately 0600 LT. More than 10 pirates wearing masks and armed with pistols, knives and axe in two big fishing boats and four small boats approached and boarded the tanker underway. They took hostage all crew members, damaged ship's communication equipment and hijacked the tanker. They then transferred the fuel oil cargo into another vessel, stole crew personal belongings and escaped on 16 May 2015. All crew reported safe. The Malaysian Authorities boarded the tanker for investigation.

On 04 June 2015, a Malaysia Product Tanker MT Orkim Victory was attacked and hijacked by armed persons while underway at position Latitude 02:21.76 North and Longitude 104:22.81 East, about 8nm SW of Pulau Aur, Johor, Malaysia at approximately 0015 LT. Armed persons attacked and successfully boarded the tanker underway. They hijacked the tanker and took hostage all crew members. They altered the course and sailed the tanker to unknown location until she rendezvoused with another vessel. They then transferred part of the oil cargo into the vessel. Before escaping, they stole the crew and ship's properties and destroyed all communication equipment. All crew reported safe.

On 11 June 2015, a Malaysia flagged Product Tanker MT Orkim Harmony was attacked and hijacked by armed pirates while underway at position Latitude 02:08.9 North and Longitude 104:27.3 East, around 17nm south of Pulau Aur, Johor, Malaysia, at approximately 2100 LT. Armed pirates boarded and hijacked the tanker laden with unleaded Gasoline oil cargo. The tanker was enroute from Singapore to Kuantan, Malaysia. The Owners reported to the MMEA that they were unable to establish contact with the tanker. The MMEA and Navy deployed patrol vessels and aircrafts to search for the tanker. The IMB PRC also issued a missing vessel broadcast via Inmarsat C EGC Safety Net to ships at sea to lookout for this tanker. On 17 June 2015, during the search, a RAAF aircraft reported that a tanker with a similar name and description was located in position Latitude 09:21 North and Longitude 102:44 East. The MMEA and Navy dispatched their vessel and aircraft and intercepted the tanker. The pirates threatened the Navy to keep well clear failing which they would harm the crew. Later, under cover of darkness, the pirates managed to escape using the tanker's lifeboat. The tanker was then boarded by the Navy/MMEA personnel on 19 June 2015 and all crew members rescued. One crew member had been shot by the pirates and hospitalised. The tanker sailed to a safe port. The pirates were later identified and detained by the Vietnam Coast Guard.

Nigeria:

On 11 January 2015, a Cook Islands Product Tanker MT Mariam was attacked and hijacked by armed pirates while underway at position Latitude 03:44 North and Longitude 004:59 East, around 63nm SW of Bayelsa, Nigeria at approximately 0500 LT. Around 10 pirates armed with AK47 rifles attacked and boarded the tanker. They hijacked the tanker and took hostage all nine crew members. Later, they transferred the fuel oil cargo into another unknown vessel where two pirates departed with that vessel. The Ghanaian Navy dispatched a naval vessel to investigate as the tanker moved into its waters. The naval boarding team arrested the remaining eight pirates. During the incident the crew members were mistreated by the pirates.

On 19 March 2015, a Belize Offshore supply ship MV Maridive 603 was attacked and boarded by armed pirates while anchored at position Latitude 04:14.1 North and Longitude 008:02.1 East, around 19nm south of Kwa Ibo, Nigeria at approximately 0030 LT. Around six pirates armed with rifles boarded the vessel. Master raised the alarm, sent SSAS Alert and all crew mustered. Two crew members were kidnapped and ship's properties stolen. The Nigerian Navy dispatched a patrol boat to the location 15 minutes after the call. Remaining crew reported safe.

On 21 March 2015, the Marshall Islands flagged FPSO Yoho was attacked and boarded by armed pirates while anchored at position Latitude 04:02 North and Longitude 007:31 East, around 36nm SE of Bonny Islands, Nigeria at approximately 2230 LT. Six pirates armed with guns from a small craft boarded the vessel. They entered the accommodation area but were deterred by the sounding of the alarm. The pirates fled after kidnapping three crew members.

On 18 May 2015, a Nigerian flagged Offshore Supply Vessel was attacked and boarded by armed pirates while underway at position Latitude 04:13 North and Longitude 007:57 East, around 19nm south of Kwa Ibo, Nigeria, at approximately 2340 LT. Six pirates armed with guns in a speed boat boarded a drifting vessel. They assaulted two duty crew members of which one was injured. Alarm was raised and other crew members took shelter in the safe room. Attempts to contact the security vessel received no response. At 0400 LT the next day, the crew members emerged from the safe room and found that five crew members had been kidnapped. The pirates also stole ship's properties. After negotiations, on 03 June 2015, the five abducted crew members were released.

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 / and Yemeni Coast Guard and Navy for assisting the many vessels that have been attacked in the past 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 had resulted in the drop in the number of attacks.

TRENDS

A total of 190 incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre (IMB PRC) in the first nine months of 2015.

This figure is broken down as 154 vessels boarded, 21 attempted attacks and 15 vessels hijacked – two of which occurred in the last quarter. A total of 266 crew were taken hostage, 14 assaulted, 13 injured, 10 kidnapped and one killed.

The two hijackings recorded this quarter occurred in SE Asia. On 8 August a small Singapore flagged product tanker was hijacked whilst underway in the Straits of Malacca. As in previous product tanker hijackings, the target was its cargo which was partially stolen. On 15 August, a fishing vessel and its five man crew was hijacked by five hijackers approximately 40 miles west of Pulau Langkawi. The vessel was located by the Thai Marine Police two days later and two of the fishing crew injured in the hijack.

The robust action – taken particularly by the Indonesian and Malaysian authorities – against the product tankers hijacking gangs in SE Asia appears however to be having a positive effect. This includes and is not limited to the arrest and prosecution of the MT Sun Birdie gang and also the arrest of the MT Orkim Harmony hijackers and the alleged mastermind behind the incident. There can however be no room for complacency as evidenced in the product tanker hijacking cited above.

As a country, Indonesia accounts for the greatest number of reports with 86 mainly low level incidents reported followed by Vietnam with 19. In the case of Vietnam, at least 11 reports were received from vessels around Vung Tau anchorage.

Armed attackers managed to successfully board vessels 76 times in Indonesia. Vessels were underway in 51 of the boarding incidents, anchored for 20 and berthed for five. Of the vessels boarded, a high concentration occurred in the busy sea lanes and western approaches to the Singapore Straits. Masters are advised to maintain heightened anti-piracy / robbery measures whilst transiting these waters.

Only one new incident was reported in the last quarter in the Gulf of Guinea although the IMB PRC believes the actual number may be considerably higher. This was an attempted boarding off Nigeria where the perpetrators tried to trick their way onto a large product tanker with false documentation purportedly signed by the Master. All ten kidnappings reported this year have occurred off Nigeria, although there have been no new kidnappings reported in the last quarter.

Somalia recorded zero incidents. The situation ashore in Somalia remains increasingly fragile and it is important that vessels continue to be vigilant as they sail through these waters. The IMB PRC therefore continues to advise shipmasters to follow the industry's Best Management Practices, as the threat of Somali piracy has not been eliminated.

There appears therefore to be an overall global reduction in the number of serious attacks. However, past experience confirms that this is unlikely to continue indefinitely into the future. The threat of serious piracy and armed robbery incidents will emerge in existing or new high risk areas. The IMB believes this gives a unique opportunity to reflect on the lessons learnt in the past two decades and build more sustainable mechanisms for reporting and responding to piracy in the future.

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

PIRACY NEWS

GLOBAL reporting mechanism required to curtail piracy!

More than 200 delegates from 30 countries attended the IMB International Meeting on Global Piracy, Armed Robbery and Maritime Security on 14 and 15 September in Kuala Lumpur. Reflecting cooperation between civil and governmental entities, the meeting was co-hosted with the Malaysian Maritime Enforcement Agency (MMEA), Interpol and the Royal Malaysian Police (RMP) and supported by the Caravel Group and Oceans Beyond Piracy.

The keynote speech delivered by the Malaysian Deputy Home Minister commented on the resurgence of piracy and armed robbery in SE Asia, stressing the importance of maritime domain to Malaysia and need for regional cooperation with neighbours to apprehend the piracy kingpins.

The RMP gave a review of the issues relating to evidence collection and international conventions affecting the law enforcement perspective of piracy and armed robbery investigations. RMP stated that it will be useful to conduct a detailed review of the laws and conventions affecting the prosecution of pirates, with a view towards incorporating UNCLOS into domestic law to ensure criminals can be prosecuted. MMEA highlighted examples of recent successes, including the arrest and prosecution of the SUN BIRDIE gang and arrest of the ORKIM HARMONY hijackers.

The industry keynote pointed to the key challenges facing shipping. In addition to piracy, this includes mass illegal migrations, the scale of which overwhelms the capacity of all stakeholders. This view was also shared by the RMP, who identified maritime human smuggling as posing new concerns.

To improve this situation participants considered how a common worldwide information sharing framework could expedite the receipt and distribution of critical details needed to enable naval and law enforcement to respond quickly enough to protect seafarers and arrest perpetrators. Information sharing and coordinated action between concerned coastal states is crucial in responding to this threat. However, the proliferation of reporting centres in some regions could create a degree of confusion leaving seafarers and ships unnecessarily at risk.

Industry highlighted a number of actions taken to support international effort to suppress maritime crime and protect seafarers. Further development of the Best Management Practice and a standardisation of global reporting high on their agenda.

For crimes at sea, rapid response is crucial if there is any possibility of prosecuting the pirates. The IMB Piracy Reporting Centre plays a crucial role liaising between merchant ships and coastal authorities and navies, and is prepared to further enhance the effectiveness of these joint efforts. Industry suggested this important role could be broadened offering an opportunity for the IMB to play a leading role.

The threats created by organised crime, human smuggling and acts of terrorism were also considered. Beyond reporting and response issues, the Meeting also addressed other areas of concern such as the impact on seafarers and their families, post-incident protection of evidence, and the regional differences in the pirates' strategies of attack.

Other developments which were considered included the use of armed guards, more co-ordinated use of naval vessels in anti-piracy operations, challenges faced by law enforcement in arresting and prosecuting attackers, and the targeting of product oil cargoes on board vulnerable vessels.

Participants agreed the meeting brought about a better understanding of the priorities, capabilities and limitations of both industry and response agencies, and set the stage to enable each to better support the other in their respective tasks.

Somali piracy

The shipping industry and the EU navies have indicated that even though piracy off Somalia and the Indian Ocean has been suppressed it has not been eradicated. There remain a continued need to exercise caution and vigilance.

The three pillars of security off Somalia remain the presence of the International naval force, following the BMP(4) procedures and employing PCASP. A reduction or removal of either of these will result in a window of opportunity for a renewed attack on merchant ships underway off Somalia and in the Gulf of Aden. This is because the capability and capacity still exists within the Somali pirate; a concern also been voiced by governmental authorities in northern Somalia, in a recent media article. Quoting Puntland's Counter-Piracy Minister Abdalla Jama Saleh, the pirates "are not dead, but dormant now, so they will come definitely... straight away, no question about it [as soon as the warships leave]".

A news article published by the BBC states that unemployment is still rife in Somalia. This along with the unaddressed issues of illegal fishing remain potent elements to rekindle the acts of piracy.

Somalia wants repatriation of 'pirate' prisoners in Kenya jails

Somali administrators are working toward the repatriation of about 92 Somali nationals jailed in Kenya for hijacking vessels in the Indian Ocean and Gulf of Aden. Somalia's ambassador to Kenya, Ambassador Gamal Mohamed Hassan, accompanied by the Federal government officials and Chief Inspector of Kenya Prisons visited 92 convicted Somali nationals at the Shimo La Tewa prison in Mombasa. The piracy-convicts were demanding to be sent back home due to hard living conditions.

Ambassador Gamal indicated that Somali officials have discussed the transfer with UNODC who has set up the Garowe and Hargeisa detention facilities in Puntland and Somaliland respectively as part of the Piracy Prisoner Transfer Programme.

Mastermind of Orkim Harmony hijacking arrested

The Indonesian Navy has successfully apprehended the alleged master mind behind the hijacking of the Malaysian flagged tanker MT Orkim Harmony. The individual identified as Albert Yohanes was arrested at an apartment in Grogol Petamburan, West Jakarta.

The tanker was reported missing and presumed hijacked on 11 June 2015. The search for the tanker was undertaken by the MMEA along with the Royal Malaysia Navy and the Indonesian Marine Police. After nearly eight days the tanker was located off Vietnam. In an attempt to disguise the identity of the vessel, the pirates had painted the name to spell Kim Harmon. The Vietnamese authorities arrested and handed over the pirates to the Malaysian authorities.

Nigerian Navy acquires Falcon Eye maritime surveillance system

The Nigerian Navy has acquired the Israeli-designed Falcon Eye surveillance system to monitor the country's territorial waters and track movements within the broader Gulf of Guinea maritime zone.

Once commissioned the system will enable the navy to monitor all vehicular and human movements and prevent the commission of maritime crimes such as piracy, oil theft, vandalism offshore oil infrastructure and illegal aircraft movements within the Gulf of Guinea. The system will be linked with the existing Regional Maritime Awareness Capability Centre (RMAC) to share surveillance information.