



ICC INTERNATIONAL MARITIME BUREAU

**PIRACY AND ARMED ROBBERY
AGAINST SHIPS**

REPORT FOR THE PERIOD OF

1 January – 30 June 2016

WARNING

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July 2016

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 June 2016.

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 Internet, twitter and email alerts
- 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 lost ships or ships seized by pirates, recovers stolen cargoes and prepares customised reports 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. Incidents reported to the IMB can now be followed on Twitter at www.twitter.com/IMB_Piracy

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 June 2016, received reports of 98 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 / Red Sea 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 - June 2010 – 2016

	Location	2011	2012	2013	2014	2015	2016
S E ASIA	Indonesia	21	32	48	47	54	24
	Malacca Straits		1	1	1	3	
	Malaysia	11	4	3	9	11	4
	Myanmar (Burma)	1					
	Philippines	1	3	1	2	4	3
	Singapore Straits	7	3	4	6	6	
	Thailand / Gulf of Thailand					1	
	FAR	China / HK /Macau					
EAST	South China Sea	11	1	2			
	Vietnam	4	4	3	1	13	3
INDIAN SUB	Bangladesh	4	6	6	10	11	2
CONTINENT	India	5	4	6	4	4	13
AMERICAS	Brazil	1	1		1		
	Colombia	1	2	6	1	2	2
	Costa Rica	3	1				
	Ecuador	1	2	3			
	Guyana	1		1			1
	Haiti		1			1	
	Peru	1	2	4			4
	Venezuela	1					2
AFRICA	Algeria		1				
	Angola				1		1
	Benin	12	1				
	Cameroon				1		
	Democratic Rep. of Congo	4	2			1	2
	Egypt	1	5	5			
	Gabon				1		
	Ghana	2	2		2	2	
	Guinea	2		1		3	
	Gulf of Aden*	20	13	4	4		1
	Ivory Coast	1	3	3	1	1	1
	Kenya		1			1	2
	Liberia				1	1	
	Mauritania			1			
	Mozambique		1	1		1	
	Nigeria	6	17	22	10	11	24
	Red Sea*	18	12		2		
	Sierra Leone			1	1		
	Somalia	125	44	4	3		
	South Africa						1
Tanzania		1	1	1			
The Congo		2	2	3	2	1	
Togo		5	5	2		1	

REST	Papua New Guinea					1	
OF	Med. Sea	1					
WORLD	Oman				1		
	Yemen						1
Subtotal for six months		266	177	138	116	134	98
Total at year end		439	297	264	245	246	

All incidents for countries with * above are attributed to Somali pirates

CHART A: The following six locations contributed to 75% of the total of 98 incidents reported in the period January – June 2016

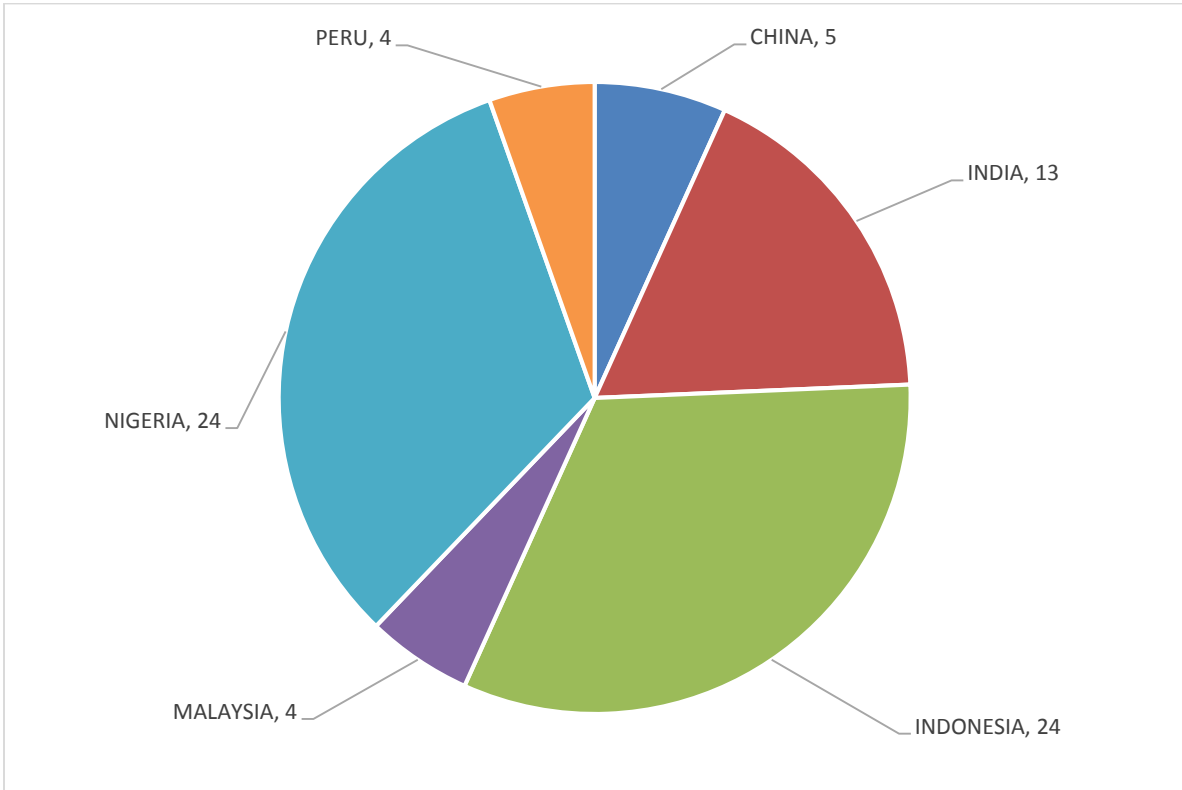


CHART B: Monthly comparison of incidents during January – June 2016

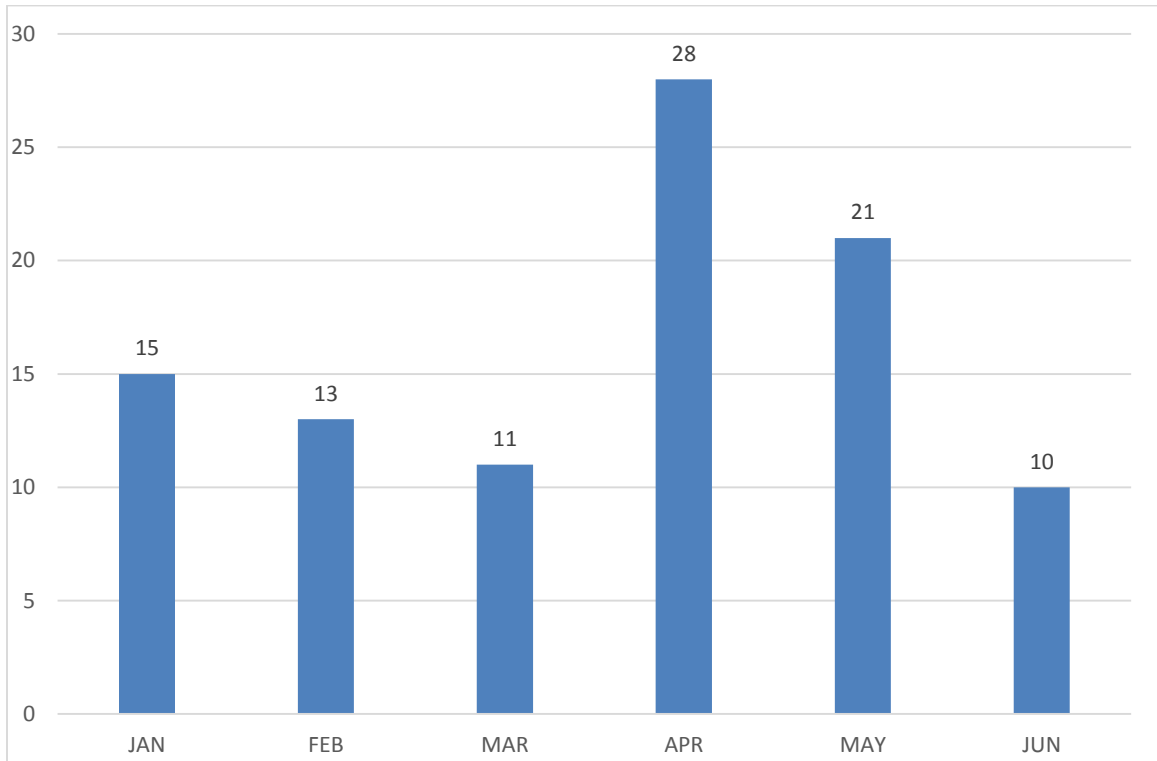


CHART C: Total incidents as per Regions of the world January – June 2016

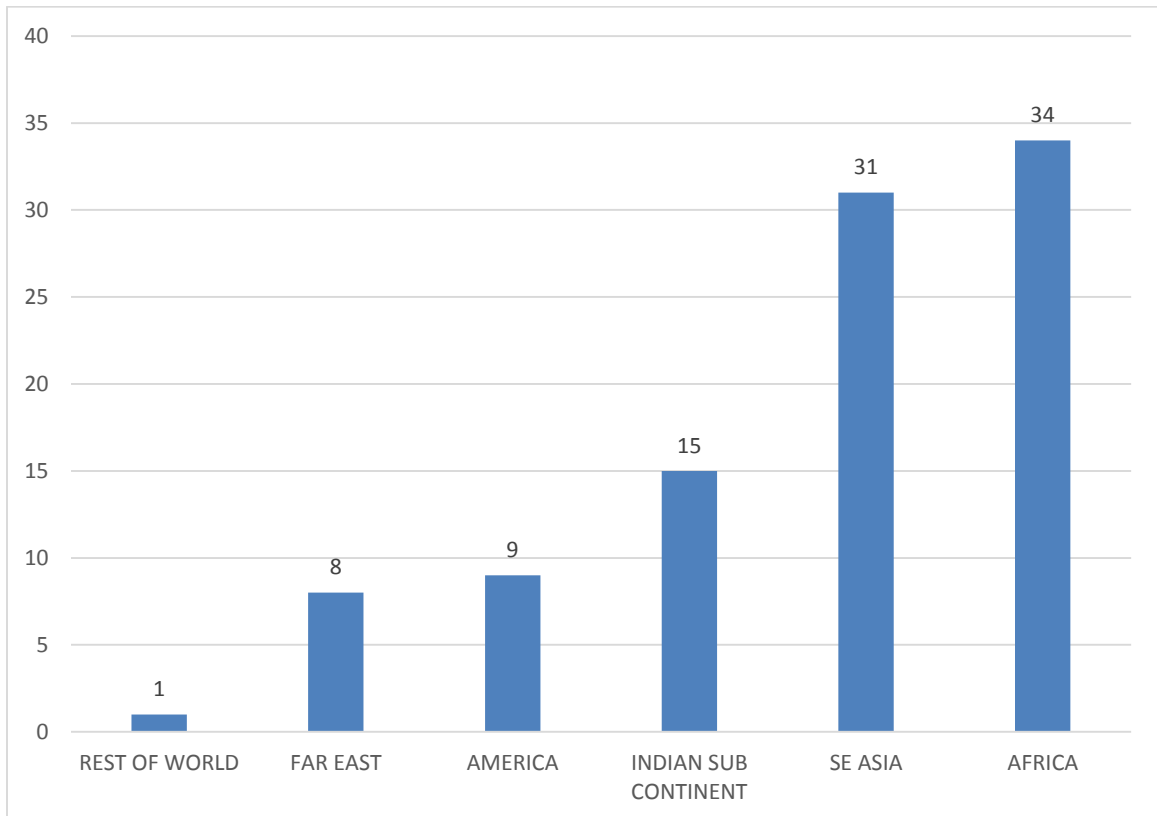


TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – June 2016

		ACTUAL ATTACKS		ATTEMPTED ATTACKS	
	Location	Boarded	Hijacked	Fired Upon	Attempted
S E ASIA	Indonesia	20	1		3
	Malaysia	3	1		
	Philippines	1	1		1
FAR	China	5			
EAST	Vietnam	3			
INDIAN	Bangladesh	1			1
SUB CONT	India	13			
AMERICAS	Colombia	2			
	Guyana	1			
	Peru	4			
	Venezuela	2			
AFRICA	Angola	1			
	Dem Republic of Congo	2			
	Gulf of Aden				1
	Ivory Coast		1		
	Kenya	2			
	Nigeria	9	1	8	6
	South Africa	1			
	The Congo	1			
	Togo	1			
REST OF WORLD	Yemen			1	
Sub total		72	5	9	12
Total			98		

TABLE 3: Ports and anchorages, with three or more reported incidents, January – June 2016

Location	Country	01.01.2016 – 30.06.2016
Batam / Batu Ampar	Indonesia	4
Callao	Peru	4
Kandla	India	8
Jakarta / Tg. Priok	Indonesia	5
Off Bayelsa / Brass / Port Harcourt	Nigeria	14
Samarinda	Indonesia	3
Visakhapatnam	India	3
Sub Total		41

TABLE 4: Status of ships during ACTUAL attacks, January – June 2016

	Location	Anchored	Berthed	Steaming
S E ASIA	Indonesia	15	2	4
	Malaysia			4
	Philippines	1		1
FAR	China	3	2	
EAST	Vietnam	3		
INDIAN SUB CONT	Bangladesh	1		
	India	10	2	1
AMERICAS	Colombia	2		
	Guyana	1		
	Peru	4		
	Venezuela	2		
AFRICA	Angola	1		
	Dem. Republic of Congo	2		
	Ivory Coast			1
	Kenya		2	
	Nigeria			10
	South Africa		1	
	The Congo	1		
	Togo	1		
	Sub Total		47	9
Total			77	

TABLE 5: Status of ships during ATTEMPTED attacks, January – June 2016

	Location	Anchored	Berthed	Steaming
S E ASIA	Indonesia	3		
	Philippines			1
INDIAN SUB CONT.	Bangladesh	1		
AFRICA	Gulf of Aden			1
	Nigeria			14
REST OF WORLD	Yemen			1
Sub Total		4	-	17
Total			21	

TABLE 6: Types of arms used during attacks, January – June 2011 – 2016

Type of Arms	2011	2012	2013	2014	2015	2016
Guns	160	78	44	30	26	31
Knives	35	39	39	38	54	15
Other weapons	3	2	2	2	3	2
Not stated	68	58	53	46	51	50
Sub total	266	177	138	116	134	98
Total at year end	439	297	264	245	246	

TABLE 7: Comparison of the type of attacks, January – June 2011 – 2016

Type of Attack	2011	2012	2013	2014	2015	2016
Attempted	62	52	16	21	15	12
Boarded	99	80	100	78	106	72
Fired upon	76	25	15	7	-	9
Hijack	29	20	7	10	13	5
Sub total	266	177	138	116	134	98
Total at year end	439	297	264	245	246	

TABLE 8: Types of violence to crew, January – June 2011 – 2016

Type of Violence	2011	2012	2013	2014	2015	2016
Hostage	495	334	127	200	250	64
Kidnapped	13	3	30	5	10	44
Threatened	21	10	8	6	5	3
Assaulted	4	1			14	3
Injured	39	9	10	4	9	4
Killed	7	4	1	2	1	
Total	579	361	176	217	289	118

TABLE 9: Type of violence to crew by location, January – June 2016

	Location	Hostage	Threatened	Injured	Assaulted	Killed	Kidnap
SE ASIA	Indonesia	27	2		3		
	Malaysia	9		2			8
	Philippines						10
AFRICA	Ivory Coast	16					2
	Kenya		1				
	Nigeria	12		2			24
Sub total		64	3	4	3	-	44
Total				118			

TABLE 10: Types of arms used by geographical location, January – June 2016

	Location	Guns	Knives	Not Stated	Other Weapons	
S E ASIA	Indonesia	3	5	16		
	Malaysia	2		1	1	
	Philippines	1		2		
FAR	China			5		
EAST	Vietnam		1	2		
INDIAN	Bangladesh		1	1		
SUB CONT	India		2	11		
AMERICAS	Colombia	1		1		
	Guyana		1			
	Peru		1	3		
	Venezuela			1	1	
AFRICA	Angola		1			
	Dem. Republic of Congo		2			
	Gulf of Aden			1		
	Ivory Coast	1				
	Kenya		1	1		
	Nigeria	22		2		
	South Africa			1		
	The Congo			1		
	Togo			1		
	REST OF WORLD	Yemen	1			
	Sub total		31	15	50	2
Total			98			

TABLE 11: Types of ships attacked, January – June 2011 – 2016

Type	2011	2012	2013	2014	2015	2016
Bulk Carrier	61	39	31	22	45	20
Cable Ship					1	
Container	35	26	17	10	13	8
Dhow	1	5	1			
Dive Support Vsl	1					
Dredger						1
General Cargo	20	8	14	11	8	3
Guard Vsl		1				
Heavy Lift Vessel	1					1
Hopper Dredger					1	
Livestock Carrier	2					
Naval Auxiliary Vsl		1				
Offshore Processing Vsl				1		
Offshore Support Vsl						1
Ore Carrier						1
Passenger	1				1	
Pipe Layer / Barge		1			1	1
Refrigerated	3	2	2		2	
Research Ship		1				2
RORO	2	2	1	2		
Seismographic Res.	1					

Supply Vsl	1	5	5	2	2	2
Tanker Bitumen	1		1	1		
Tanker Bunkering				1	1	
Tanker Chem / Prod	56	46	37	40	34	35
Tanker Crude Oil	41	22	16	16	10	7
Tanker FPSO / FSO					2	
Tanker LNG		2				1
Tanker LPG	2	6	4	5	3	5
Trawler / Fishing	5	4	2	2	1	
Tug / Offshore Tug	21	6	7	2	5	8
Vehicle Carrier	6			1	1	2
Wood Chips Carrier	1				2	
Yacht	3				1	
Not stated	1					
Sub total	266	177	138	116	134	98
Total at year end	439	297	264	245	246	

CHART D: Type of vessels attacked January – June 2016

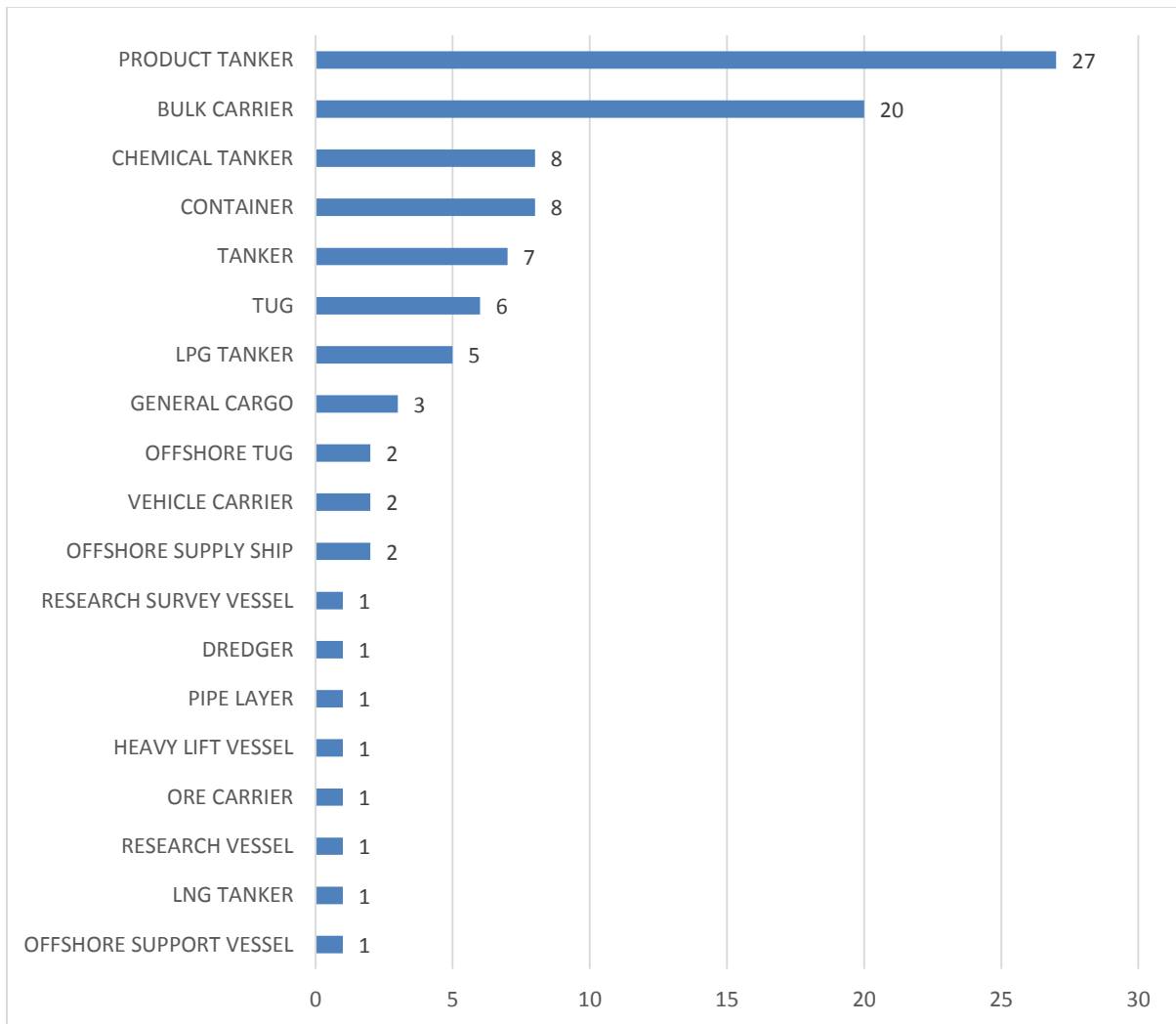


TABLE 12: Nationalities of ships attacked, January – June 2011 – 2016

Flag State	2011	2012	2013	2014	2015	2016
Algeria	1					
Antigua Barbuda	9	2	6	4	5	
Australia					1	
Austria	1					
Bahamas	7	12	3	3	3	2
Barbados	1		1			
Belgium	2				1	
Belize					1	1
Bolivia		1				
Cayman Island	1	1				
China	2		2	1		
Comoros	2	1				
Cook Islands					1	1
Croatia			1			1
Curacao		2			1	
Cyprus	3	1		1	2	2
Denmark	5	4	2	2	1	1
Dominica Republic	1					
Egypt					1	
Ethiopia	1	1				1
France	2		1			
Germany	3	2				
Ghana				1	1	
Gibraltar	1	2	2	1		
Greece	6	3	2		3	1
Honduras				1		
Hong Kong (SAR)	11	11	12	8	12	3
India	4	4	2	3		1
Indonesia	4				2	2
Iran			1			
Isle of Man	2	3		2	2	1
Italy	5	3	1	4		
Japan	1					1
Kiribati			1			
Liberia	29	33	27	12	13	12
Libya	2					
Luxemburg	1		2		1	1
Madeira						1
Malaysia	7	5	5	2	10	3
Malta	19	6	5	3	6	2
Marshall Islands	28	9	13	14	19	22
Mongolia	3					
Netherlands		1		4		2
Nigeria			1	1	2	3
Norway	5	2	3	2	1	1
Oman		3				
Panama	42	26	16	20	22	20
Papua New Guinea					1	

Philippines	2	4		1		
Saudi Arabia				2	1	1
Seychelles Islands	1					
Sierra Leone			1	1		
Singapore	21	24	19	15	15	10
South Korea		1		1	1	
Spain	2	1				
St. Kitts & Nevis	1	1		1		
St. Vincent Grenadines	2		4			
Thailand	1	1	1	2	3	
Togo	1					
Turkey	3	1	1			1
Tuvalu		1				
UAE	5					
United Kingdom	3	1	1			1
USA	3	1	1	1		
Vanuatu	1		1		1	
Vietnam	3				1	
Yemen	5	3				
Not Stated	1			1		
Sub total	266	177	138	116	134	98
Total at year end	439	297	264	245	246	

CHART E: Flag States whose vessels attacked six or more times January – June 2016

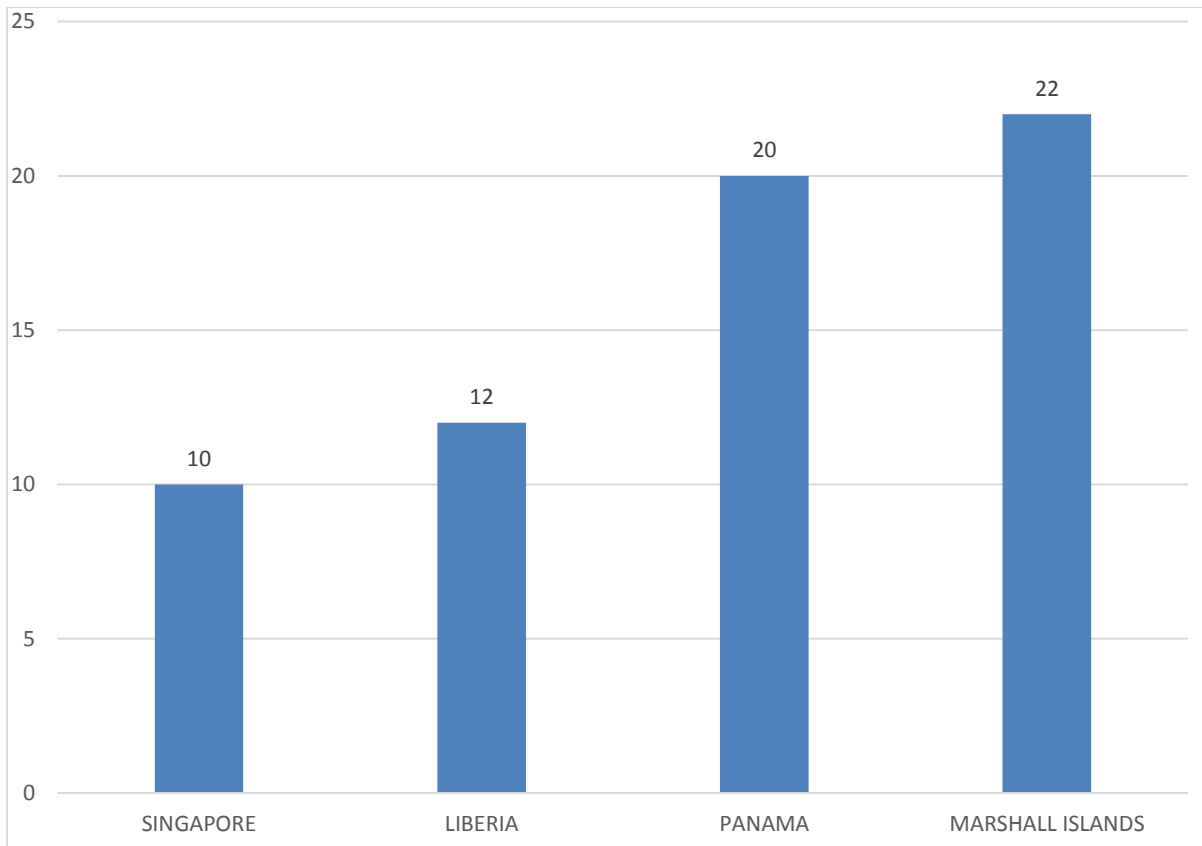
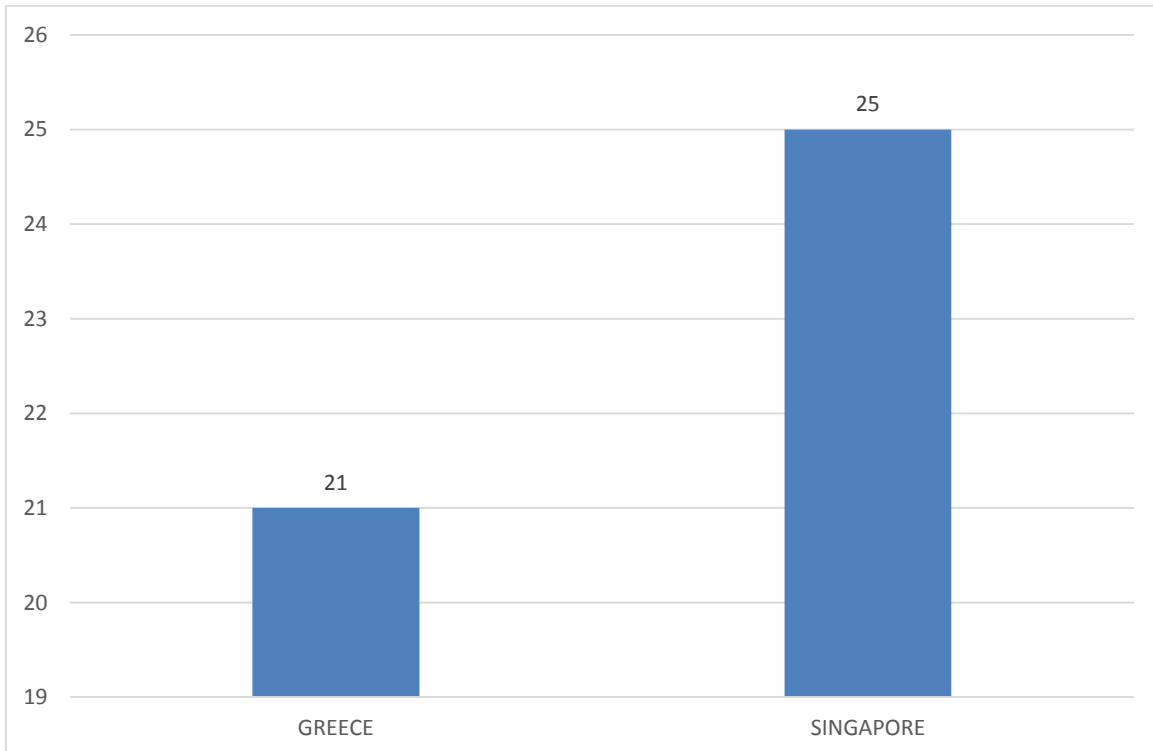


TABLE 13: Countries where victim ships were controlled or managed: January – June 2016

Country	No of Ships
Canada	1
China	1
Cyprus	4
Denmark	2
Ethiopia	1
Germany	5
Greece	21
Hong Kong	3
India	5
Indonesia	2
Japan	3
Luxembourg	1
Malaysia	3
Monaco	3
Netherlands	1
Nigeria	1
Norway	4
Singapore	25
Turkey	2
UAE	5
Ukraine	1
United Kingdom	4
Total	98

CHART F: Managing countries whose ships have been attacked six or more times from January – June 2016



OFF SOMALIA / GULF OF ADEN ATTACK FIGURES UPDATE

From 1 January to 30 June 2016, the IMB PRC has received one new incident.

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 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 June 2016, 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 usually target ships preparing to anchor. Most attacks reported at Chittagong anchorages and approaches. However, attacks in Bangladesh have fallen significantly over the past few years because of the efforts by the Bangladesh Authorities.

China: Tianjin/Caofeidian – Incidents mostly at anchorage area.

India: Sikka and Kandla: Incidents reported at port and anchorage areas.

Indonesia: Tanjung Priok – Jakarta, off Bintan Island, Dumai, off Karimun island, Nipah, Pulau Takong Kecil, Batu Ampar/Batam, Samarinda, 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 vessels during the night. When spotted and alarm sounded, the pirates / robbers usually escape without confronting the crew.

Recent meetings and continued dialog between the Indonesian Marine Police (IMP) and the IMB PRC resulted in positive actions by the Indonesian Authorities which had so far brought incidents to come down. The Indonesian Marine Police have advised all ships intending to anchor to do so at / near the following areas where Indonesian Marine Police will conduct patrols for greater protection.

1. Belawan: 03:55.00N-098:45.30E
2. Dumai: 01:42.00N-101:28.00E
3. Nipah: 01:07.30N-103:37.00E
4. Tanjung 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 the 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 increase and aggressive patrols by the littoral states authorities since July 2005, ships are advised to continue maintaining strict anti-piracy / robbery watches when transiting the Straits. Currently, there are no indications as to how long these patrols will continue or reduce.

Malaysia: Off Sabah – Militant activities resulting in a number of tugs / barges being attacked and crews kidnapped.

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 Tioman / off Pulau Aur / off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to continue to remain vigilant. In the past, a number of hijackings of small product tankers occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend started in April 2014 but the hijackings stopped abruptly late last year. The IMB is monitoring the situation. It has been reported that some criminals have been arrested by local Authorities both in Malaysia and in Indonesia.

Vietnam: Vung Tau: Increased in attacks especially at anchorages.

AFRICA AND RED SEA

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 are 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). Crewmembers have been injured in the past. Recent patrols by Benin and Nigerian Authorities has resulted in a drop in the number of attacks. However, vessels are advised to continue to be vigilant and maintain strict anti-piracy / robbery watches and measures.

Guinea: Conakry

Ivory Coast: Abidjan: Attacks dropped but remains risky.

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. In the past, attacks reported up to about 170nm from coast. In many past incidents, pirates have hijacked 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.

Off Bayelsa / Brass / Bonny Island / Port Harcourt: Recently, there has been a noticeable increase in attacks / hijackings / kidnapping of crews off these areas. Vessels are advised to take additional measures in these high risk waters.

The Congo: Pointe Noire

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.

SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS

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

Peru: Callao

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 98 attacks for 01 Jan to 30 Jun 2016 are listed on pages 27 to 43. The following serious incidents, in chronological sequence are described in more detail.

Indonesia:

On 07 May 2016, a Cook Islands flagged Product Tanker MT Hai Soon 12 was attacked and hijacked by armed pirates while underway at position Latitude 02:04.48 South and Longitude 108:39.27 East, around 21nm south of Pulau Serutu, Indonesia at approximately 2045 LT. The tanker while enroute from Singapore to Sunda Straits was attacked and boarded by armed pirates. They took hostage all crew members and hijacked the tanker. As the Owners failed to receive the updates from the Master, they reported the incident to the IMB PRC who had then reported and liaised with the Indonesian Authorities. The IMB PRC also broadcast to all ships to keep a lookout for the missing tanker. The Indonesian Navy dispatched their patrol boats who had subsequently located and intercepted the hijacked tanker and rescued all crew members onboard. Nine pirates were detained. All crew members reported safe.

On 28 June 2016, a Panamanian flagged Product Tanker MT Chamtang was attacked and boarded by armed pirates while steaming at position Latitude 03:00 North and Longitude 105:10 East, around 26nm WSW of Mangkai Island, Indonesia at approximately 1945 UTC. About ten pirates armed with guns and knives attacked and successfully boarded the tanker underway. They entered the bridge as the Second Officer was altering course. They held the Second Officer and the duty AB at gun point and beat them. The pirates wore face masks and were aggressive and violent. They took the Second Officer to the Master's cabin and then took the Master and the other crew hostage. The pirates stole the ship's GPS and Navtex equipment and removed the cabling from the remaining satellite communication equipment. Before escaping, they stole cash and other personal effects from the crew and released the Master.

Ivory Coast:

On 11 February 2016, a Panamanian flagged Product Tanker MT Maximus was attacked and hijacked by armed pirates while underway at position Latitude 04:00 North and Longitude 004:00 West, around 77nm south of Abidjan, Ivory Coast at approximately 2000 UTC. Fourteen pirates armed with guns attacked and hijacked the tanker. All 18 crew members were taken hostage. The pirates ransacked all cabins and stole crew personal effects. Eight pirates then disembarked the tanker on the high seas with two kidnapped crew members. A Togo Navy patrol boat managed to intercept and took a picture of the tanker. The pirates had repainted the tanker's name and provided false information to the Togo Navy. The picture was sent to the Owners for verification. As the tanker sailed into the Nigerian EEZ waters, the Togo Navy handed over the coordination to the Nigerian Navy who had dispatched a warship to shadow the tanker. On 20 February 2016, the Nigerian Navy boarded the tanker. After an exchange of gunfire, the pirates surrendered and the crews were rescued. One pirate was reportedly killed. The two kidnapped crew members were released on 20 March 2016. Throughout the incident, the IMB PRC liaised and shared information among the Regional Authorities, vessel owner and flag state.

Malaysia:

On 01 April 2016, a Malaysian flagged Tug TB Massive 6 was attacked by armed pirates while underway at position Latitude 04:07.56 North and Longitude 118:55.76 East, around 17nm East of Pulau Sipadan, Sabah, Malaysia at approximately 1815 LT. Eight heavily armed pirates in a speed boat intercepted and boarded the tug underway. They opened fire at the tug and managed to board successfully. They stole crew personal belongings and kidnapped four crew members and escaped. The

remaining crew members sailed the tug to the vicinity of Semporna and thereafter a MMEA patrol boat escorted the tug to a safe port. The kidnapped crew were released on 8 June 2016.

On 15 April 2016, an Indonesian flagged Tug TB Henry and Barge Christy were attacked by armed pirates while underway at position Latitude 04:31.26 North and Longitude 119:00.00 East, around 4.3nm SE of Pulau Sibuan, Sabah, Malaysia at approximately 1032 UTC. Six heavily armed persons in a speed boat intercepted and boarded the tug towing a barge underway. They opened fire at the tugboat. One crew member was reported injured. They stole crew personal belongings, kidnapped four crew members and escaped. The Malaysian Marine Police later escorted the tug and barge to a safe port and transferred the injured crew to a hospital for medical treatment. On 12 May 2016, the kidnapped crew members were released safely.

On 02 June 2016, a Malaysia flagged Tug TB Ever Prosper and Barge Ever Dignity were attacked and hijacked by armed pirates while underway at position Latitude 03:07.24 North and Longitude 112:35.14 East, around 11nm NNE of Balingian, Sarawak, Malaysia at approximately 2300 LT. Armed persons in two speed boats approached and attacked the tug and barge underway. They boarded the tug, took hostage all 10 crew members and tied them up. They then damaged the communication equipment and hijacked the tug and barge. As the Owners were unable to contact the tug, they reported the incident to MMEA. The hijackers stole the cargo and the crew's valuables. One crew was reported injured during the incident. MMEA patrol boats escorted the tug and barge to a safe port for investigation.

Nigeria:

On 29 January 2016, a Liberian flagged Product Tanker MT Leon Dias was attacked and hijacked by armed pirates while underway at position Latitude 02:30 North and Longitude 005:35 East, around 110nm SSW of Bayelsa, Nigeria at approximately 2236 UTC. Pirates armed with guns attacked and hijacked the tanker. The tanker loaded with gas oil was enroute from Lome to Bata. The Owner lost communication with the tanker and reported to the IMB PRC, who immediately contacted and liaised with local and regional Authorities. The pirates shot and seriously injured one crew member during the incident. They destroyed and damaged the tanker's communication equipment and kidnapped five crew members before escaping. The remaining crew members managed to sail the tanker to Benin where a Navy patrol boat assisted in the evacuation of the injured crew. The tanker was escorted to Cotonou anchorage for investigation.

On 11 February 2016, a Marshall Islands flagged Product Tanker MT Nave Jupiter was attacked by armed pirates while underway at position Latitude 03:35 North and Longitude 005:42 East, around 54nm SW of Brass, Nigeria at approximately 1510 LT. The tanker was sailing from Bonny to Amsterdam when she spotted two skiffs approaching from the stern. Master quickly raised the alarm, increased speed, commenced evasive manoeuvres and contacted the CSO. Owners contacted the IMB PRC who immediately liaised with the Nigerian Authorities and the IMB PRC were advised that an armed patrol boat had been dispatched to the location. As the skiffs closed in, weapons and ladders were sighted. The pirates opened fire at the tanker's superstructure and threw handmade explosive devices onto the main deck which luckily did not explode. Three pirates managed to board the tanker using a ladder and fired several rounds. Non-essential crew retreated into the citadel. Master continued with evasive manoeuvres. The pirates cut off the fuel to the main engines and generators. Master then instructed the bridge team to go to the citadel. The pirates later tried to gain access to the citadel but failed. Before escaping, the pirates damaged all communication equipment and stole crew personal effects. The Nigerian Navy arrived and boarded the tanker and rescued the crew members. The tanker thereafter sailed to a safe port.

On 05 March 2016, a Panamanian flagged Chemical Tanker MT Madonna 1 was attacked by armed pirates while underway at position Latitude 04:05 North and Longitude 006:41 East, around 32nm SW of Bonny Island, Nigeria at approximately 1607 UTC. About 10 armed pirates in a black speed boat

attacked and opened fire at the tanker. They managed to successfully board the tanker using a grappling hook and ladder. The tanker activated the alarm and non-essential crew members retreated to the citadel. Pirates then kidnapped four crew members and escaped. On 27 March 2016, the kidnapped crew members were released safely most likely after a ransom was paid.

On 26 March 2016, a Liberian flagged Product Tanker MT Sampatiki was attacked by armed pirates while underway at position Latitude 04:20 North and Longitude 005:10 East, around 31nm SW of Bayelsa Coast, Nigeria at approximately 0040 LT. Eight pirates armed with guns attacked, fired at the tanker and successfully boarded the tanker. They ransacked all the cabins, stole crew personal belongings and kidnapped five crew members including the Master.

On 01 April 2016, a Panamanian flagged Chemical Tanker MV Madonna 1 was attacked by armed pirates while underway at position Latitude 03:54 North and Longitude 005:41 East, around 41nm SW of Brass, Nigeria at approximately 1153 LT. Duty Officers onboard the tanker noticed a black speed boat approaching. The Master raised the alarm, sent distress messages, took anti-piracy preventive measures and crew members locked all entrance doors. As the speed boat closed in, nine pirates armed with AK47s opened fire at the tanker and attempted to board several times using ladders and grappling hooks attached with a rope. All non-essential crew members mustered in a safe room. The Navy was contacted but received no response. The IMB PRC received information from the Owners and immediately informed the Nigerian Navy for assistance. The Nigerian Navy responded and advised the IMB PRC that they will take action accordingly. Due to the hardening measures taken by the tanker, the pirates aborted the attempted boarding and moved away. No injuries to crew members.

On 11 April 2016, a Malta flagged Product Tanker MT Puli was attacked by armed pirates while underway at position Latitude 02:48.4 North and Longitude 006:40.9 East, around 118nm SSW of Port Harcourt, Nigeria at approximately 0130 LT. Eight pirates in a speed boat armed with rifles attacked and boarded the tanker underway while enroute from Douala port to Abidjan port. The pirates stole cash, ship's properties, crew personal belongings and kidnapped six crew members before escaping. The tanker then continued her passage towards a safe port. No injuries to remaining crew members. On 25 April 2016, the kidnapped crew members were released safely.

On 11 April 2016, a Liberian flagged Container Ship MV CMA CGM Turquoise was attacked by armed pirates while underway at position Latitude 04:08.02 North and Longitude 005:23.05 East, around 30nm SW of Bayelsa Coast, Nigeria at approximately 2056 LT. Armed pirates attacked and boarded the ship successfully. The Master raised the alarm, activated the SSAS and all crew members except two mustered in the citadel. The Owners sent a message to the IMB PRC indicating that they had lost contact with their ship. The IMB PRC immediately informed and liaised with the Nigerian Authorities and transmitted a Warning Broadcast to ships at sea. After about 12 hours, the crew emerged from the citadel. The two crew were reported kidnapped. The Nigerian Navy boarded the ship for investigations. All the remaining crew members were safe. On 19 May 2016, the kidnapped crew members were released safely.

On 19 April 2016, a Malaysian flagged Offshore Supply Vessel MV Armada Tuah 101 was attacked by armed pirates while underway at position Latitude 03:30 North and Longitude 004:50 East, around 97nm SW of Brass, Nigeria at approximately 0717 LT. Armed pirates attacked and boarded the vessel underway. The alarm was raised and all crew mustered. Non-essential crews retreated into the citadel. Pirates boarded and robbed and kidnapped two crew members. All remaining crew members were reported safe and vessel thereafter proceeded to a safe port. The kidnapped crew were released on 3 June 2016. They arrived safely in their respective country.

Philippines:

On 25 March 2016, an Indonesian flagged tugboat TB Brahma 12 and barge Anand 12 were attacked and hijacked by armed persons while steaming at position Latitude 04:48.56 North and Longitude 119:12.53 East, around 11nm WSW of Omapoy Island, Philippines at approximately 1629 LT. Armed persons boarded the tug towing a barge laden with coal. They hijacked the tug and cast off the barge. They then ransacked the tug and damaged all communication equipment on board. Ten crew members were kidnapped and the tugboat later abandoned off Languyan Island, Philippines. The Philippine Police took custody of the tugboat and are investigating the case. The drifting barge laded with coal was located by MMEA on 01 April 2016, towed to a safe port and under investigation.

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 98 incidents of Piracy and Armed Robbery Against Ships have been reported to the IMB PRC in the first half of 2016. This is the lowest recorded number since 1995 when the half yearly figure stood at 97.

The figures for the first six months are broken down as 72 vessels boarded, 12 attempted attacks, nine vessels fired upon and five vessels hijacked. Sixty-four crew were taken hostage, 44 kidnapped, four crew injured, three assaulted and a further three threatened.

Whilst the reduction in overall numbers should be welcomed, the IMB PRC acknowledges that a number of unreported incidents have occurred in the Gulf of Guinea.

There has been an increase in the use of guns, up from 26 in the first half of 2015 to 31 for 2016. Guns were used in all instances of crew kidnappings from vessels. All vessels were underway when the kidnappings occurred. Eight of the ten kidnappings incidents occurred in the Gulf of Guinea at distances of approximately 30 to 120 NM from shore. Two kidnap incidents were off Sabah where tugs and barges were targeted.

In terms of countries Nigeria and Indonesia account for almost half the numbers with 24 reports apiece. However, the overwhelming number of reports for Indonesia were low level incidents aimed at petty thefts from anchored vessels.

Eight of the nine vessels fired upon occurred off Nigeria, further evidencing the violent nature of attacks in this region. No vessels were reported hijacked in the Gulf of Guinea in the second quarter of 2016.

The IMB PRC also applauds the prompt actions taken by Indonesian Navy in responding and recovering a hijacked product tanker, south of Pulau Serutu, off west Kalimantan in May. This is exactly the type of robust response required to respond to such threats. Nine pirates were apprehended and the crew of the tanker unharmed.

In early June, a tug and barge was hijacked and its palm oil cargo stolen off Balingian, Sarawak in Malaysia.

One attempted report was received from the Gulf of Aden in mid-May, where a container vessel was approached by five skiffs. Ladders were reported during the incident. Masters are therefore advised to remain alert whilst transiting these waters and to follow the recommendations under the Best Management Practices as the potential threat of Somali piracy remains.

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

Indonesia Marine Police and IMB collaboration continue to show positive results

The Indonesian Marine Police (IMP) continue to encourage all ships intending to anchor, drift or wait for berthing to do so at the designated areas where patrol boats are stationed. This enables the IMP to maximize their resources and provide greater protection to ships.

Merchant ships are advised to cooperate by maintaining strict anti-piracy and robbery watches and report all attacks and suspicious sightings to the local Authorities including the IMB PRC who will also liaise with local and regional Authorities to render necessary assistance.

The 2016 second quarter statistics have shown that the IMP patrols in the 11 designated port and sea areas continues to deter the pirates / robbers. See table below. (Updated as of 30 June 2016)

	Locations	2013 Total	2014 Total	2015 1st	2015 2nd	2015 3rd	2015 4th	2015 Total	2016 1st	2016 2nd
1	Belawan: 03:55.00N - 098:45.30E	18	9	3	3	4	5	15	-	1
2	Dumai: 01:42.00N - 101:28.00E	12	1	1	3	1	-	5	-	2
3	Nipah: 01:07.30N - 103:37.00E	14	-	5	10	9	2	26	-	-
4	Tanjung Priok: 06:00.30S - 106:54.00E	6	9	2	2	-	-	4	3	2
5	Gresik: 07:09.00S - 112:40.00E	4	1	-	-	-	-	-	-	-
6	Taboneo: 04:41.30S - 114:28.00E	8	2	1	1	-	2	4	-	-
7	Adang Bay: 01:40.00S - 116:40.00E	4	-	-	-	-	-	-	-	-
8	Muara Berau: 00:17.00S - 117:36.00E	4	6	-	1	-	-	1	-	-
9	Muara Jawa: 01:09.00S - 117:13.00E	4	-	-	-	-	-	-	-	-
10	Balikpapan: 01:22.00S - 116:53.00E	5	1	-	-	-	-	-	-	2
11	Bintan Island: 01:21.00N - 104:29.00E	-	35	-	1	-	-	1	-	1

Indonesia, Malaysia and Philippines join forces to tackle militant activities and kidnappings at sea off Sabah

Indonesia, Malaysia and the Philippines will conduct patrols off Sabah in the Sulu-Sulawesi waters. These urgent measures were agreed recently in view of the increased attacks by militants and kidnapping of crews on-board tugs, barges and small boats, in these waters. The three countries will also render immediate assistance to vessels at sea within the common maritime areas. The recent crew kidnappings are said to be linked to the Abu Sayyaf militant group.

MTISC–GoG pilot project concludes.

The Maritime Trade Information Sharing Centre – Gulf of Guinea (MTISC-GoG) has officially closed its operations following the successful conclusion of the pilot project.

A new French / UK mechanism for Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG) has commenced operations at 0800 GMT on 20th June 2016. MDAT-GoG will be operated by the Navies of France and the UK from their Centers in Brest, France and Portsmouth, England. The center can be contacted 24/7 on Email: watchkeepers@mdat-gog.org and Telephone: +33985228888 - calls to this number will be answered either in Brest or in Portsmouth.

Ships entering and transiting the West African area monitored by MDAT-GoG are encouraged to register with the center.

New industry guidelines for Gulf of Guinea published

BIMCO, ICS, INTERTANKO and INTERCARGO have jointly released an updated version of ‘Guidelines for Owners, Operators and Masters for Protection Against Piracy in the Gulf of Guinea Region’, which supersedes the previous guidance for the region.

Incidents in this region tend to be increasingly violent and often involve firearms. The number of reported and unreported cases of kidnapping for ransom have also become more common. Incidents have been reported as far south as Angola and as far north as Sierra Leone. In an effort to address the total lack of security the global shipping industry has updated its existing guidelines.

It is recommended that the guidelines are read in conjunction with the Best Management Practice – fourth edition as the basic principles of protection developed by the industry to address piracy off Somalia are applicable.

Good Practice Guide for Shipping Companies and Manning Agents

The ISWAN Maritime Piracy Humanitarian Response Programme has issued an updated Good Practice Guide for Shipping Companies and Manning Agents for the humanitarian support of seafarers and their families in cases of piracy and armed robbery.

The guide covers good practice in the support of seafarers and their families before, during and after an incident. It is designed to supplement the existing processes of companies, and comes with the benefit of the experience of dealing with over 200 seafarers and their families who have been held captive by pirates.

A copy of the guide can be downloaded at the ISWAN and MPHRP websites.