



JAPAN P&I NEWS

外航組合員各位

国際海事局（IMB）海賊と武装強盗に関する 2024 年上半期報告書

国際海事局海賊情報センター（IMB PRC : The IMB Piracy Reporting Centre）から 2024 年上半期の海賊と武装強盗に関する報告書を受領しましたので、IMB による要約と共にご案内申し上げます。詳細は添付資料をご参照ください。

要約

2024 年上半期において、合計 60 件の事件が報告されました。内訳は、46 隻が侵入、8 隻が襲撃未遂、4 隻がハイジャックされ、2 隻が発砲されました。船員 85 人が人質に取られ、11 人は誘拐され、2 人は脅迫されるなど、船員への暴力や脅迫は続いています。

下表のとおり、事件の大半は船舶が停泊中もしくは航行中に報告されています。

Status when Attacked	Attempted	Boarded	Fired Upon	Hijacked	Grand Total
Anchored	6	26			32
Berthed		4			4
Steaming	2	16	2	4	24
Grand Total	8	46	2	4	60

事件が報告された地域は下表のとおりです。

Region	Attempted	Boarded	Fired Upon	Hijacked	Grand Total
Africa (Somalia)	1	2	2	3	8
Africa (Gulf of Guinea)		9		1	10
Americas		1			1
Indian Sub-Cont	3	9			12
East & SE Asia	4	25			29
Grand Total	8	46	2	4	60

ソマリア

この海域では合計 8 件の事件が報告されています。この数字には 2 隻の漁船と 1 隻のばら積み貨物船のハイジャックが含まれます。発砲 2 隻はこの地域で発生しました。ソマリア沖海賊の復活が懸念され、警戒が必要な一方で、彼らがこの海域の脆弱な海上安全環境を最大限に利用しようとしている可能性があります。船長は最新版の BMP（Best Management Practices）で推奨されている全ての項目に従う

ことが求められます。

ギニア湾

5月に Cabo Verde 沖で発生したプロダクトタンカーの事件は異例です。犯人は積荷を盗むために本船を狙ったようですが、失敗に終わりました。通信、航行、インターネットや機器類に被害が及んだことも懸念材料で、攻撃性が高まっていることを示しています。この海域で事件が持続的に減少していることは待ち望んできたことですが、より広いギニア湾水域で船員の安心と安全を促進するために、地域が協力し、最善の努力を継続するよう推奨します。

アジア

バングラデシュ：2024 年、バングラデシュ海域では事件の増加が顕著です。2023 年の上半期は 1 件でしたが、2024 年上半期は 10 件の報告がありました。全ての事件は停泊中の船舶から報告されました。2 件の人質（陸上監視員）も報告されています。

インドネシア：事件報告数が増加しています。報告された事件 12 件のうち、6 件は Dumai 停泊地で発生しました。船員 2 人が人質に取られ、1 人は脅迫されました。

シンガポール海峡：2023 年と比較すると事件報告数は減少しています。しかしながら、IMB は未報告の事件を認識しています。ほとんどは単なる出来心によるものと考えられますが、主な懸念は侵入された船舶の大きさです。175,000 DWT を超える船舶が 3 隻、60,000 DWT を超える船舶 6 隻が航行中に侵入され、航行中のリスクが上昇している可能性があります。

以上

添付資料：2024 Jan－Jun IMB Piracy and Armed Robbery Report－MEDIA RELEASE
2024 Jan－Jun IMB Piracy and Armed Robbery Report
IMB 2024 Jan－Jun Piracy Report Trends



MEDIA RELEASE

London, 11 July 2024

No room for complacency: maritime piracy incidents fall but crew safety remains at risk

ICC's International Maritime Bureau (IMB) is calling for sustained vigilance to protect seafarers amid increasing violence despite an overall drop in the number of incidents reported in IMB's mid-year report for 2024, released today.

Sixty incidents of piracy and armed robbery against ships were recorded in the first half of 2024, a decrease from 65 incidents for the same period in 2023.

ICC Secretary General John W.H. Denton AO said: "While we are reassured to see a fall in the number of overall reported acts of piracy, the concerning rise in incidents of a violent nature underscores the need for continued vigilance from the international community to ensure the safety of all seafarers — especially at this time of heightened uncertainty for maritime transport."

Of the 60 incidents reported, 46 vessels were boarded, eight reported attempted attacks, four were hijacked and two were fired upon. Perpetrators successfully boarded 84% of targeted vessels.

Violence towards crew continues, with 85 taken hostage compared to 36 in the same period last year, 11 kidnapped and two threatened. Guns and knives were reported in 34 of the 60 incidents, a worrying increase from the same period last year.

IMB Director Michael Howlett said:

"While the decline in reported incidents is welcome, sustained and continued regional maritime cooperation remains essential to safeguard seafarers, global shipping and trade. There is no room for complacency."

Caution urged around Somali waters

Despite the decline in global reported incidents Somali piracy still poses a threat, with eight reported incidents in the first half of 2024, including three hijackings.

Recent incidents demonstrate the continued capability and capacity of the Somali pirates to target vessels up to 1,000 nautical miles (nm) off the Somali coast.

"We continue to urge caution around Somali piracy incidents and call on all vessel owners and Masters to harden their vessels and follow all recommended guidelines in the latest Best Management Practices while transiting Somali waters," Mr Howlett said.

Concern for crew in Gulf of Guinea

Incidents have dropped from 14 to 10 in the Gulf of Guinea but threats to crew safety and wellbeing continue to be a cause of concern.

The region accounts for the 11-crew kidnapped globally in the first half of 2024 in two separate incidents and 21 of the crew taken hostage in one incident.



IMB reiterates the need for a continued and robust regional and international naval presence to respond to these incidents and safeguard life at sea.

Low reporting in Singapore Straits

There is a noticeable decrease of reported incidents in the Singapore Straits from 13 in the first half of 2024 compared to 20 the same period last year. However, the targeting and boarding of large vessels transiting through these waters remains worrying.

While considered low level opportunistic crimes, 10 crew were taken hostage in six separate incidents with guns and knives reported in 10 incidents.

Despite the decline of reported incidents, IMB is aware of incidents not being reported.

Rising incidents in the Indonesian archipelagic region and Bangladesh

IMB has recorded 12 incidents in the Indonesian archipelago, the highest since the first half of 2020 when 15 incidents were reported.

Two crew were reported as taken hostage and one threatened during these incidents. Knives were reported in six incidents and guns in one incident. This year, six incidents occurred at Dumai anchorage compared to one in the first half of 2023.

Low-level incidents have increased in Bangladesh, up from one in the first six months of 2023 to ten in 2024. This is the highest reported number of incidents in the first half of a year since 2015. All vessels were at anchorage with nine incidents reported at Chattogram.

Request a copy of the 2024-January to June- Piracy and Armed Robbery Against Ships report - [here](#).

About IMB Piracy Reporting Centre

Since its founding in 1991, IMB's Piracy Reporting Centre serves as a crucial, 24-hour point of contact to report crimes of piracy and lend support to ships under threat. Quick reactions and a focus on coordinating with response agencies, sending out warning broadcasts and email alerts to ships have all helped bolster security on the high seas. The data gathered by the Centre also provides key insights on the nature and state of modern piracy.

IMB encourages all shipmasters and owners to report all actual, attempted and suspected global piracy and armed robbery incidents to the Piracy Reporting Centre as a vital first step to ensuring adequate resources are allocated by authorities to tackle maritime piracy.

For more information, please contact:

Michael Howlett,
Director, ICC International Maritime Bureau
Tel: +44 207 423 6960,
Email: mhowlett@icc-ccs.org



About the International Chamber of Commerce

The International Chamber of Commerce (ICC) is the institutional representative of more than 45 million companies in over 170 countries. ICC's core mission is to make business work for everyone, every day, everywhere. Through a unique mix of advocacy, solutions and standard setting, we promote international trade, responsible business conduct and a global approach to regulation, in addition to providing market-leading dispute resolution services. Our members include many of the world's leading companies, SMEs, business associations and local chambers of commerce.

INTERNATIONAL CHAMBER OF COMMERCE

33-43 avenue du Président Wilson, 75116 Paris, France

T +33 (0)1 49 53 28 28 F +33 (0)1 49 53 28 59

E icc@iccwbo.org www.iccwbo.org



ICC INTERNATIONAL MARITIME BUREAU

PIRACY AND ARMED ROBBERY AGAINST SHIPS

REPORT FOR THE PERIOD

1 January – 30 June 2024

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

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

July 2024

INTRODUCTION

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

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

The key advantages and services of the PRC are:

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

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

This report is an analysis of 60 global maritime piracy and armed robbery incidents reported to the IMB PRC from 1 January to 30 June 2024. Incidents are occasionally reported late, resulting in changes to the tables and figures in subsequent reports.

Due to the continued debate concerning the Malacca Straits, these narrated incidents are shown separately.

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

ICC International Maritime Bureau

PO Box 12559, 50782 Kuala Lumpur, Malaysia

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

Tel || 60 3 2078 5763

WhatsApp / Telegram: +60 11 2659 3057

E-mail: piracy@icc-ccs.org / imbkl@icc-ccs.org

DEFINITIONS OF PIRACY & ARMED ROBBERY

The IMB PRC follows the definitions of Piracy as defined in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) and Armed Robbery as defined by the International Maritime Organisation (IMO) in its 26th Assembly session as Resolution A.1025 (26) “Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships”.

Article 101 of UNCLOS defines Piracy as:

Definition of Piracy consists of any of the following acts:

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

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

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

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

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

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

Armed robbery against ships means any of the following acts:

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

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

The definitions of piracy and armed robbery are aimed to assign responsibility for responding to these illegal acts. It is worth noting that these definitions do not consider the resulting consequence on the crew, vessel and cargo, which in IMB’s experience ranges from opportunistic theft, cargo theft, taking crew hostage, assault and injury, kidnapping and in some cases death of a crew member.

It is vital that all actual and attempted incidents at the time of, or shortly after the incident, are reported and recorded.

This is the first essential step in the response chain.

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

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

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

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

Region specific severity of incident on Crew, Vessel and Cargo: (Chart G)

As several agencies define and categorize incidents differently, the IMB reports under three generic Severity Levels – I, II, and III determined by the effect the incident has on the crew, vessel and cargo.

Severity Level I: Any incident which has a direct impact on the crew. To include:

- a. Crew being taken hostage, assaulted, injured, killed, kidnapped, missing, threatened.
- b. A hijacking where the command of the vessel is taken over by those boarding.
- c. An incident where the crew retreats into the citadel.

Severity Level II: To include a vessel being fired upon, security teams firing on approaching threat, robbers / pirates identified with weapons of any type (violence is offered) whether boarded or otherwise.

Severity Level III: To include an incident that does not fall into either Level I or Level II

FUNDING

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

- ANIA
- Assuranceforeningen Skuld
- Britannia Steam Ship Insurance Association Limited
- Gard AS
- Japan P&I
- Justships Ltd
- Steamship Insurance Management Services Limited
- Northstandard Limited
- Tsakos Shipping and Trading SA

The PRC is additionally non-financially supported by:

- Spire Global Inc. (<https://spire.com/>)
- Vesseltracker (<https://www.vesseltracker.com/>)

TABLE 1: Locations of ACTUAL and ATTEMPTED incidents, January - June 2020 – 2024

	Location	2020	2021	2022	2023	2024
S E ASIA	Indonesia	15	5	7	7	12
	Malacca Straits					1
	Malaysia	2	1	1	1	
	Philippines	4	5	2	5	2
	Singapore Straits	11	16	16	20	13
	Thailand	1				
EAST ASIA	Vietnam	2	1		2	1
INDIAN SUB	Bangladesh	2		4	1	10
CONTINENT	India	5		2	2	2
AMERICAS	Brazil	2	1	4	1	
	Colombia	1	4		2	
	Ecuador	3	1		1	
	Guyana			1		1
	Haiti	3	1			
	Mexico	4				
	Panama				1	
	Peru	4	9	7	8	
	Venezuela			1		
	Angola	4	3	4	2	5
	Benin	6	2			
	Cabo Verde					1
	Cameroon		1		3	
	Democratic Rep. of Congo		1	1		
AFRICA	Dem. Rep. of Sao Tome & Principe	1	5			
	Equatorial Guinea	2				2
	Gabon	2	2		1	
	Ghana	1	3	5	3	
	Guinea	1			1	1
	Gulf of Aden*		1			1
	Ivory Coast	2		1	2	
	Liberia			1		1
	Mozambique	3	1			
	Nigeria	14	4		1	
	Somalia*					7
	South Africa			1		
	The Congo	1	1		1	
	Togo	1				
	Iraq	1				
REST OF THE WORLD						
Sub total		98	68	58	65	60
Total at year end		195	132	115	120	

All incidents with * above are attributed to Somali pirates.

CHART A: The following four locations contributed 70% of the total 60 incidents reported in the period January – June 2024

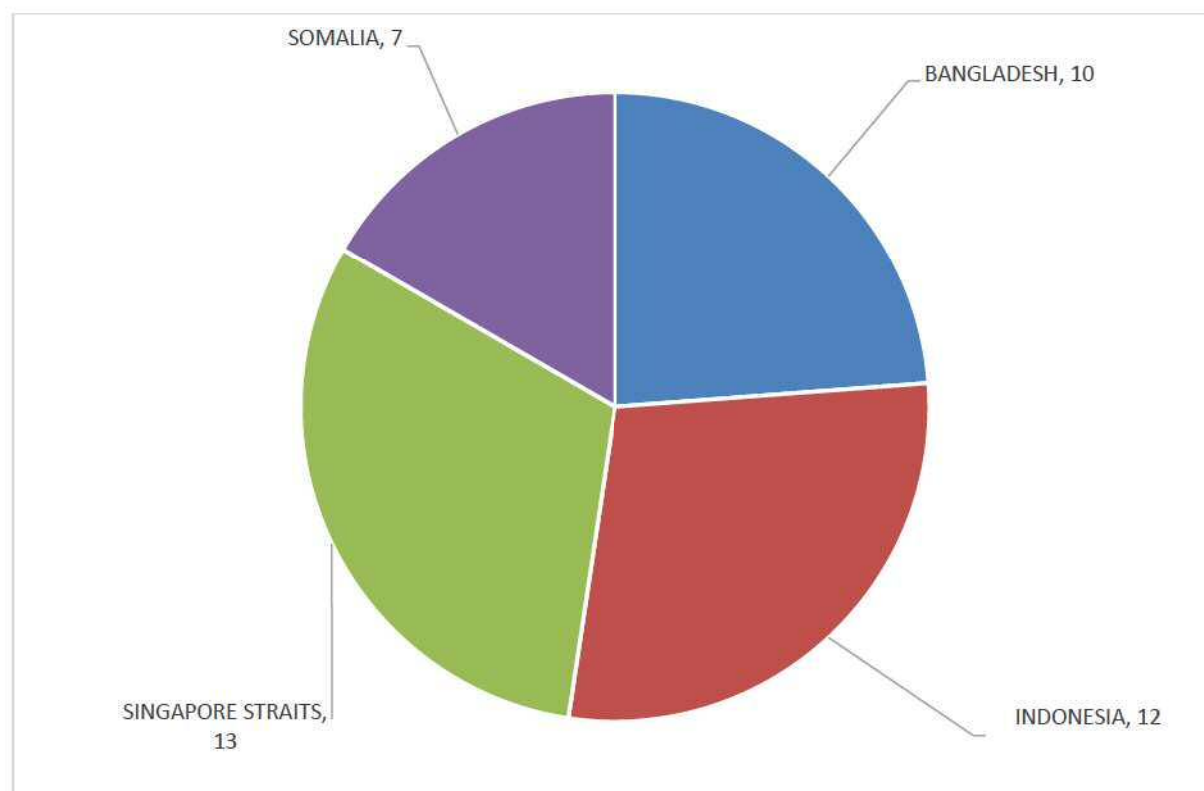


CHART B: Monthly comparison of incidents during January – June 2024

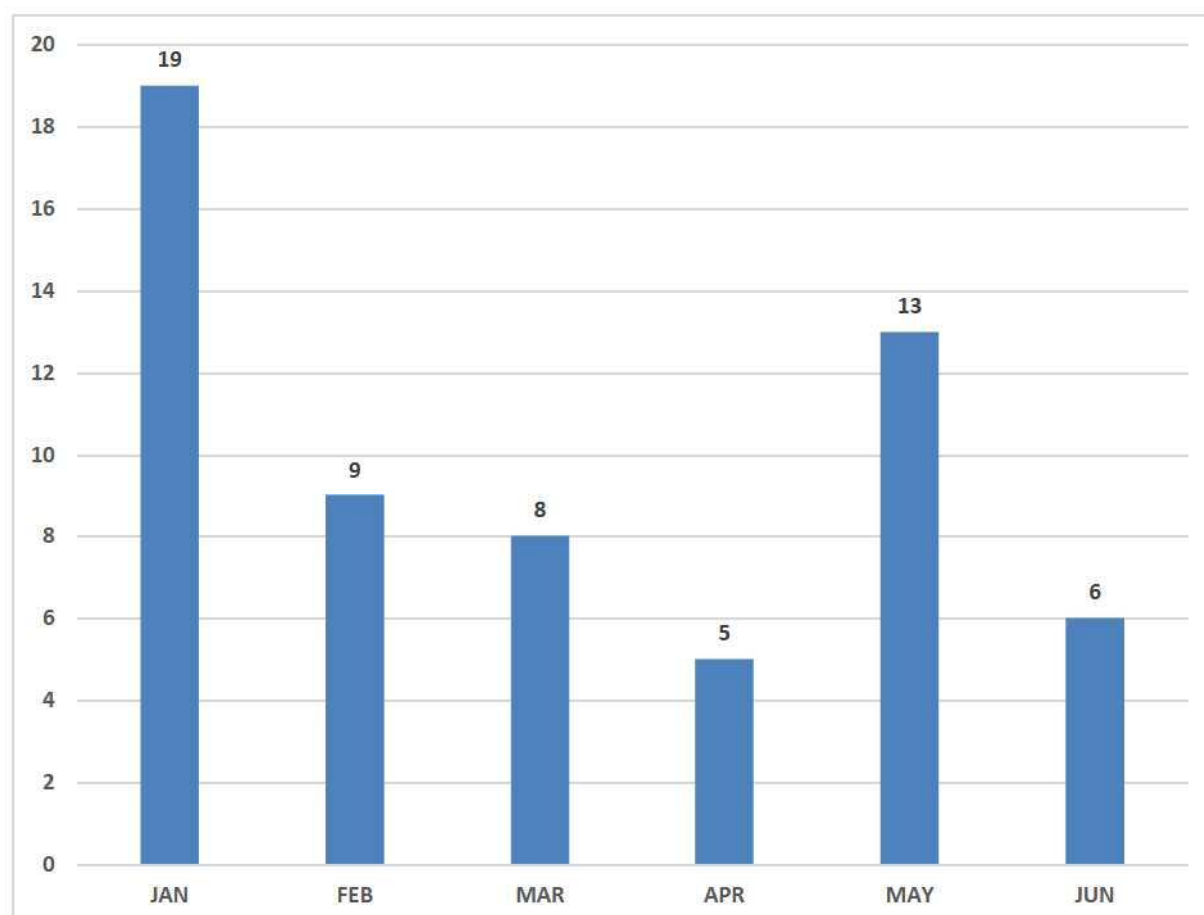


CHART C: Total incidents as per regions of the world January – June 2024

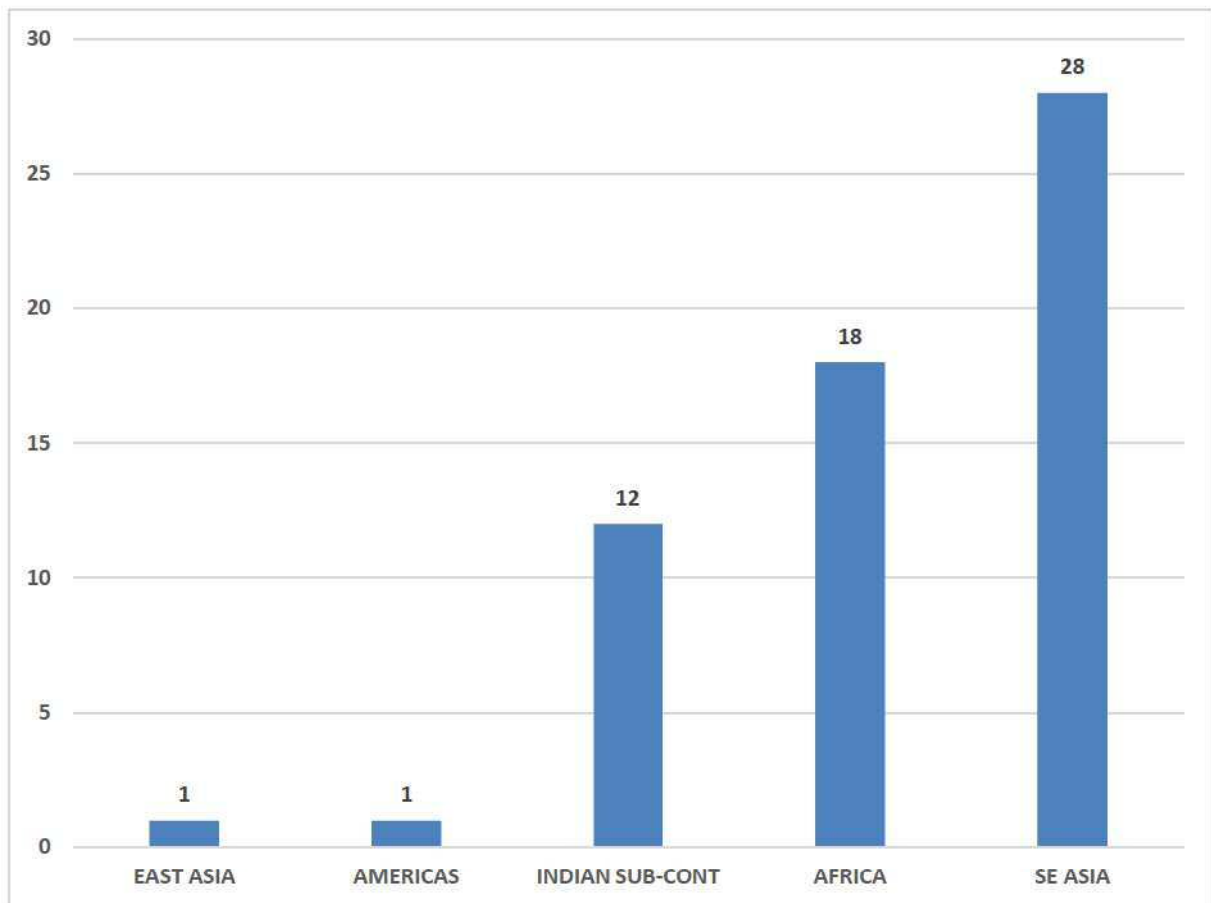


CHART D: Perpetrators successful in 84% of incidents. January – June 2024

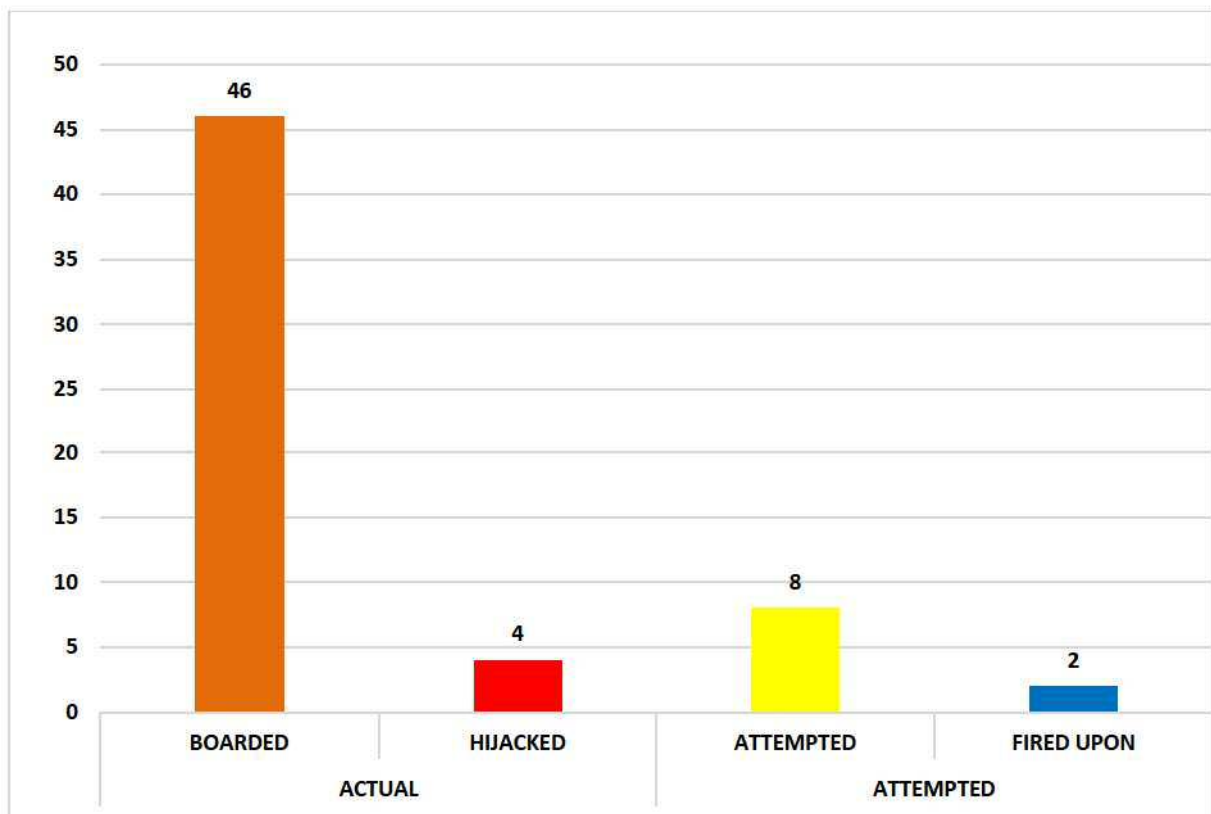


CHART E: Type of incident in relation to the status of vessel movement January – June 2024

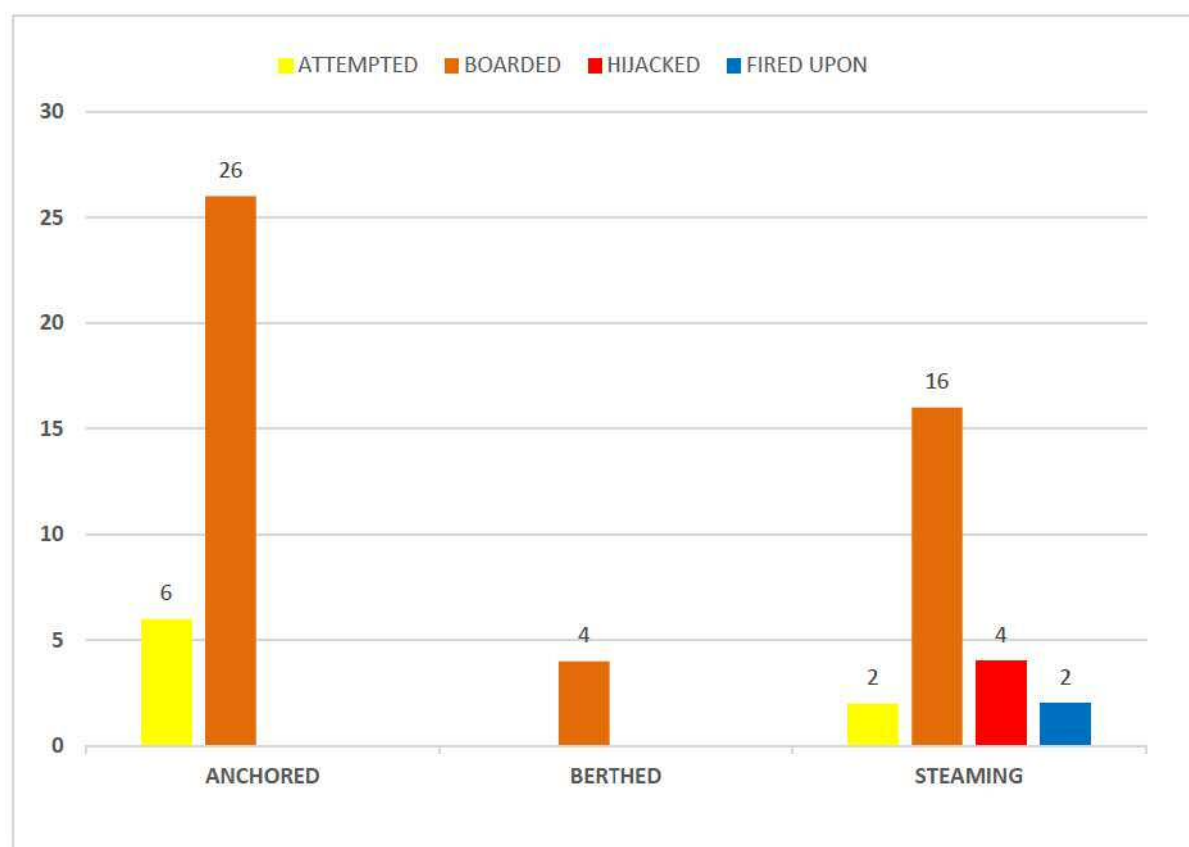


CHART F: Region specific type of incident in relation to the status of vessel movement January – June 2024

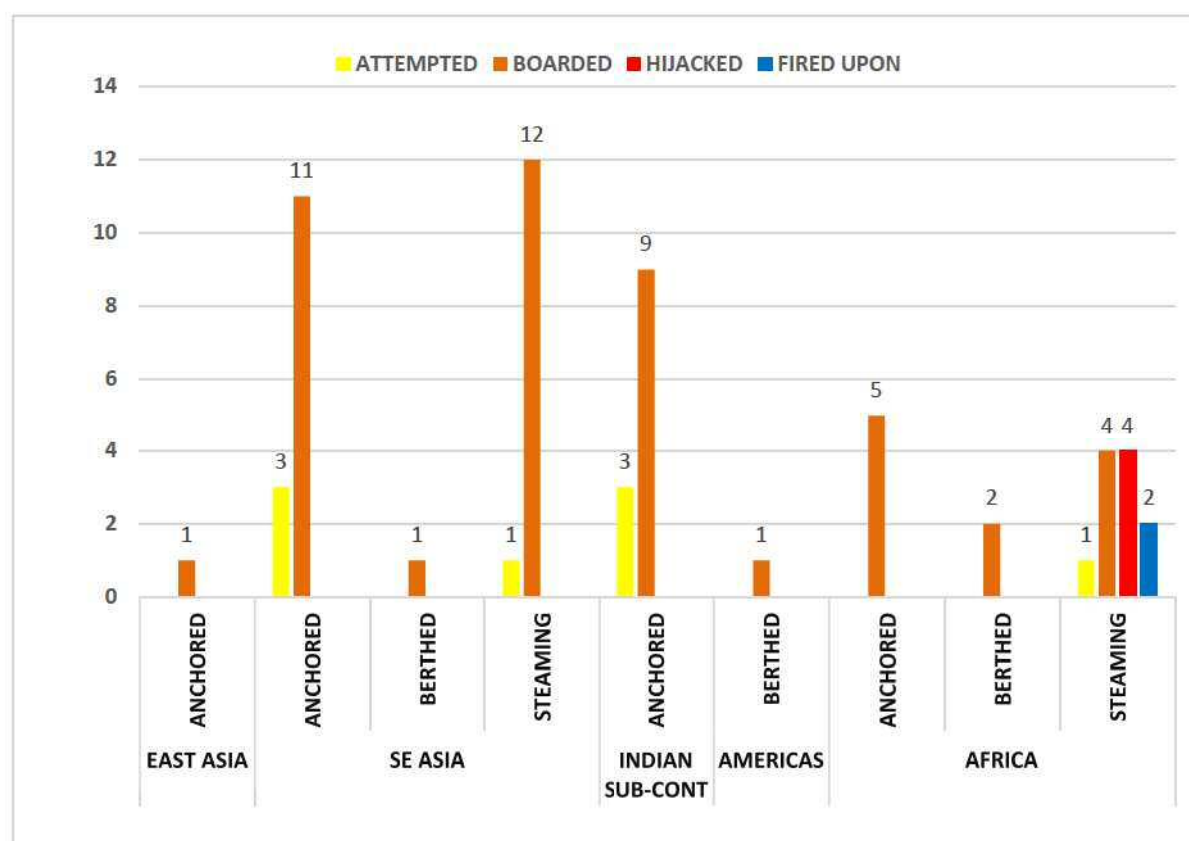


CHART G: Region specific severity of incident in relation January – June 2024
(Severity level I, II, III – see page 4 for clarification)

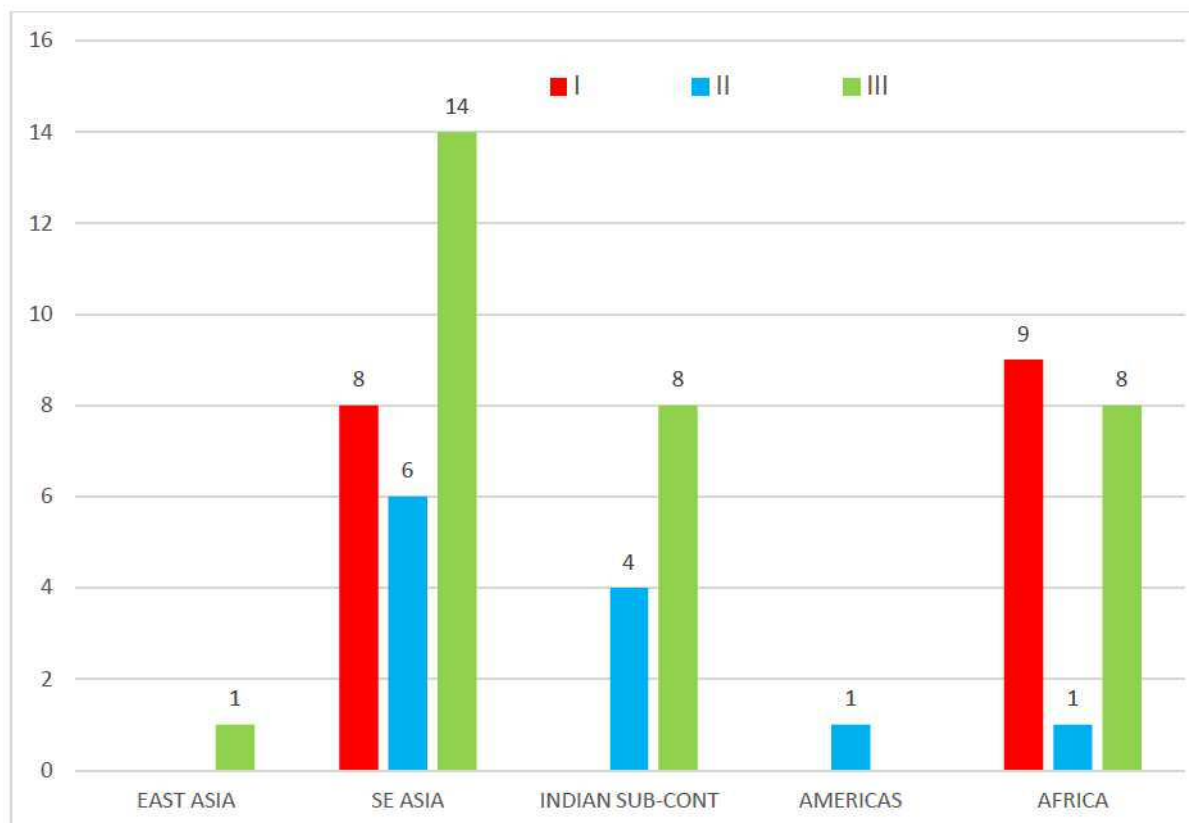


TABLE 2: ACTUAL and ATTEMPTED incidents by location, January – June 2024

Location	Actual		Attempted	
	Boarded	Hijacked	Fired upon	Attempted
SE ASIA Indonesia	9			3
Malacca Straits	1			
Philippines	2			
Singapore Straits	12			1
EAST ASIA Vietnam	1			
INDIAN Bangladesh	7			3
SUB-CONT India	2			
AMERICA Guyana	1			
AFRICA Angola	5			
Cabo Verde		1		
Equatorial Guinea	2			
Guinea	1			
Gulf of Aden			1	
Liberia	1			
Somalia	2	3	1	1
Sub total	46	4	2	8
Total	60			

TABLE 3: Ports / anchorages, with three or more reported incidents, January – June 2024

Country	Location	01.01.2024 to 30.06.2024
Angola	Luanda	4
Bangladesh	Chattogram	9
Indonesia	Dumai	6

TABLE 4: Status of vessels during ACTUAL incidents, January – June 2024

Location	Berthed	Anchored	Steaming
SE ASIA Indonesia	1	8	
Malacca Straits			1
Philippines		2	
Singapore Straits		1	11
EAST ASIA Vietnam		1	
INDIAN Bangladesh		7	
SUB-CONT India		2	
AMERICA Guyana	1		
AFRICA Angola		5	
Cabo Verde			1
Equatorial Guinea			2
Guinea	1		
Liberia	1		
Somalia			5
Sub total	4	26	20
Total	50		

TABLE 5: Status of vessels during ATTEMPTED incidents, January – June 2024

Location	Anchored	Steaming
SE ASIA Indonesia	3	
Singapore Straits		1
INDIAN SUB-CONT Bangladesh	3	
AFRICA Gulf of Aden		1
Somalia		2
Sub total	6	4
Total	10	

TABLE 6: Types of arms used during incidents, January - June 2020 – 2024

Type of Arms	2020	2021	2022	2023	2024
Guns	30	15	6	8	14
Knives	23	20	19	18	20
Other weapons	3	3	1	1	2
Not stated	42	30	32	38	24
Sub total	98	68	58	65	60
Total at year end	195	132	115	120	

TABLE 7: Comparison of the type of incidents, January - June 2020 – 2024

Type of Attack	2020	2021	2022	2023	2024
Attempted	10	4	2	4	8
Boarded	81	61	55	57	46
Fired upon	6	2		2	2
Hijack	1	1	1	2	4
Sub total	98	68	58	65	60
Total at year end	195	132	115	120	

TABLE 8: Types of violence to crew, January – June 2020 – 2024

Type of Violence	2020	2021	2022	2023	2024
Hostage	23	3	23	36	85
Kidnapped	54	50		14	11
Threatened	5	3	5	3	2
Assaulted	5	2		1	
Injured	6	1		2	
Killed		1			
Sub total	93	60	28	56	98
Total at year end	191	82	55	102	

TABLE 9: Type of violence to crew by location, January – June 2024

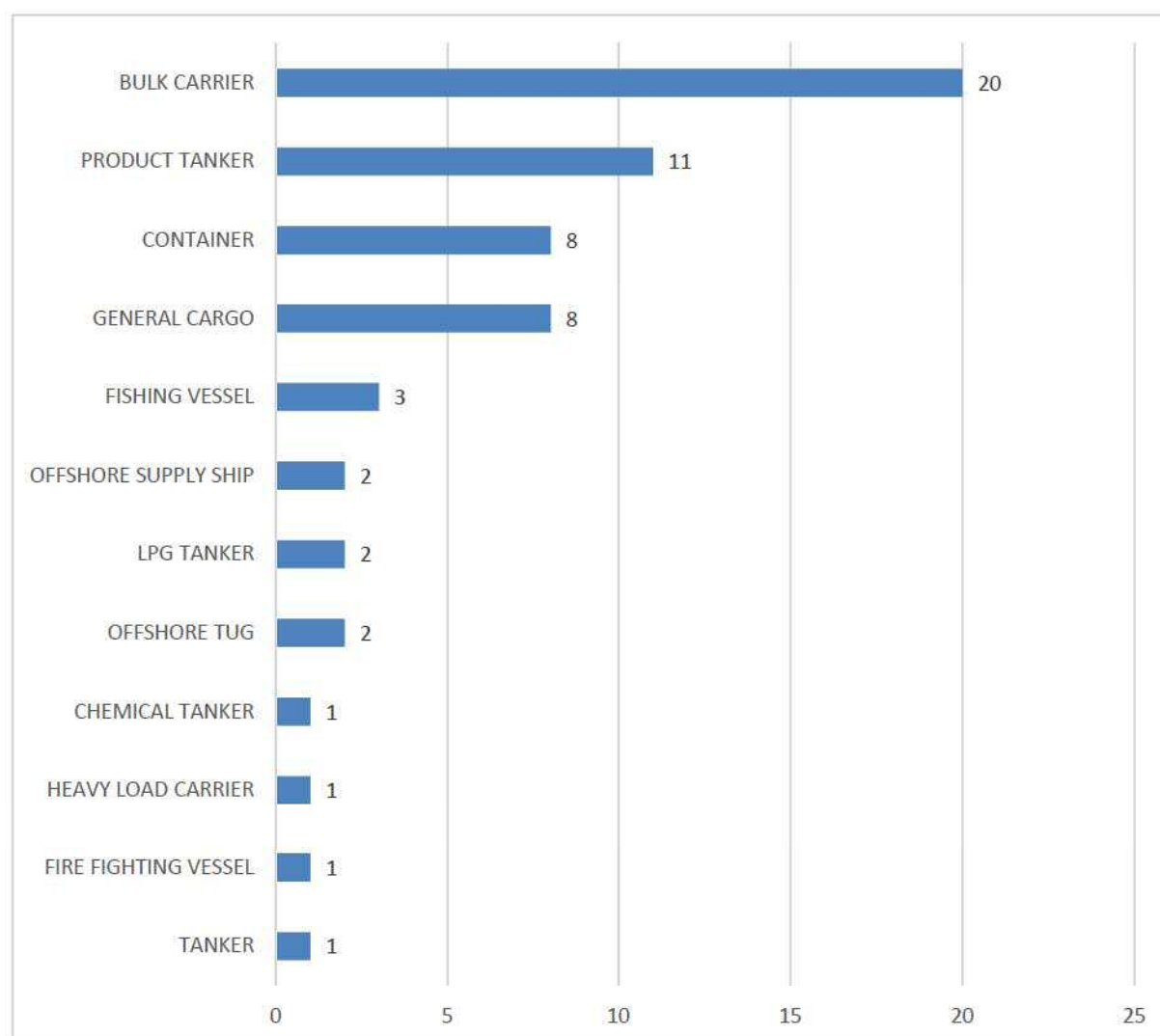
Location	Hostage	Kidnapped	Threatened
SE ASIA Indonesia	2		1
Singapore Straits	10		
INDIAN SUB-CONT Bangladesh	2		
AMERICA Guyana			1
AFRICA Cabo Verde	21		
Equatorial Guinea		11	
Somalia	50		
Sub total	85	11	2
Total	98		

TABLE 10: Types of arms used by geographical location, January – June 2024

Locations		Guns	Knives	Other Weapons	Not Stated
SE ASIA	Indonesia	1	6	1	4
	Malacca Straits				1
	Philippines				2
	Singapore Straits	2	8	1	2
EAST ASIA	Vietnam				1
INDIAN	Bangladesh		5		5
SUB-CONT	India				2
AMERICA	Guyana		1		
AFRICA	Angola				5
	Cabo Verde	1			
	Equatorial Guinea	2			
	Guinea				1
	Gulf of Aden	1			
	Liberia				1
	Somalia	7			
Sub total		14	20	2	24
Total		60			

TABLE 11: Incidents as per type of vessels, January – June 2020 – 2024

Type	2020	2021	2022	2023	2024
Bulk Carrier	7	12	19	11	20
Container	8	9	2	3	8
Crew Boat			2		
Drilling Ship		1			
Fire Fighting Vessel					1
General Cargo		1		1	8
Heavy Load Carrier					1
Offshore Support Vessel	1	1			
Refrigerated Cargo Ship	1	1			
Supply Ship	4	2	1		2
Tanker Asphalt / Bitumen	1				
Tanker Chemical / Product	13	4	7	6	12
Tanker Crude Oil	5	1	4	1	1
Tanker LNG		2			
Tanker LPG	2		1		2
Trawler / Fishing Vessel	1	1			3
Tug / Offshore Tug	4	2		5	2
Vehicle Carrier		1	1		
Sub total	47	38	37	27	60
Total at year end	195	132	115	120	

CHART H: Incidents as per type of vessels, January – June 2024**TABLE 12: Nationalities of vessels affected, January - June 2020 – 2024**

Flag State	2020	2021	2022	2023	2024
Antigua & Barbuda					1
Bahamas	1	4	2	1	4
Bangladesh					2
Barbados		1	1		
Belgium				1	
Bermuda	1	1			
Cayman Islands	1		1	2	
China	1	1		2	
Comoros	2				
Curacao					1
Cyprus	2	4	1	1	2
Denmark	3	2		1	
France		1	1		1
Gabon	1				
Germany	2	1	1	1	

Ghana	1	2			1
Gibraltar	2	1			
Greece	2	1		1	
Hong Kong (SAR)	3	2	1	7	4
India	2		1	1	1
Indonesia	2				
Iran					1
Isle of Man	1	1	1		
Italy	1				
Jamaica		1			
Japan			1	2	
Korea South					1
Liberia	14	9	7	10	13
Luxemburg		2			
Malaysia	1	1		2	
Malta	3	3	5	5	
Marshall Islands	15	11	13	8	4
Mongolia		1			
Netherlands	1				
Nigeria					1
Norway					1
Palau	1				2
Panama	16	1	13	8	9
Philippines	1				
Portugal	3	1	1	1	3
Saudi Arabia	2	1			
Senegal	1				
Singapore	11	14	8	11	6
Spain		1			
Sri Lanka					1
St Vincent & Grenadines	1				
Tuvalu					1
Sub total	98	68	58	65	60
Total at year end	195	132	115	120	

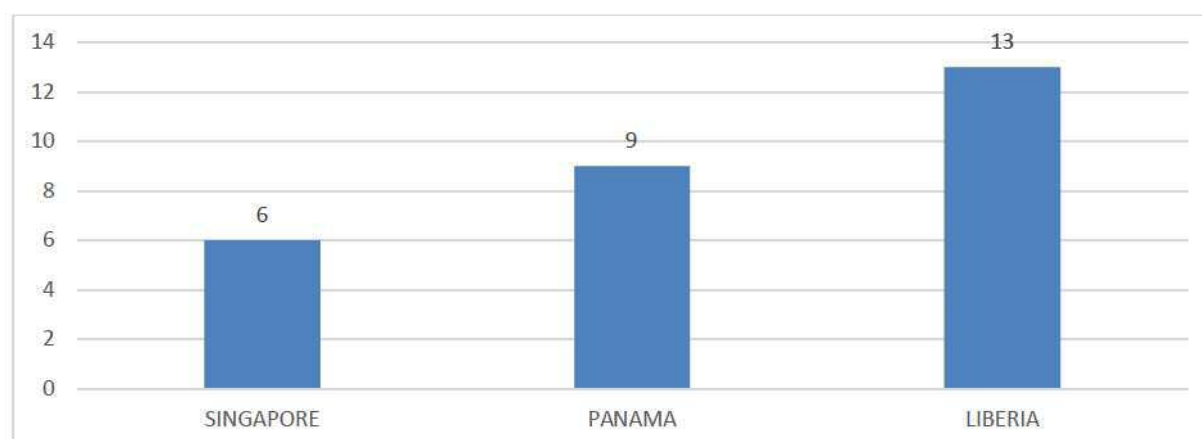
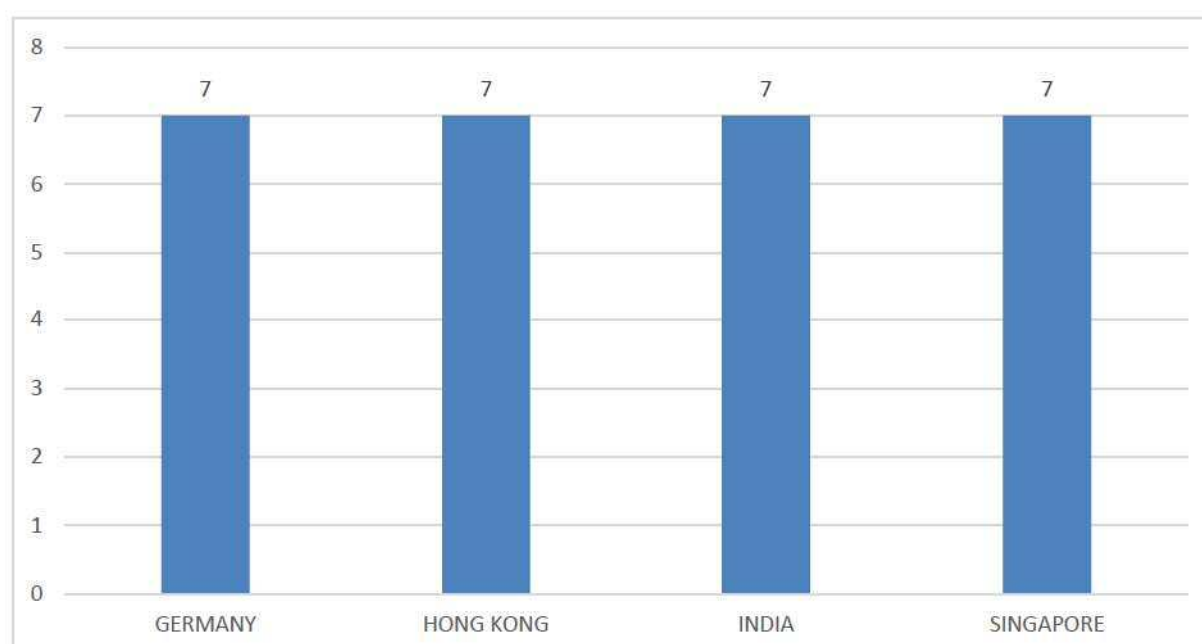
CHART I: Nationalities of vessels involved in six or more incidents, January – June 2024

TABLE 13: Vessels affected – managed or controlled from January – June 2024

Country	No of Ships
Bangladesh	1
China	2
Croatia	1
Cyprus	2
Denmark	2
France	1
Germany	7
Ghana	1
Greece	3
Hong Kong	7
India	7
Japan	5
Korea South	1
Norway	1
Oman	2
Philippines	1
Singapore	7
Sri Lanka	1
Thailand	1
Turkey	1
UAE	2
United Kingdom	3
Not Stated	1
Total	60

CHART J: Managing countries whose vessels involved in six or more incidents between January – June 2024

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

From 1 January to 30 June 2024, three vessels were hijacked, two vessels each boarded and fired upon and one reported an attempted approach in the waters off Somalia / Gulf of Aden.

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

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

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

The IMB PRC continues to monitor the situation in the region. Although only eight Somali piracy incidents have been recorded, several hijackings of dhows and fishing boats have not yet been reported.

The IMB PRC supports and compliments the role of international navies by relaying all reports received to the response agencies, as well as by broadcasting alerts to vessels via the GMDSS Safety Net Service on incidents of piracy and armed robbery.

The IMB PRC is also aware of the non-piracy related incidents targeting commercial vessels by Houthi militants in the Gulf of Aden / Red Sea / Bab El Mandeb waters, particularly off Yemen using drones and missiles. All vessels are urged to register and report as per the latest edition of the BMP.

CONTINUED COOPERATION

The positive information sharing, actions, and cooperation between the Indonesian Marine Police (IMP) and the IMB PRC has resulted in an overall decrease in the number of reported incidents in the 10 safe designated areas.

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

Vessels are advised to cooperate by maintaining strict anti-piracy and robbery watches and report all attacks and suspicious sightings to the local Authorities / IMP, as well as the IMB PRC. The IMB PRC will also liaise with local and regional Authorities to render necessary assistance.

In line with the Road Map Program Police Reforms Wave III, the Indonesian Authorities will continue to allocate and position resources and assets in 10 key designated areas of concern, to prevent sea robbery and piracy in and around Indonesian waters.

The IMB thanks the IMP for their support and contribution to the shipping industry.

ACKNOWLEDGEMENT

The IMB PRC appreciates the strong and vital cooperation from the Philippine and Malaysian Intel that have provided crucial information relating to the safety of vessels and seafarers, particularly in the Sulu Sea/eastern Sabah waters. The successful cooperation has directly and indirectly saved many lives and properties at sea. The IMB PRC looks forward to the continued cooperation, and thanks both intel agencies for their commitment.

ACKNOWLEDGEMENT

The IMB appreciates the assistance (past and present) and vital cooperation provided by the Coalition naval forces / EU naval force (EUNAVFOR ATALANTA) / MSCHOA / US Navy / French Alindien / NATO / UKMTO / Indian Navy / Iranian Navy / Malaysian Navy / Russian Navy / Chinese Navy / South Korean Navy / Japanese Maritime SDF/ Singapore Navy / Royal Thai Navy / and Yemeni Coast Guard and Navy, for assisting the many vessels that have been attacked by suspected Somali pirates, both in the Gulf of Aden, and off eastern / southern Somali coast, Indian Ocean, Arabian Sea and other areas. The positive actions by the navies, including pre-emptive and disruptive counter piracy tactics, resulted in a drop in the number of attacks.

ACKNOWLEDGEMENT

The IMB PRC appreciates the strong cooperation from the West African authorities / navies and international navies (past and present), especially the Danish, Italian, Russian, Spanish and Portuguese Navies in the Gulf of Guinea. A special thanks to the Nigerian Authorities, particularly the Nigerian Navy and NIMASA, who have continued to provide prompt information, actions, and valuable cooperation between agencies. The IMB PRC looks forward to the continued cooperation from the West African authorities / navies and international navies in the area.

ACKNOWLEDGEMENT

The IMB PRC thanks all the masters and vessel owners / operators who have reported incidents to the Centre. It encourages all incidents to be reported in a timely manner.

While the IMB PRC endeavours to always get a meaningful response from regional authorities, the reports also play a crucial role to increase awareness of this crime. This allows for additional resources to be allocated by authorities to tackle the crime of piracy and armed robbery.

Transparent statistics from an independent, non-political, international organization such as the IMB PRC can act as a catalyst to achieve this goal.

PIRACY AND ARMED ROBBERY PRONE AREAS AND WARNINGS

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

The IMB Piracy Reporting Centre can be contacted at:

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

E-mail: piracy@icc-ccs.org / imbkl@icc-ccs.org

Tel: +60 3 2078 5763

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

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

SOUTH EAST ASIA AND INDIAN SUB CONTINENT

Bangladesh: Most incidents reported at anchorages and its approaches. Incidents in Bangladesh have fallen significantly over the past few years because of the efforts by the Bangladesh authorities. Recently, incidents are increasing at Chattogram anchorage. Maintain a strict watch.

Indonesia: Belawan and Dumai / Lubuk Gaung and surrounding waters. Pirates / robbers are normally armed with guns / knives and / or machetes. Generally, be vigilant in other areas. Many incidents may have gone unreported. Pirates / robbers normally approach vessels during the night. When spotted and alarm is sounded, the pirates / robbers usually escape without confronting the crew. A strict anti-piracy watch is recommended.

Meetings and continued dialogue between the Indonesian Marine Police (IMP) and the IMB PRC resulted in positive actions by the Indonesian authorities, who have so far brought down the number of incidents significantly. With the assistance and actions of the IMP, the incidents appear to be curtailed.

The Indonesian Marine Police have advised all ships intending to anchor to do so at / near the following areas where Indonesian Marine Police will conduct patrols for greater protection:

(After IMP-IMB started the cooperation, since 2014, no incident has been reported in the Adang Bay region. With this in view, in March 2021, IMP has decided to replace Adang Bay with Tanjung Butan at 01:11.30N – 104:12.30E as Singapore Straits and surrounding waters are now considered as risky waters).

1. Belawan: 03:55.00N-098:45.30E
2. Dumai: 01:42.00N-101:28.00E
3. Nipah: 01:07.30N-103:37.00E
4. Tanjung Berakit/Bintan: 01:23.30N-104:42.30E
5. Tanjung Priok: 06:00.30S-106:54.00E
6. Gresik: 07:09.00S-112:40.00E
7. Taboneo: 03:41.30S-114:28.00E
8. Tanjung Butan: 01:11.30N-104:12.30E (effective 12 March 2021)
9. Muara Berau: 00:17.00S-117:36.00E
10. Balikpapan: 01:22.00S-116:53.00E

The Indonesian authorities have advised IMB that in accordance with the Road Map Program Police Reforms Wave III, the above given ten locations prevention action of sea robbery / piracy in Indonesian waters will continue until further notice.

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

Malacca Straits: Although the number of incidents has dropped substantially due to increased and aggressive patrols by the littoral states' authorities since July 2005, vessels are advised to continue maintaining strict anti-piracy / robbery watches when transiting the Straits. Currently, there are no indications as to how long these patrols will continue or when they will be reduced. In some cases, incidents may have gone unreported. Situation currently remains stable although one incident was reported.

Malaysia: Bandar Penawar, Johor – past incidents reported on anchored vessels. Off Tanjung Piai – past incidents reported on vessels underway. Though incidents have stopped, the IMB PRC is monitoring the situation and will liaise with the Malaysian Authorities / MMEA as needed.

In / off Eastern Sabah – kidnapping of merchant ship's crew by ASG has stopped for several years due to actions by the Malaysian and Philippines Authorities. Last kidnapping incident was reported in January 2020. It was reported that several ASG militants had been captured / killed by the authorities. Although the incidents have stopped, the waters remain risky.

Vessels are advised to continue to take precautionary measures and maintain strict anti-piracy watch and measures. Vessels transiting these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System. Vessels are also urged to monitor the IMB PRC Warnings on potential incidents / targets / description of militant boats issued on behalf of the Philippines and Malaysian Intel Agencies.

Philippines: In / off Sibutu passage / off Sibutu island / Tawi Tawi / Sulu Sea / Celebes Sea / off eastern Sabah – past incidents included crew kidnappings. These kidnapping incidents have stopped for several years due to the actions by the Malaysian and Philippines Authorities. Last kidnapping incident was reported in January 2020. It was reported that several ASG militants had been captured / killed by the authorities. Although the incidents have stopped, the waters remain risky.

Vessels are advised to continue to take precautionary measures and maintain strict anti-piracy watch and measures. Vessels transiting these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System. Vessels are also urged to monitor the IMB PRC Warnings on potential incidents / targets / description of militant boats issued on behalf of the Philippines and Malaysian Intel Agencies.

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

Singapore Straits: A General Warning issued in December 2019 indicating a sudden rise in incidents in Singapore Straits especially during the night is still valid. The incidents are still occurring to date. It appears one or more groups are targeting passing ships, including tugs / barges to rob them. Authorities have been notified and are aware of the situation. Vessels are advised to remain vigilant and to continue maintaining adequate watches and measures. Robbers board vessels while underway or while at anchor especially during the night. Robbers will abort and move away when the alarm is sounded, and authorities notified. Therefore, a strict watch is necessary.

South China Sea: Although incidents have stopped in the vicinity off Tioman / off Pulau Aur / off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to continue to remain vigilant, especially during the night. In the past, several hijackings of small product tankers occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend started in April 2014, but the hijackings stopped abruptly in late 2015. It has been reported that some criminals have been arrested by local authorities both in Malaysia and in Indonesia. There were three incidents reported in 2017 where two tankers were hijacked off Kuantan / Off Pulau Aur / East coast Malaysia. The IMB continues to monitor the situation.

WEST AFRICA (Gulf of Guinea) – As a general rule:

- (i) Follow recommendations and guidelines presented in the BMP WA.
- (ii) All crews to keep a vigilant lookout using all available means. Ships advised to adjust ETA for direct berthing or wait / drift / transit more than 300nm from the coast, if appropriate and agreed by all in venture. Incidents reported up to 300nm from the coast.

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

Benin (Cotonou): No recent incidents reported. Past incidents reported in / off Benin. Vessels attacked and crews kidnapped. Incidents showed that the pirates / robbers in the area are well armed and violent. Pirates robbed vessels and kidnapped crews for ransom. In the past, tankers were hijacked, and part cargo stolen (gas oil).

Cameroon (Douala): Past incidents including vessels fired upon at anchor and kidnapping of crew. Be vigilant.

Equatorial Guinea: Two recent incidents off Bioko Island. One incident at around at around 28nm and the other around 45nm where ship's crew kidnapped. Past fired upon / kidnapped incidents off Bata up to 87nm from coast.

Gabon (Port Gentil / Owendo anchorage): Incidents stopped. Past incidents / kidnapping of crews occurred more than 70nm offshore.

Ghana (Takoradi): Incidents reported at Takoradi anchorages. Maintain strict watches.

Guinea (Conakry): Incidents dropped. Past incidents involving robberies reported at anchorages.

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

Nigeria (Lagos / Apapa, Off Bayelsa / Brass / Bonny Island / Port Harcourt): Pirates / robbers are often well armed, violent and have attacked and hijacked / robbed vessels / kidnapped crews along or far from the coast, rivers, anchorages, ports and surrounding waters. Incidents have also been reported up to about 300nm from the coast. Generally, all waters in / off Nigeria remain highly risky. Vessels are advised to be vigilant as incidents may have gone unreported. Kidnapping for ransom remains the biggest risk for crews. Vessels are advised to take additional measures in these high-risk waters. In the past, tankers were also hijacked, and part cargo stolen (gas oil).

Incidents dropped drastically for Nigeria, but vessels are advised to be vigilant as waters remain risky.

Togo (Lome): Incidents appear to have stopped. Past attacks reported at anchorage / in / off Togo. Vessels robbed and crews kidnapped. In the past, tankers were also hijacked, and part cargo stolen (gas oil).

The Congo: Incidents appear to have stopped. Past incidents reported off Pointe Noire.

Sao Tome & Principe: No recent reported incidents. Past incidents showed vessels hijacked / attacked, and crews kidnapped. Vessels advised to continue to maintain strict anti-piracy watch and measures. Waters are still considered high risk for fishing and merchant vessels although incidents have dropped.

Sierra Leone: (off Turtle Islands). One past hijacking incident reported.

EAST AFRICA / GOA / RED SEA

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: Eight recent piracy incidents and hijackings reported off Somalia / Gulf of Aden. On 14 December 2023 the first successful hijacking of a merchant vessel by Somali pirates since 2017 was reported. Somali pirates have the capability to target vessels over 1000nm from coast using mother vessels.

The recent successful incidents demonstrate the continued capabilities of these criminals. Vessels are advised to be vigilant, maintain strict anti-piracy watch and adhere to the recommendations in the latest BMP, while transiting in these waters. The IMB PRC will continue to alert and broadcast information to all ships in the region via GMDSS Safety Net Service.

In the past, Somali pirates have conducted their acts in waters off the southern Red Sea / Bab El Mandeb, Gulf of Aden including Yemen and the northern Somali coast, Arabian sea / off Oman, Gulf of Oman and off the eastern and southern Somali coast. Vessels have also been targeted off Kenya, Tanzania, Seychelles, Madagascar, Mozambique, as well as in the Indian ocean, and off the west and south coasts of India and west Maldives.

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

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

Vessels transiting in / off Yemen / Gulf of Aden / Southern Red Sea / Bab El Mandeb: There is a heightened security risk to vessels transiting these waters. Vessels are being approached by skiffs and hailed via VHF allegedly by Yemeni naval forces to alter course into Yemeni waters. Masters are encouraged to be cautious, ignore these calls and immediately report any such activities to Coalition warships on VHF Ch 16. Ships transiting Gulf of Aden, Southern Red Sea and Bab El Mandeb are also advised to be vigilant and take precautionary measures as vessels have been targeted by missiles and unmanned aerial vehicles. The number of these reported incidents, which are not piracy related, are increasing.

Vessels transiting Straits of Hormuz / Gulf of Oman / Off Iran – incidents are not piracy related. Unauthorised boardings have been reported.

SOUTH AND CENTRAL AMERICA AND CARIBBEAN WATERS

Brazil (Macapa): Incidents have dropped. Waters remain risky. Stay vigilant.

Colombia (Cartagena): Incidents have stopped. Past incidents reported at anchorages, river passage and pilot boarding ground. Stay vigilant.

Ecuador (Guayaquil): Incidents have stopped. Past incidents reported at anchorage / river passage with pilot. Robbers well-armed. Fired upon.

Haiti (Port Au Prince / Lafiteau): Incidents dropped. Advised to continue maintaining watch and to stay vigilant.

Mexico (Puerto Dos Bocas): Incidents dropped. Past reported incidents - pirates / robbers in this area armed with guns.

Peru (Callao): Incidents still high. Waters remains risky. Maintain vigilant watch and employ anti-piracy measures.

Venezuela (Puerto La Cruz / Puerto Jose / Guanta): Although incidents have stopped, vessels are still reminded to maintain strict anti-piracy watch and measures especially at anchor.

EASTERN EUROPE/UKRAINE

Not piracy related: Ukraine and Russia conflict: stay clear of Ukrainian coast. Mines reported in the Black Sea.

IMB Maritime Security Hotline

The International Maritime Bureau (IMB) has a dedicated hotline for seafarers, port workers, shipping agents, shipyard personnel, brokers, stevedores, and all concerned parties to report any information that they may have seen / heard / known etc. relating to any maritime crime including terrorism, piracy and other illegal activities. All information reported will be treated in strict confidence and will be passed on to relevant authorities for further action. Maritime crime and security concerns us all and with your help, we can try to minimize the risks and help save lives and property.

The Maritime Security Hotline can be contacted 24 hours every day at: Tel: +60 3 2031 0014

E-mail: imbsecurity@icc-ccs.org

WhatsApp or Telegram at +601126593057. Photograph or video submission encouraged.

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

Trends within areas of continued concern

CHART K: SE Asia – Singapore Straits – Total number of reported incidents

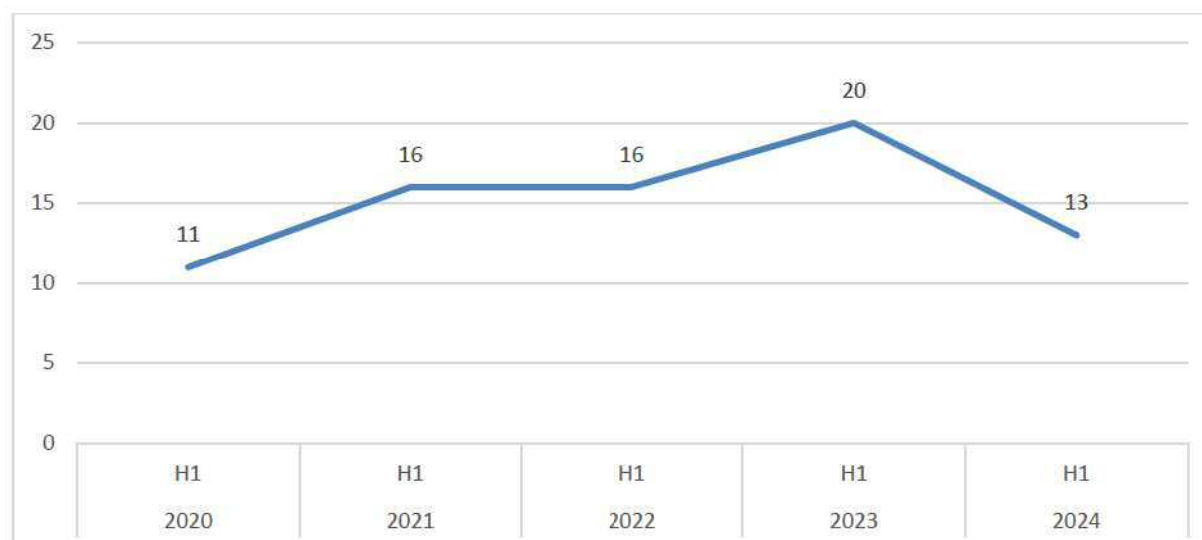


CHART L: West Africa – Gulf of Guinea – Total number of reported incidents

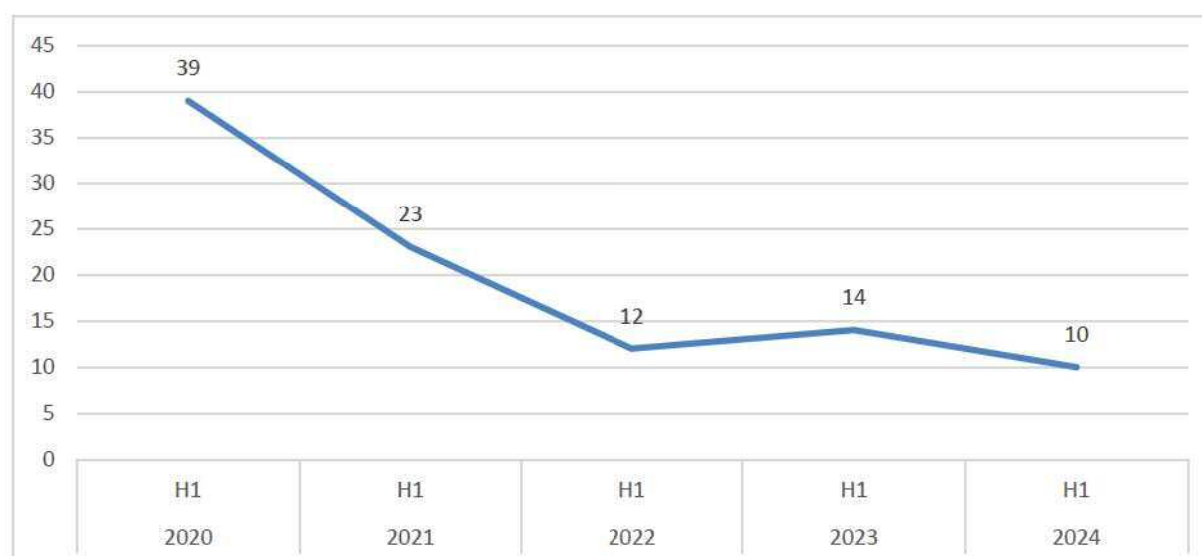
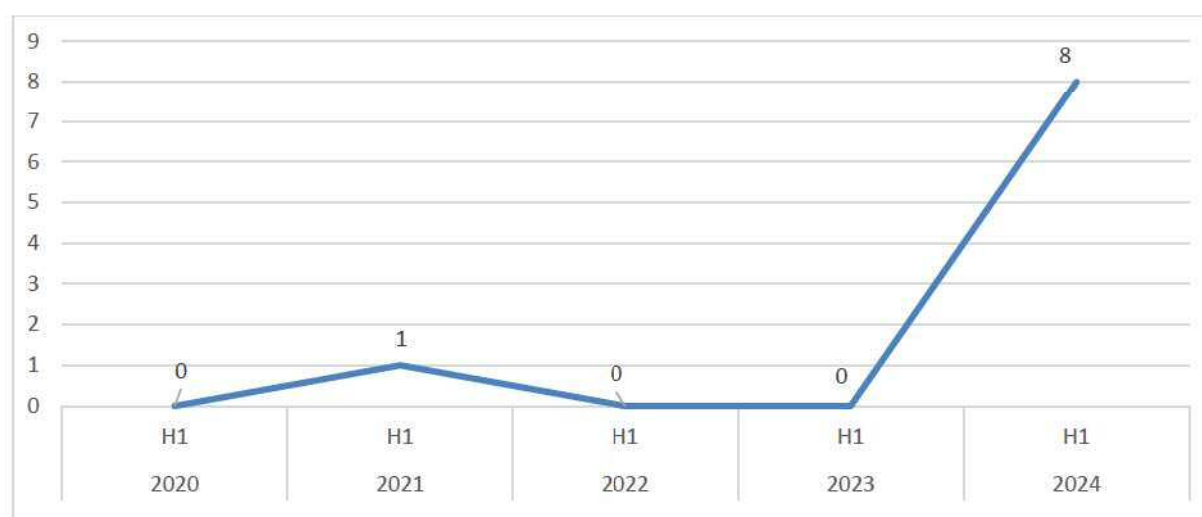


CHART M: East Africa – Waters off Somalia / Gulf of Aden – Total number of reported incidents



TRENDS

Sixty incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre (IMB PRC) in the first half of 2024 compared to 65 in 2023.

The H1 2024 figures are broken down as 46 vessels boarded, eight attempted attacks, four hijackings and two vessels fired upon. Perpetrators successfully boarded 85% of vessels targeted globally.

Violence towards crew continues with 85 crew taken hostage compared to 36 in the same period last year, 11 kidnapped and two threatened. Guns and knives were reported in 34 of the 60 incidents.

Somali pirates attempted to hijack merchant vessels in Q2 2024. On 10 May 2024, a product tanker transiting the Gulf of Aden was fired upon. The onboard armed team returned fire resulting in the pirate skiff catching fire. On 23 May 2024, pirates boarded a general cargo vessel around 400nm off Mogadishu. The crew retreated into the citadel allowing an EUNavFor asset to respond. On 13 May 2024, Somali pirates managed to hijack a fishing vessel. They pillaged food and supplies and released the crew in a few hours.

The IMB once again calls on all masters and vessel owners / operators to maintain a proper look out, harden their vessels and ensure the latest BMP recommendations are always adhered to while transiting Somali waters.

In the Gulf of Guinea incidents have dropped from 14 to 10 but crew safety and wellbeing continue to be a cause of concern. The region accounts for the 11-crew kidnapped globally in H1 2024 in two separate incidents and 21 of the crew taken hostage in one incident.

Unusually, off Cabo Verde, a product tanker was hijacked with the intention of stealing cargo on 17 May 2024. The crew were restrained, ship communication, internet, accommodation and navigation equipment damaged, and crew and ship effects stolen. The pirates ultimately departed the vessel with no cargo stolen. On 29 May 2024 a general cargo vessel was boarded off Equatorial Guinea resulting in the Master and Chief Engineer being kidnapped. The IMB PRC reiterates the need of a continued and robust regional and international naval presence to respond promptly and robustly to these incidents and to safeguard life at sea.

There is a noticeable decrease in the number of reported incidents in the Singapore Straits from 20 in H1 of 2023 to 13 in H1 of 2024. Three very large bulk carriers, over 175K DWT, and four Panamax size bulk carriers, over 75K DWT, are amongst the vessels boarded. This raises concern over the size of vessels being targeted and the potential consequences as these vessels negotiate navigating through the Singapore Straits.

Although this apparent decrease is welcomed the IMB is aware of incidents not being reported. The perpetrators were successful in boarding 12 vessels, most of which were underway at the time of the incident. While considered low level opportunistic crimes, 10 crew were taken hostage in six separate incidents with guns and knives reported in 11 incidents.

Twelve incidents have been reported amongst the Indonesian archipelago, the highest recorded number of incidents since H1 of 2020 when 15 incidents were reported. Two crew were reported taken hostage and one threatened during these incidents. Knives were reported in six incidents and guns in one incident. This year, six incidents occurred at Dumai anchorage compared to one in the first half of 2023.

In Bangladesh, there has been a noticeable increase in low level incidents, up from one in the first six months of 2023 to ten in 2024. This is the highest reported number of H1 incidents since 2015. All vessels were at anchorage with eight incidents reported at Chattogram.

Since 1991 the IMB Piracy Reporting Centre's 24-hour manned center remains a single point of contact to report the crimes of piracy and armed robbery. The Centre has not only assisted ships in a timely

manner, it also provides the maritime industry, response agencies and governments with transparent data – received directly from the Masters of the vessel under attack – or its owners.

The IMB PRC's prompt forwarding of reports and liaison with response agencies, its broadcasts to shipping via GMDSS Safety Net Services and email alerts to CSOs, all provided free of cost, has helped the response against piracy and armed robbery and the security of seafarers globally.

OBSERVATIONS

Narrations of the 60 attacks for 01 January to 30 June 2024 are listed on pages 29 to 39. The following serious incidents, in chronological sequence are described in more detail.

Cabo Verde:

On 17 May 2024, a Palau Product Tanker MT Fidan, was hijacked by armed pirates while underway at position Latitude 09:11.2 North and Longitude 027:03.9 West, around 363nm SSW of Nova Sintra, Cabo Verde, at approximately 0410 UTC. Around ten pirates armed with AK-47 rifles boarded and hijacked the tanker. All crew were made to muster on the bridge and their hands and legs were tied up. The pirates ordered the 2/E and 4/E to stop engines and drift with the intention to steal the cargo and bunkers. While waiting for the off-take vessel, the pirates stole crew and ship properties. They then moved all the crew to the steering gear room and informed the crew that there were explosive devices fixed on all doors and the crew could only exit after two hours. Once the crew emerged from the steering gear room, no pirates or explosives devices were found. The pirates had damaged the communication, internet and navigational equipment. Additionally, the air control pipes for the main engine and cylinder oil flow valves were also damaged by the pirates before escaping. The crew managed to repair the critical equipment and sail to the next port. No cargo or bunkers were stolen. All 21-crew safe.

Equatorial Guinea:

On 01 January 2024, a Tuvalu flagged Product Tanker, MT Hana 1, was boarded by armed pirates while underway at position Latitude 02:33 North and Longitude 008:14 East, around 45nm South of Bioko Island, Equatorial Guinea, at approximately 1945 UTC. Six pirates armed with guns attacked and boarded the tanker underway. The pirates opened fire at the bridge to gain access. They kidnapped nine crew members including the Captain and Chief Engineer. The remaining crew managed to sail the tanker to a safe port and reported the incident to the Authorities. The nine kidnapped crew members were safely released during the night hours on 29 / 30 January 2024.

On 29 May 2024, a Ghana flagged General Cargo vessel was boarded by nine armed pirates while underway at position Latitude 03:12N and Longitude 007:58E, around 28nm SW of Bioko Island, Equatorial Guinea. The pirates kidnapped the Master and Chief Engineer and escaped with stolen ship provisions, crew personal effects and GMDSS equipment. Remaining crew sailed the ship to a safe port.

Gulf of Aden:

On 10 May 2024, a Marshall Islands flagged Product Tanker MT Chrystal Arctic, was fired upon by armed pirates while underway at position Latitude 12:38.65 North and Longitude 048:24.06 East, Gulf of Aden, at approximately 0457 UTC. Around five to six pirates dressed in black clothes armed with AK-47 rifles and RPG in a skiff approached the tanker. A Grapnel hook and ladder were sighted in the skiff. Master sounded the ship's horn and altered course. As the skiff continued to approach, the armed guards showed their weapons. The pirates opened fire towards the tanker forcing the armed team to retaliate. Four rounds were fired towards the pirate skiff resulting in the skiff catching fire. The tanker then continued her voyage. All 27-crew reported safe.

Somalia:

On 04 January 2024, a Liberian flagged Bulk Carrier, MV Lila Norfolk, was boarded by armed pirates while underway at position Latitude 05:52 North and Longitude 057:14 East, around 455nm SE of Eyl, Somalia, at approximately 1314 UTC. The ship was fired upon and successfully boarded by seven pirates, in a skiff launched from a mother vessel, armed with machine guns. Ship sustained damaged to bridge windows due to gunshots. Master raised the alarm, contacted the Authorities, activated the SSAS and all crew mustered in the citadel. An Indian Navy Warship responded to the distress and dispatched a helicopter to locate the ship. The warship subsequently arrived at the ship's location and the naval team boarded and searched the ship. Once the clearance was given, the crew emerged from the citadel and regained control of the ship. All 21-crew reported safe.

On 21 January 2024, a Sri Lankan flagged Fishing Vessel, FV Lorenzo Putha 4, was hijacked by armed pirates while underway at position Latitude 00:35 North and Longitude 061:19 East, around 960nm East of Mogadishu, Somalia, at approximately 0330 UTC. A Seychelles Coast Guard patrol boat located the fishing vessel on 29 January 2024 and after a brief exchange of fire between the pirates and the Seychelles Coast Guard the pirates surrendered. The Fishing Vessel was escorted to a safe port. All six-crew reported safe.

On 12 March 2024, a Bangladesh flagged Bulk Carrier, MV Abdullah, was hijacked by armed pirates while underway at position Latitude 01:27 North and Longitude 054:53 East, around 550nm East of Mogadishu, Somalia, at approximately 0853 UTC. All 23 crew were taken hostage. The vessel was sailed towards the Somali coast and anchored.

On 13 May 2024, an Iranian Fishing Vessel FV Alfajr, was hijacked by armed pirates while underway at position Latitude 06:21 North and Longitude 050:06 East, around 60nm East of Raas Cabaad, Somalia, at approximately 1125 UTC. Around six to seven pirates in a skiff armed with AK-47 rifles hijacked the fishing vessel. The pirates later released the 21 crew and disembarked from the fishing vessel after they stole food and logistical supplies. An Indian naval warship rendered assistance and escorted the fishing vessel.

On 23 May 2024, a Liberian General Cargo ship MV Basilisk, was boarded by armed pirates while underway at position Latitude 01:16 South and Longitude 051:07 East, around 400nm SE of Mogadishu, Somalia, at approximately 1045 UTC. Armed pirates in two skiffs boarded the ship. The crew retreated to the citadel. A warship proceeded to the location to render assistance and a helicopter arrived at the scene resulting in the pirates escaping. All crew safe.

1 January – 30 June 2024

ACTUAL ATTACKS

SOUTH EAST ASIA (MALACCA STRAITS)

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	26.03.2024 0900 UTC Steaming Boarded	Dark Knight Offshore Tug Palau 2599 9172284 Ambur Drill Ship - - -	01:24.35N – 103:13.98E, Malacca Straits	Four unauthorised persons in a fishing boat came alongside and boarded the drill ship towed by an offshore tug. The Master requested assistance from the IMB PRC who in turn contacted the MMEA resulting in a patrol boat being dispatched to the location. A search around the tow was carried out. No unauthorised persons were found. The vessel continued her journey.

SOUTH EAST ASIA (EXCLUDING MALACCA STRAITS)

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	03.01.2024 1840 UTC Steaming Boarded	Crimson Queen Bulk Carrier Singapore 32309 9465174	01:03.20N – 103:40.53E, Singapore Straits	Five robbers armed with long knives boarded the ship underway. They entered the engine room, took hostage the 3/E, blindfolded him, secured his hands, punched him on his forehead and forced him to kneel. The robbers stole engine spares and escaped. The 3/E managed to enter the engine control room. Alarm raised and a search was carried out. Incident reported to VTS. Upon anchoring, the Singapore authorities boarded the ship for inspection.
2.	03.01.2024 2000 UTC Anchored Boarded	Name Withheld General Cargo Panama 19799 -	01:42.31N – 101:29.63E, Dumai Anchorage, Indonesia	Three robbers armed with guns and knives boarded the anchored ship. They took the duty engine crew as hostage and tied his hands. The robbers stole ship's engine spare parts and escaped. The duty crew managed to alert the OOW who raised the alarm. Crew mustered and a search carried out. No robbers found onboard.
3.	09.01.2024 1830 UTC Steaming Boarded	CMB Chikako Bulk Carrier Panama 34810 9701190	01:03.0N – 103:39.6E, Singapore Straits	Five robbers armed with a knife, boarded the ship underway. They took hostage and tied up one of the crew. Alarm raised and crew mustered. Hearing the alarm, the robbers escaped with stolen ship's engine spare parts. Incident reported to Singapore VTIS.

4.	30.01.2024 1800 UTC Steaming Boarded	Clipper I-Star Bulk Carrier Singapore 34815 9660085	01:02.6N – 103:39.5E, Singapore Straits	Six robbers armed with long knives boarded the ship underway. They entered the engine room, tied up the C/E, Oiler and blindfolded the 3/E. Alarm raised by the alert crew. Hearing the alarm, the robbers escaped with stolen ship's engine spare parts and personal belongings. Incident reported to local authority.
5.	01.02.2024 1640 UTC Anchored Boarded	Nordpuma Container Cyprus 18826 9626259	14:23.11N – 120:48.63E, Manila Bay Anchorage, Philippines	Five robbers boarded the anchored ship, stole ship's stores, and escaped. Alarm raised, fire hoses activated and a search was carried out. Incident reported to VTMS Manila. The Philippines Coast Guard approached the ship for inspection.
6.	19.02.2024 1910 UTC Steaming Boarded	Top Diligence General Cargo Hong Kong 31257 9767895	01:07.7N - 103:29.7E, Singapore Straits	Four robbers armed with guns boarded the ship underway. Alarm raised resulting in the robbers escaping with stolen engine spares. Incident reported to Singapore VTIS. All crew members safe.
7.	19.02.2024 2100 UTC Anchored Boarded	Globe Explorer Bulk Carrier Panama 17027 9675561	05:29.6S – 105:17.3E, Panjang Anchorage, Indonesia	Two robbers armed with long knives boarded the anchored ship and entered the engine room. The robbers were spotted by the duty oiler who managed to evade being captured and raised the alarm resulting in the robbers escaping with stolen ship's engine spares. Incident reported to VTS.
8.	28.02.2024 1816 UTC Anchored Boarded	African Halcyon General Cargo Bahamas 20236 9343613	01:46N – 101:22E, Dumai Anchorage, Indonesia	Duty crew onboard an anchored ship noticed four unauthorised persons and raised the alarm. Seeing the crew alertness, the persons escaped without stealing anything. Authorities boarded the ship for inspection.
9.	29.02.2024 1910 UTC Anchored Boarded	Boka Vanguard Heavy Load Carrier Curacao 91784 9618783	01:11.6N – 103:59.0E, Batam Anchorage, Indonesia	Three robbers armed with knives boarded the anchored ship. Duty watchmen noticed the robbers and informed the OOW who raised the alarm. The robbers threatened the duty watchmen before escaping with the stolen ship's properties.
10.	03.03.2024 1850 UTC Steaming Boarded	Alpha Hope Bulk Carrier Marshall Islands 92758 9446582	01:07.6N – 103:31.5E, Singapore Straits	Duty crew on routine rounds onboard the ship underway noticed two unauthorised persons onboard. General alarm raised. Hearing the alarm and seeing the crew alertness, the persons jumped overboard and escaped without stealing anything. Footprints were noticed on the main deck. The incident was reported to Singapore VTIS and the ship was escorted to the anchorage by the Singapore Coast Guard.
11.	05.03.2024 1630 UTC	Apiradee Naree Bulk Carrier	01:06.68N – 103:44.95E,	Three robbers armed with a rod boarded the ship underway. Duty crew noticed

	Steaming Boarded	Singapore 33032 9613410	Singapore Straits	the robbers entering the engine room. Alarm raised and crew mustered. Seeing the crew alertness, the robbers escaped empty handed.
12.	29.03.2024 1558 UTC Steaming Boarded	George Island Bulk Carrier Liberia 92752 9573749	01:03.43N – 103:39.22E, Singapore Straits	Three robbers armed with knives boarded the ship underway and entered the engine room. Alert duty crew noticed the robbers and raised the alarm, resulting in the robbers escaping empty-handed. All crew safe.
13.	03.04.2024 1810 UTC Berthed Boarded	Shakespeare Bay Bulk Carrier Hong Kong 19801 9542661	03:22.3N – 099:28.2E, Kuala Tanjung Port, Indonesia	Three robbers armed with knives boarded the berthed ship. They entered the engine room, took hostage the duty crew and tied his hands. The robbers released the duty crew before escaping with stolen ship's engine spare parts.
14.	12.04.2024 2125 UTC Anchored Boarded	Solar Roma Product Tanker Liberia 18335 9887372	01:17.98S – 116:47.93E, Balikpapan Anchorage, Indonesia	Four unauthorised persons boarded the anchored tanker. They broke into the forecastle store and escaped with ship's stores and properties. Incident reported to Balikpapan port control.
15.	13.04.2024 1847 UTC Steaming Boarded	Casanova Bulk Carrier Bahamas 92249 9454151	01:04.5N – 103:40.9E, Singapore Straits	Five robbers armed with pistols boarded the ship underway. They pointed the pistols at the duty engineer, tied his hands and placed him face-down on the floor. General alarm raised, PA announcement made and crew mustered. VTIS informed. The robbers escaped with ship's engine spare parts.
16.	09.05.2024 1920 UTC Anchored Boarded	ESL Dachan Bay Container Portugal 59176 9535216	14:35.53N – 120:50.73E, Manila Anchorage, Philippines	Duty crew onboard the anchored ship noticed two unauthorised persons near the forecastle. Alarm raised, PA announcement made and crew mustered resulting in the persons escaping with stolen ship's stores. Incident reported to VTMS Manila and the Philippines coast guard.
17.	14.05.2024 2117 UTC Anchored Boarded	Murou General Cargo Panama 10650 9539391	01:42.4N – 101:28.3E, Dumai Anchorage, Indonesia	Duty crew onboard an anchored ship noticed three unauthorised persons attempting to enter the engine room. Alarm raised and PA announcement made resulting in the persons escaping empty handed.
18.	20.05.2024 2040 UTC Steaming Boarded	GCL Leader Bulk Carrier Liberia 43424 9902550	01:04.3N – 103:35.7E, Singapore Straits	Five robbers armed with knives boarded the ship underway. They entered the engine room, took hostage the duty crew and tied his hands. The robbers released the duty crew before escaping with stolen ship's engine spare parts.
19.	24.05.2024 1910 UTC Anchored Boarded	Irvine Bay Bulk Carrier Hong Kong 23268 9682928	01:42N – 101:29E, Dumai Anchorage, Indonesia	Around 3-4 robbers armed with knives and iron bars boarded the anchored ship. They stole ship's engine spares and escaped. The theft was noticed on

				the CCTV. Incident reported to Dumai VTS by VHF.
20.	26.05.2024 1845 UTC Anchored Boarded	Ocean Dream Bulk Carrier Hong Kong 43310 9860324	01:09.40N – 103:27.55E, Singapore Straits	Four unauthorised persons boarded the anchored ship, stole ship's engine spares and escaped. The theft was noticed on the CCTV after the ship sailed. Incident reported to Singapore Authorities.
21.	04.06.2024 1730 UTC Anchored Boarded	Avatar Courage Offshore Tug Singapore 1706 9559028	01:09.47N – 103:58.54E, Batam Anchorage, Indonesia	Three robbers armed with long knives boarded the anchored ship. The duty AB noticed the robbers and raised the alarm. Crew mustered and VTS Batam informed. Seeing the crew alertness, the robbers escaped. A patrol boat came to investigate. Nothing reported stolen.
22.	09.06.2024 2035 UTC Steaming Boarded	G.B. Corrado Bulk Carrier Bahamas 40154 9314624	01:08.3N – 103:28.9E, Singapore Straits	Four robbers armed with knives boarded the ship and entered the engine room. Duty engineer noticed the robbers and raised the alarm resulting in the robbers escaping with ship's engine spares.
23.	10.06.2024 2030 UTC Steaming Boarded	Santa Regina Bulk Carrier Panama 43314 9675274	01:03.4N – 103:37.5E, Singapore Straits	Six robbers armed with knives, boarded the ship underway. C/E informed the OOW that two crews were found tied up in the E/rm workshop. Alarm raised and PA announcement made. A search was carried out and another crew who was also tied up by the robbers was found on the upper deck. Ship's engine spare parts and crew belongings were reported as stolen. Incident reported to Singapore Authorities after anchoring.

EAST ASIA

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	29.05.2024 1220 UTC Anchored Boarded	AAL Merkur General Cargo Liberia 22863 9509695	10:12N – 107:03E, Vung Tau Anchorage, Vietnam	An unauthorized person boarded the anchored ship. Alert duty crew noticed the individual, shouted at him and raised the alarm resulting in the person escaping empty-handed in a wooden boat along with two accomplices.

INDIAN SUB-CONTINENT

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	24.01.2024 1740 UTC Anchored Boarded	Regency Product Tanker India 27969	17:03.32N – 082:24.42E, Kakinada Anchorage,	OOW onboard the anchored tanker noticed a fishing boat roaming suspiciously close to the vessel. The OOW instructed the duty crew to

		9258363	India	investigate. As the duty crew made his way forward, he noticed one unauthorised person jumping overboard and escaping with five accomplices in their boat. Ship's stores were reported stolen. Port control informed.
2.	26.01.2024 2000 UTC Anchored Boarded	White Peach Product Tanker Marshall Islands 29283 9328144	17:01.94N – 082:21.64E, Kakinada Anchorage, India	OOW onboard the anchored tanker noticed unauthorised persons lowering ship's stores into a small boat alongside. Alarm raised and ship's whistle activated. Hearing the alarm and seeing the crew alertness, the persons escaped with the stolen stores. Pilot station notified. The master was advised to lodge a police report through the agent.
3.	03.02.2024 0010 UTC Anchored Boarded	Name Withheld Container Portugal 7852 -	22:09.8N – 091:46.4E, Chattogram Inner Anchorage, Bangladesh	Two unauthorised persons boarded the anchored ship. Alarm raised and crew mustered. Seeing the crew's alertness, the persons escaped empty handed.
4.	16.02.2024 1530 UTC Anchored Boarded	Maersk Hai Phong Container Liberia 32828 9858735	21:55.20N – 091:44.58E, Chattogram Anchorage, Bangladesh	Duty watchkeepers onboard the anchored ship noticed four robbers armed with knives and other weapons and raised the alarm. Master notified port control, coast guard and agent. After the robbers left, a search was carried out. Ship's stores reported stolen.
5.	18.02.2024 1940 UTC Anchored Boarded	Gas Courage LPG Tanker Panama 46907 9240419	21:49.92N – 091:42.84E, Chattogram Anchorage, Bangladesh	Alert duty crew onboard the anchored tanker noticed five robbers armed with knives. Ship's horn sounded and crew mustered. Seeing the crew alertness, the robbers escaped with stolen ship's properties. The incident was reported to the coast guard who responded, apprehended the robbers, and recovered the stolen items.
6.	02.03.2024 2145 UTC Anchored Boarded	Era Star LPG Tanker Liberia 4963 9988061	21:50.93N – 089:31.82E, Mongla Anchorage, Bangladesh	Eight robbers armed with knives boarded the anchored tanker. Ship's horn sounded, PA announcement made and crew mustered. Seeing the crew alertness, the robbers escaped with stolen ship's stores.
7.	27.03.2024 2125 UTC Anchored Boarded	Viva Cosmos Bulk Carrier Panama 30363 9251327	21:48.7N – 091:47.9E, Chattogram Anchorage, Bangladesh	Eight robbers armed with knives boarded the anchored ship. Alarm raised and crew mustered. Seeing the crew alertness, the robbers escaped with stolen ship's store.
8.	07.04.2024 1958 UTC Anchored Boarded	Maersk Chattogram Container Singapore 31649 9761023	21:55.74N – 091:42.76E, Chattogram Anchorage, Bangladesh	Duty crew onboard the anchored ship noticed two unauthorised persons near the forecastle store. Alarm raised, crew mustered and Coast Guard notified. Hearing the alarm, the persons escaped with ship's stores. A Coast Guard boat

				responded and searched the sea area around the ship and later boarded the ship for investigations.
9.	12.05.2024 2145 UTC Anchored Boarded	Largo Eden Product Tanker Liberia 28630 9935909	22:16.9N – 091:42.6E, Chattogram Anchorage, Bangladesh	Five robbers armed with long knives boarded an anchored tanker. Duty AB on rounds noticed some movements on the poop deck and raised the alarm. Crew mustered and a search was carried out. Two watchmen were found tied up. Paint store lock was broken and ship's stores stolen. Incident reported to coast guard.

AMERICAS

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	12.04.2024 2348 UTC Berthed Boarded	Asian Trader Container Cyprus 9966 9245689	06:48.6N – 058:10.1W, Georgetown Port, Guyana	The ship was boarded by three robbers armed with knives during berthing manoeuvres. Alarm raised and crew mustered, resulting in the robbers escaping. Incident reported to VTS. A patrol boat searched the seaward side of the ship while a security team performed a search on the ship.

AFRICA (SOMALIA / GULF OF ADEN / RED SEA)

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	04.01.2024 1314 UTC Steaming Boarded	Lila Norfolk Bulk Carrier Liberia 84448 9281700	05:52N – 057:14E, Around 455nm SE of Eyl, Somalia	The ship underway was approached, fired upon and boarded by seven pirates in a skiff launched from a mother vessel. The pirates were armed with machine guns and a rocket launcher. Master raised the alarm, contacted local authorities, activated SSAS and all crew mustered in citadel. An Indian navy warship responded to the distress and dispatched its helicopter to locate the ship. The warship arrived at the location and its naval boarding team searched the ship. Once the clearance was given, the crew emerged from the citadel and regained control of the ship. All crew safe.
2.	27.01.2024 0330 UTC Steaming Hijacked	Lorenzo Putha 4 Fishing Vessel Sri Lanka - -	00:35N – 061:19E, Around 960nm East of Mogadishu, Somalia	Three armed pirates hijacked the fishing vessel while underway. The Seychelles Coast Guard located the fishing vessel on 29 January 2024. After a brief exchange of fire with the pirates the Seychelles Coast Guard

				boarded the vessel, apprehended the pirates and rescued the crew. The fishing vessel was escorted to a safe port. All crew safe.
3.	12.03.2024 0853 UTC Steaming Hijacked	Abdullah Bulk Carrier Bangladesh 32714 9745598	01:27N – 054:53E, Around 550nm East of Mogadishu, Somalia	Pirates hijacked the ship underway. SSAS activated and all 23 crew were taken hostage by the pirates who then sailed the ship and anchored it off the Somali coast. On 14/04/2024, the ship was released and escorted by EU NAVFOR.
4.	13.05.2024 1125 UTC Steaming Hijacked	ALFAJR Fishing Vessel Iran - -	06:21N – 050:06E, Around 60nm East of Raas Cabaad, Somalia	Around six to seven pirates in a skiff armed with AK-47 rifles hijacked the fishing vessel underway. The pirates released the 21 crew and the fishing vessel after food and logistical supplies were stolen. An Indian Naval Warship escorted the vessel until safe.
5.	23.05.2024 1045 UTC Steaming Boarded	Basilisk General Cargo Liberia 14859 9539377	01:16S – 051:07E, Around 400nm SE of Mogadishu, Somalia	Armed pirates in two small crafts boarded the ship underway. The crew retreated to the citadel. Seeing the approaching warship and helicopter the pirates escaped. All crew safe.

AFRICA (EXCLUDING SOMALIA / GULF OF ADEN / RED SEA)

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	01.01.2024 1945 UTC Steaming Boarded	Hana I Product Tanker Tuvalu 8539 9340398	02:33N – 008:14E, Around 45nm South of Bioko Island, Equatorial Guinea	Six pirates armed with guns boarded the tanker underway and opened fire on the bridge. They kidnapped nine crew members including the Captain and C/E. Remaining crew sailed to a safe port and reported the incident to the Authorities. The nine kidnapped crew were released during the night hours of 29 / 30 Jan 2024.
2.	03.01.2024 0001 UTC Anchored Boarded	Bourbon Explorer 519 Fire Fighting Vessel France 3147 9654347	08:44.4S – 013:18.2E, Luanda Anchorage, Angola	Three persons in a canoe approached and boarded the anchored vessel. They stole ship's properties and escaped. The theft was noticed during routine rounds in the morning hours.
3.	07.01.2024 2330 UTC Anchored Boarded	Rathbone Product Tanker Nigeria 7446 9341380	08:42.00S – 013:16.85E, Luanda Anchorage, Angola	Five persons in a small fishing boat approached and boarded the anchored tanker. Security watchmen onboard the tanker noticed the unauthorised persons and raised the alarm. Seeing the alerted crew, the persons escaped with stolen ship's properties. The incident was reported to the port control.

4.	14.01.2024 Night Hours Anchored Boarded	Name Withheld Offshore Supply Ship Bahamas 3790 -	06:05S - 012:15E, Soyo Anchorage, Angola	Unnoticed, thieves boarded an anchored offshore supply vessel, stole ship's properties and escaped. The theft was noticed during routine rounds in the morning hours.
5.	25.01.2024 0030 UTC Anchored Boarded	Aurora Diamond Offshore Supply Ship Liberia 3832 9648025	08:44.4S – 013:17.2E, Luanda Anchorage, Angola	Unauthorised persons boarded an anchored offshore supply ship, stole ship's stores and escaped. The theft was noticed when the OOW sighted a small boat moving away from the vessel and duty watchman instructed to investigate. The incident was reported to the port authorities.
6.	16.02.2024 - Berthed Boarded	Severn Product Tanker Liberia 30087 9859234	06:21.1N – 010:47.8W, Monrovia Port, Liberia	Unnoticed persons boarded the berthed tanker, stole ship's properties and escaped. The theft was noticed after the tanker sailed.
7.	14.05.2024 0500 UTC Berthed Boarded	Lodur Container Antigua and Barbuda 35881 9219381	09:30.57N – 013:43.40W, Conakry Port, Guinea	Duty crew noticed the engine of the rescue boat missing and reported it as stolen during the port stay.
8.	17.05.2024 0410 UTC Steaming Hijacked	Fidan Product Tanker Palau 29338 9423736	09:11.2N – 027:03.9W, Around 363nm SSW of Nova Sintra, Cabo Verde	Ten pirates armed with AK-47 rifles hijacked the tanker underway. All crew were made to muster on the bridge where their hands and legs were tied. The pirates ordered the 2/E and 4/E to stop engines and drift with the intention of stealing the cargo and bunkers. While waiting for the off-take vessel the pirates stole crew and ship properties. They then moved all the crew into the steering gear room and informed the crew that there were explosive devices fixed on all doors and the crew could only exit after two hours. Once the crew emerged from the steering gear room, no pirates or explosives were found. The pirates had damaged the communication, internet, navigational equipment and the air control pipes for the main engine and cylinder oil flow valves before escaping. The crew managed to repair the critical equipment and sail to the next port. No cargo or bunkers stolen.
9.	29.05.2024 2110 UTC Steaming Boarded	Name Withheld General Cargo Ghana 999 -	03:12N – 007:58E, Around 28nm SW of Bioko Island, Equatorial Guinea	Around nine pirates boarded the ship underway. They kidnapped the Master and Chief Engineer and escaped with stolen ship provisions, crew personal effects and GMDSS equipment. Remaining crew sailed the ship to a safe port.

10.	20.06.2024 0150-0230 UTC Anchored Boarded	Maersk Sarnia Container Singapore 93511 9289946	08:44.3S – 013:18.9E, Luanda Anchorage, Angola	The anchored ship was boarded by an unauthorised person via the anchor chain. Ship's properties reported stolen. Incident reported to the port authorities.
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ATTEMPTED ATTACKS

1 January – 30 June 2024

SOUTH EAST ASIA (EXCLUDING MALACCA STRAITS)

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	03.01.2024 1650 UTC Anchored Attempted	Helga Oldendorff Bulk Carrier Portugal 107700 9713040	01:21.37S – 116:59.70E, Balikpapan Anchorage, Indonesia	During security rounds, duty AB onboard the anchored ship sighted a white hull skiff near the anchor chain. One person was observed climbing the chain. He immediately informed the OOW, who raised the alarm and sounded the ship's whistle. Hearing the alerted crew, the person aborted the boarding attempt and moved away.
2.	12.01.2024 1830 UTC Anchored Attempted	Solar Roma Product Tanker Liberia 18335 9887372	01:43.30N – 101:25.73E, Dumai Anchorage, Indonesia	Duty security patrol onboard the anchored tanker noticed five unauthorised persons attempting to board and immediately notified the OOW. Alarm raised, resulting in the persons aborting and moving away. The incident was reported to the port control and the pilot station.
3.	27.01.2024 2150 UTC Anchored Attempted	Al Amerat Product Tanker Panama 29768 9405851	01:43.1N – 101:24.5E, Dumai Anchorage, Indonesia	Watchkeeper onboard the anchored tanker spotted an unauthorised person attempting to board. Alarm raised resulting in the person aborting and moving away.
4.	15.06.2024 1212 UTC Steaming Attempted	Name Withheld Chemical Tanker Panama 12247 -	01:14.5N – 104:03.5E, Singapore Straits	The tanker underway sighted a dimly lit boat near the port bow and altered course. At a distance of 1.5nm, the boat suddenly started flashing lights, increased speed towards the tanker and made an approach in an attempt to come alongside. The tanker took evasive manoeuvres and notified VTIS. A patrol boat arrived to assist the tanker. Seeing the patrol boat, the boat aborted and moved away.

INDIAN SUB-CONTINENT

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	14.01.2024 1645 UTC Anchored Attempted	Name Withheld Tanker Bangladesh 60007 -	21:50.85N – 091:41.84E, Chattogram Anchorage, Bangladesh	D/O onboard the anchored tanker noticed a small target on the radar in the vicinity of the vessel. Forward and aft security watchkeepers notified to be vigilant and report any approaching boats. The forward security noticed a boat with two persons preparing to throw a hook attached to a rope. Alarm raised, ship's whistle sounded, crew mustered and fire hoses activated. Seeing the crew alertness, the persons aborted the attempted boarding and moved away.
2.	29.03.2024 1545 UTC Anchored Attempted	ASL Leban General Cargo Marshall Islands 22852 9547178	22:14N – 091:42E, Chattogram Anchorage, Bangladesh	Ship crew and security watchman onboard the anchored ship noticed three persons in a boat attempting to gain access to the ship using a rope and hook. Alarm raised and crew mustered resulting in the persons aborting and moving away.
3.	14.06.2024 1915 UTC Anchored Attempted	Belatlantic Bulk Carrier Norway 36318 9744104	22:18N – 091:42E, Chattogram Anchorage, Bangladesh	Alert crew noticed eight persons attempting to board the anchored ship via the anchor chain. Alarm raised and crew mustered resulting in the persons aborting the boarding. Port control, navy and coast guard informed.

AFRICA (SOMALIA / GULF OF ADEN / RED SEA)

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	24.01.2024 0550 UTC Steaming Attempted	Adria Fishing Vessel South Korea 2227 8919489	05:33N – 065:50E, Around 950nm ESE of Eyl, Somalia	The fishing vessel underway was approached by six armed pirates in a skiff. A suspected mother vessel was seen in the vicinity. Alarm raised and all crew members mustered in the citadel. The master contacted the Korean navy and the onboard armed security team fired warning shots, resulting in the pirates aborting the approach and moving away. All crew reported safe.
2.	27.01.2024 0805 UTC Steaming Fired upon	Waimea Bulk Carrier Liberia 32795 9513907	10:54.1N – 064:17.1E, Around 764nm East of Xaafuun, Somalia	Four to five armed persons fired upon the ship underway. The onboard armed security team returned fire, resulting in the skiff retreating and moving away. The ship and crew reported safe.
3.	10.05.2024 0457 UTC	Chrystal Arctic Product Tanker	12:38.65N – 048:24.06E,	Around five to six pirates dressed in black clothes armed with AK-47 rifles

	Steaming Fired upon	Marshall Islands 42914 9332640	Gulf of Aden	and RPG in a skiff approached the tanker underway. Grapnel hook and ladder sighted. Master sounded ship's horn and altered course. As the skiff continued to approach the armed guards showed their weapons. The pirates opened fire towards tanker and the armed team retaliated by firing four rounds causing a fire to break out on the boat. The tanker continued its voyage.
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IMB Piracy Report – January to June 2024

 = Attempted Attack  = Boarded  = Fired upon  = Hijacked  = Suspicious vessel



Total number of reported incidents – 60



IMB Piracy Report – January to June 2024

 = Attempted Attack  = Boarded  = Fired upon  = Hijacked  = Suspicious vessel



Indian Sub-Continent – 12
East & SE Asia – 29



Waters off Somalia - 8



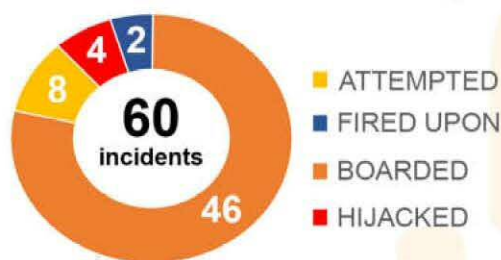
Gulf of Guinea - 10

IMB PIRACY REPORT

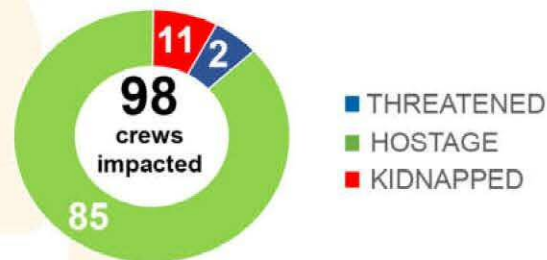
JANUARY - JUNE 2024



Number of incidents reported:



Impact on crew:



Waters off Somalia Reported Incidents



Two fishing vessels and a bulk carrier **hijacked**. Two merchant vessels **fired upon** and a further two **boarded**.

Naval forces commended for their timely and robust responses.

Bangladesh Reported Incidents

'23 H1	'24 H1
1	10

Increase In Low Level Incidents

Gulf of Guinea Reported Incidents



Eleven crew **kidnapped** in two separate incidents.

Singapore Straits Reported Incidents



Ten crew taken **hostage**. Guns and knives reported in 10 incidents.

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