



# 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 2026 年 1～3 月報告書

国際海事局海賊情報センター（IMB PRC : The IMB Piracy Reporting Centre）から 2026 年 1 月から 3 月にかけて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

2026 年 1 月から 3 月にかけて、計 16 件報告されました。本船への侵入が 14 件、ハイジャックが 1 件、襲撃未遂が 1 件となっています。船員に対する暴力や脅威は依然として続いており、2 人が人質となり 1 人が負傷しています。

下表のとおり、事件の多くは船舶が航行中に報告されています。

Status when Attacked	Attempted	Boarded	Hijacked	Grand Total
Anchored		6		6
Steaming	1	8	1	10
<b>Grand Total</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>16</b>

事件が報告された地域は下表のとおりです。

Region	Attempted	Boarded	Hijacked	Grand Total
Africa (Somalia)	1		1	2
Africa (Gulf of Guinea)		1		1
Rest of the World		1		1
SE Asia		12		12
<b>Grand Total</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>16</b>

### ソマリア

ソマリア沖では 2 件が報告されています。襲撃未遂が 1 件、伝統的に母船として使用されてきたダウ船 1 隻のハイジャックが 1 件です。多国籍軍の存在は、依然としてソマリア海賊に対する抑止力となっていますが、海賊は海岸から遠く離れた海域でも船舶を襲撃する能力を維持しています。そのため、船長におかれましては、引き続き警戒を怠らず、最新の BMP（Best Management Practices）を遵守されるよう強く要請しています。IMB は、多国籍軍による積極的なパトロールと海賊行為に対する強固な対応を高く評価しており、当該海域における継続的な展開を求めています。

### ギニア湾

ギニア湾においては、ガーナのタコラディ（Takoradi）錨地で発生した軽微な窃盗 1 件にとどまり、状

況の好転がうかがえました。こうした事案の減少は心強い兆しではありますが、IMB は当該海域における船員の安全確保および通商保護のためには、引き続き警戒を怠らず、持続的な協力体制を維持することが不可欠であると強調しています。

### シンガポール海峡

シンガポール海峡は、世界全体で報告された事案のうち依然として最大のシェアを占めており、8 件の事案が報告されています。これは世界で最も事案が集中している海域であることに変わりありませんが、前年同期の 31 件からは大幅な減少を記録しています。事案の報告および対応は、関係各所が共に担うべき共通の責任です。

### フィリピン

フィリピンでは 4 件が報告されています。マニラ錨地で 2 件、バタンガス湾 (Batangas Bay) のバウアン (Bauan) 錨地で 2 件となっています。これは、前年同期中に報告された事案がゼロであったことと比較して、増加したことになります。これら一連の事案において、船員 1 人が人質になりました。

以上

添付資料 : 2026 Jan - Mar IMB Piracy and Armed Robbery Report - MEDIA RELEASE  
2026 Jan - Mar IMB Piracy and Armed Robbery Report



**MEDIA RELEASE**

**London, 8 April 2026**

**Lowest first-quarter maritime piracy and armed robbery figures since 1991,  
but vigilance remains essential**

The ICC International Maritime Bureau (IMB) reported a sharp fall in global maritime piracy and armed robbery incidents in the first quarter of 2026, with just 16 incidents recorded worldwide – the lowest first quarter figure since 1991. While the decline highlights the positive impact of sustained cooperation and enforcement efforts, risks to seafarers remain. IMB continues to urge vigilance, timely reporting and strict adherence to best management practices to help safeguard crews and protect vital maritime trade routes

The ICC International Maritime Bureau (IMB) reported a sharp fall in global maritime piracy and armed robbery incidents in the first quarter of 2026, with figures dropping to their lowest Q1 level since 1991.

Between January and March 2026, 16 incidents were reported worldwide, down from 45 in Q1 2025 and 33 in Q1 2024. The incidents included 14 vessels boarded, one hijacking and one attempted attack.

In most cases, perpetrators were able to access the vessel, with successful boardings recorded in 94% of incidents. While the overall number of incidents fell significantly, risks to crews have not disappeared.

“Most of the world’s commerce travels by sea. Keeping key routes safe is therefore not just a maritime issue. It’s a confidence issue for the global economy.” – ICC Secretary General John W.H. Denton AO

“It is very positive to see reported maritime piracy and armed robbery incidents fall to their lowest first quarter levels since 1991. This evidences the positive effects of timely reporting and sustained cooperation, but continued vigilance is essential to keep seafarers safe and shipping routes secure.” – IMB Director Michael Howlett

**Crew safety remains a concern**

During the first three months of 2026, two crew members were taken hostage and one was injured. Weapons were reported in a number of incidents, with knives identified in seven cases and guns in two incidents during the reporting period.

**Sharp decline in Singapore Straits incidents**

The Singapore Straits continued to account for the largest share of reported incidents globally, with eight incidents recorded in Q1 2026. While this remains the highest concentration worldwide, it marks a substantial drop from 31 incidents in the same period last year.

Most incidents in the Singapore Straits were considered low-level and opportunistic, though weapons were reported in six cases. In two separate incidents, one crew member was taken hostage and another injured. All targeted vessels were successfully boarded, including two bulk carriers over 150,000 DWT.

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IMB notes that the decline reflects ongoing cooperation and enforcement efforts by regional authorities, while stressing that vessels should continue to remain alert and report incidents promptly.

### **Increase in incidents reported in the Philippines**

Four incidents were reported in the Philippines during the first quarter of 2026. Two occurred at Manila anchorage and two at Bauan anchorage in Batangas Bay. This marks an increase compared with no incidents reported during the same period in 2025.

In these incidents, one crew member was taken hostage. IMB continues to encourage close cooperation between regional authorities and the shipping industry to improve crew safety in these waters.

### **Somali maritime piracy activity continues**

Two incidents were reported off Somalia in Q1 2026 – one attempted attack and one successful hijacking.

IMB continues to warn vessel owners and masters against complacency and urges strict adherence to the latest Best Management Practices (BMP) when transiting these waters.

### **Gulf of Guinea sees lowest activity**

There was welcome relief in the Gulf of Guinea, with one low-level theft reported at Takoradi anchorage in Ghana during the quarter.

While the reduction in incidents is encouraging, IMB stresses the importance of continued vigilance and sustained cooperation to protect seafarers and safeguard trade in these waters.

### **Importance of reporting**

IMB again highlights the importance of timely reporting to the IMB Piracy Reporting Centre (PRC). Prompt reporting enables faster responses, helps prevent further incidents, and improves safety for vessels operating nearby.

Request a copy of the January to March 2026 Maritime Piracy and Armed Robbery Against Ships report [here](#).

### **About the IMB Piracy Reporting Centre**

The IMB PRC operates as a 24-hour, single point of contact, providing free support to vessels under threat and delivering transparent, reliable data to the maritime industry, authorities and governments worldwide



**For more information, please contact:**

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**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.



## ICC INTERNATIONAL MARITIME BUREAU

# PIRACY AND ARMED ROBBERY AGAINST SHIPS

REPORT FOR THE PERIOD

**1 January – 31 March 2026**

**WARNING**

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April 2026

## 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 Iridium and 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 vessels irrespective of crew nationality, ownership, or flag.

This report is an analysis of 16 global maritime piracy and armed robbery incidents reported to the IMB PRC from 1 January to 31 March 2026. 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](mailto:piracy@icc-ccs.org) / [imbkl@icc-ccs.org](mailto: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 26<sup>th</sup> Assembly session as Resolution A.1025 (26) “Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships”.

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

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

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

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

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

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

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

### **IMO Resolution A.1025 (26) “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:

- 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:

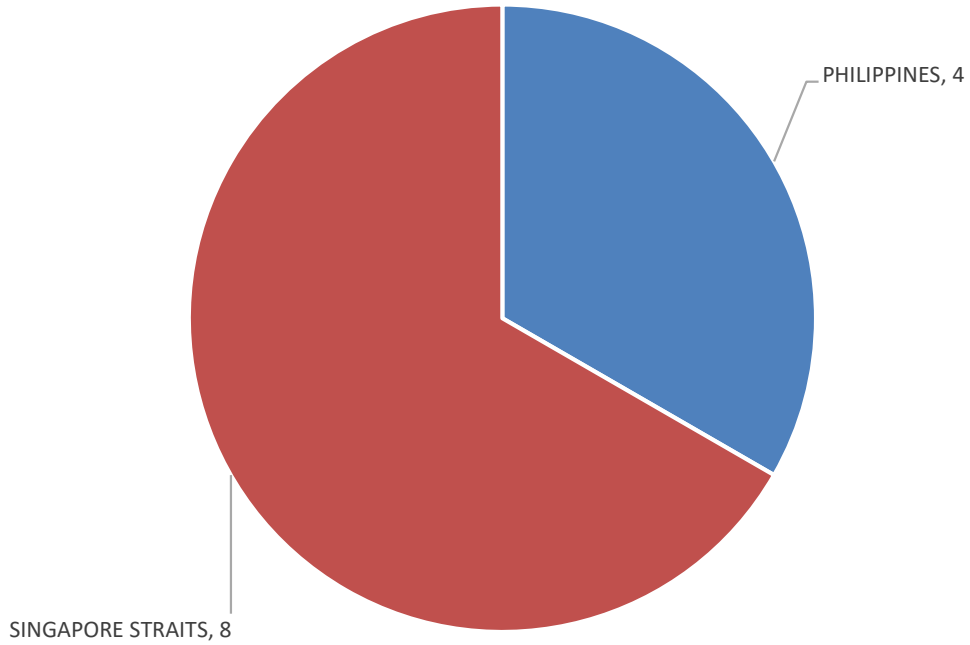
- Spire Global Inc. ( <https://spire.com/> )
- Vesseltracker ( <https://www.vesseltracker.com/> )
- Kpler ( <https://www.kpler.com> )
- MarineTraffic ( <https://www.marinetraffic.com> )

**TABLE 1: Locations of ACTUAL and ATTEMPTED incidents, January - March 2022 – 2026**

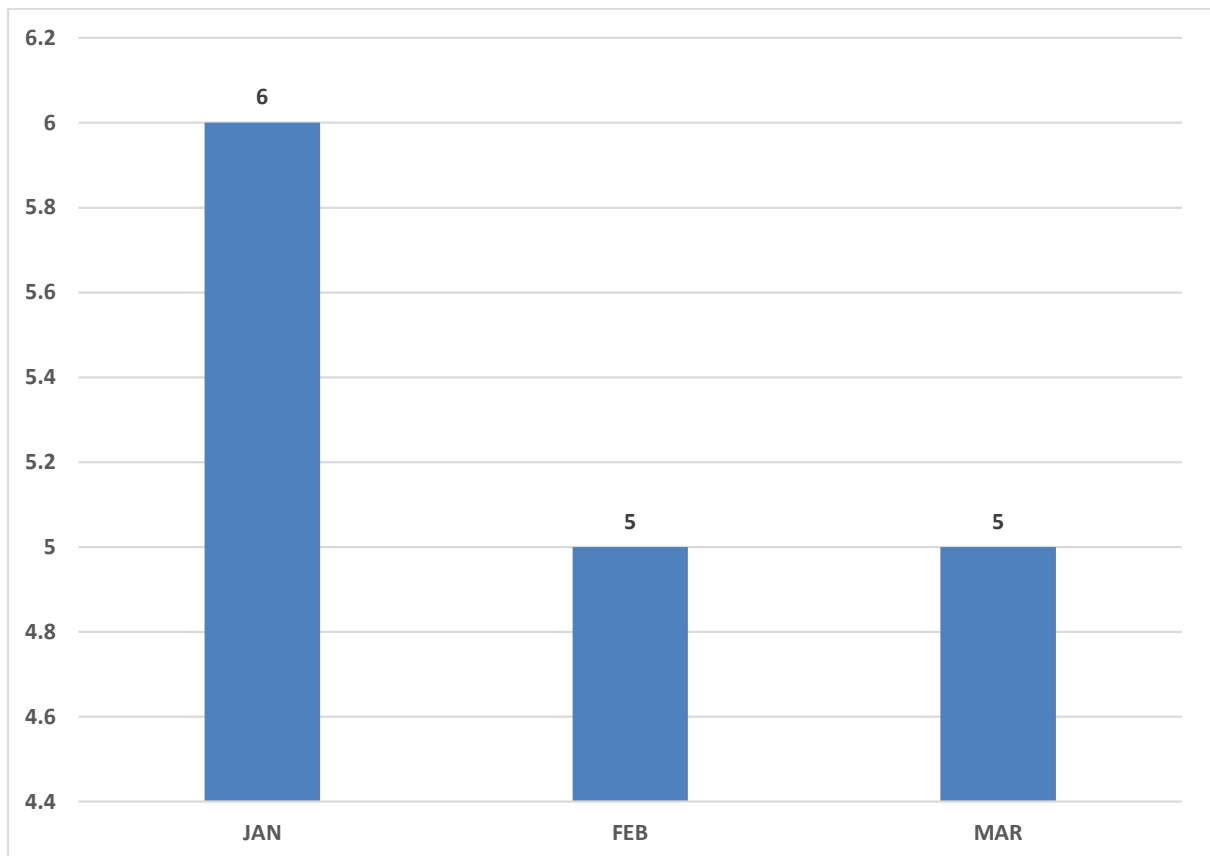
<b>Locations</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>S E ASIA</b> Indonesia	3	4	6	4	
Malacca Straits			1		
Malaysia	1	1			
Philippines		1	1		4
Singapore Straits	11	8	5	27	8
<b>INDIAN SUB</b> Bangladesh	1		7	1	
<b>CONTINENT</b> India	2		2	2	
<b>AMERICAS</b> Brazil	3	1			
Colombia		2		1	
Ecuador				1	
Peru	6	5			
Venezuela	1				
<b>AFRICA</b> Angola	4	1	4		
Equatorial Guinea			1	1	
Ghana	2	2		2	1
Ivory Coast	1	1		1	
Liberia	1		1		
Nigeria				1	
Sao Tome & Principe				1	
Somalia*			5	3	2
South Africa	1				
The Congo		1			
<b>Rest of the World</b> PNG					1
<b>Sub total</b>	<b>37</b>	<b>27</b>	<b>33</b>	<b>45</b>	<b>16</b>
<b>Total at year end</b>	<b>115</b>	<b>120</b>	<b>116</b>	<b>137</b>	

All incidents with \* above are attributed to Somali pirates.

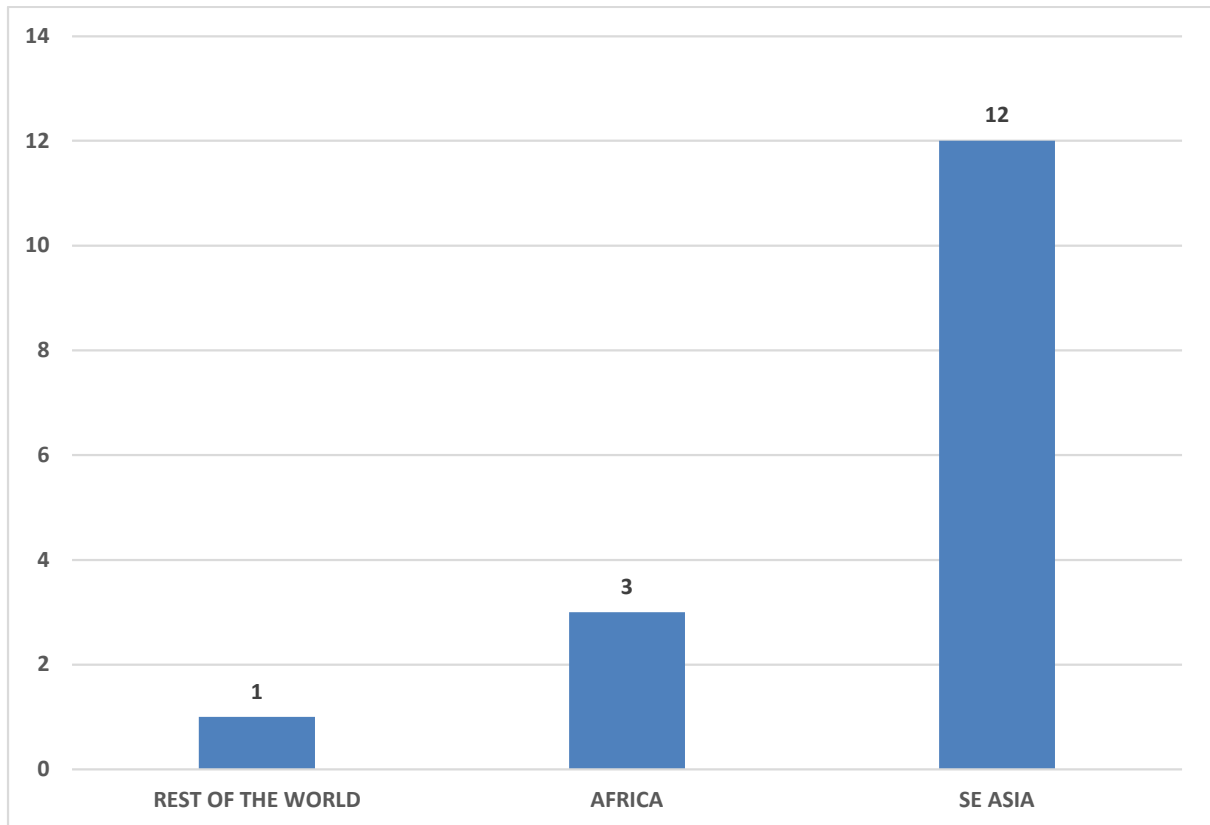
**CHART A: The following two locations contributed 75% of the total 16 incidents reported in the period January – March 2026**



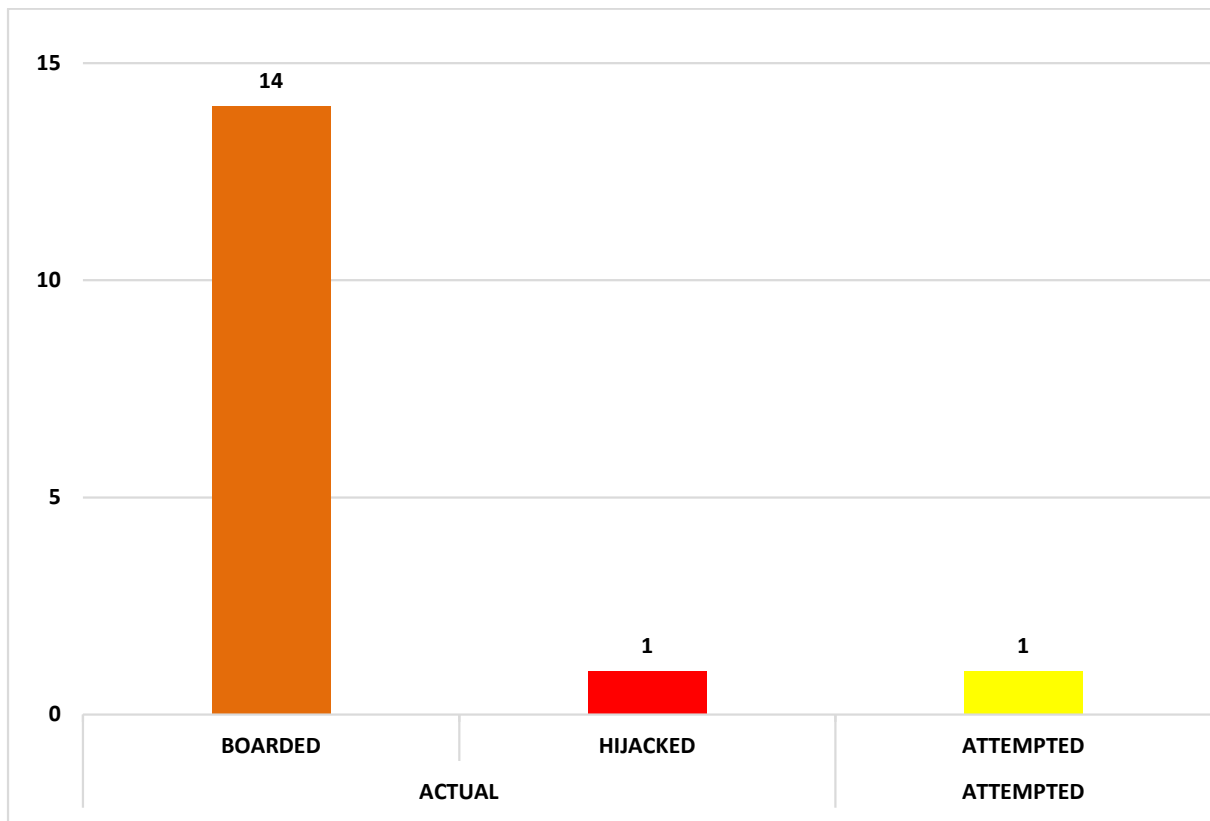
**CHART B: Monthly comparison of incidents during January – March 2026**



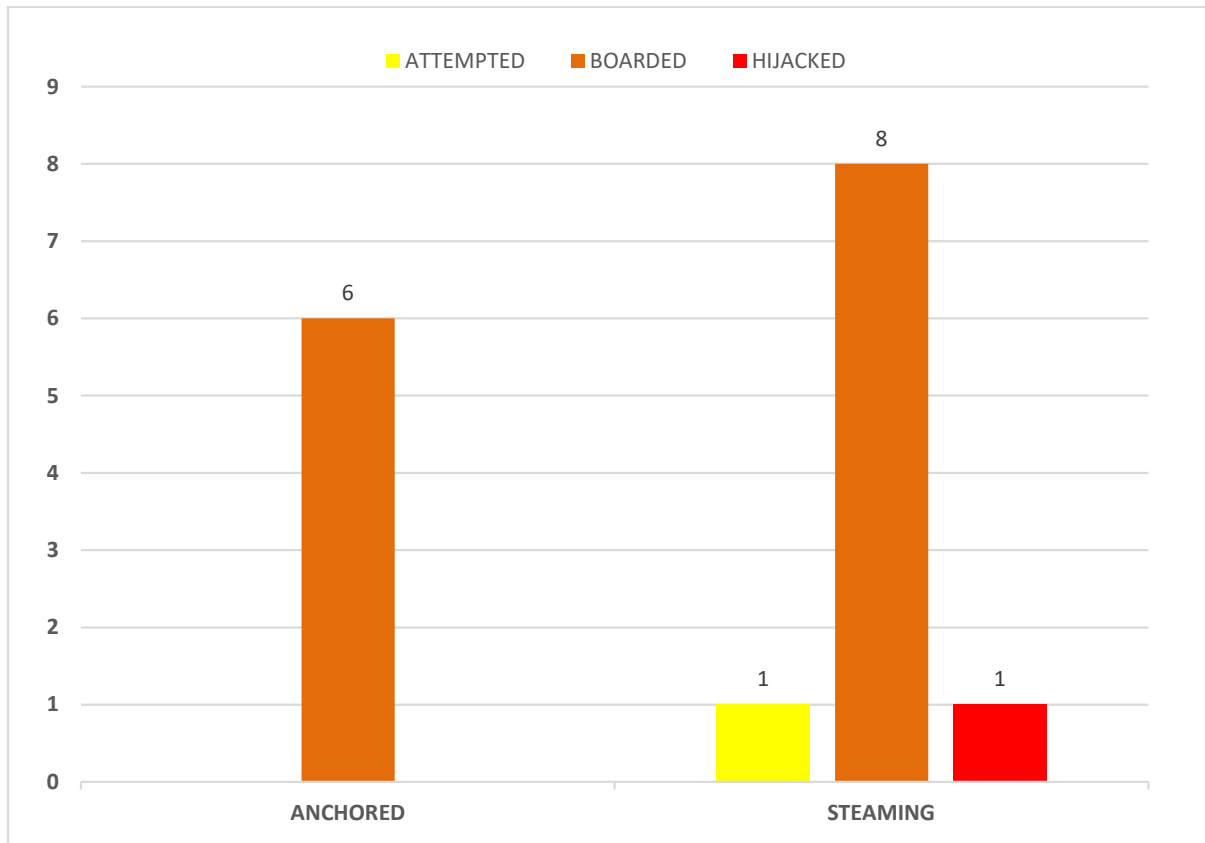
**CHART C: Total incidents as per regions of the world January – March 2026**



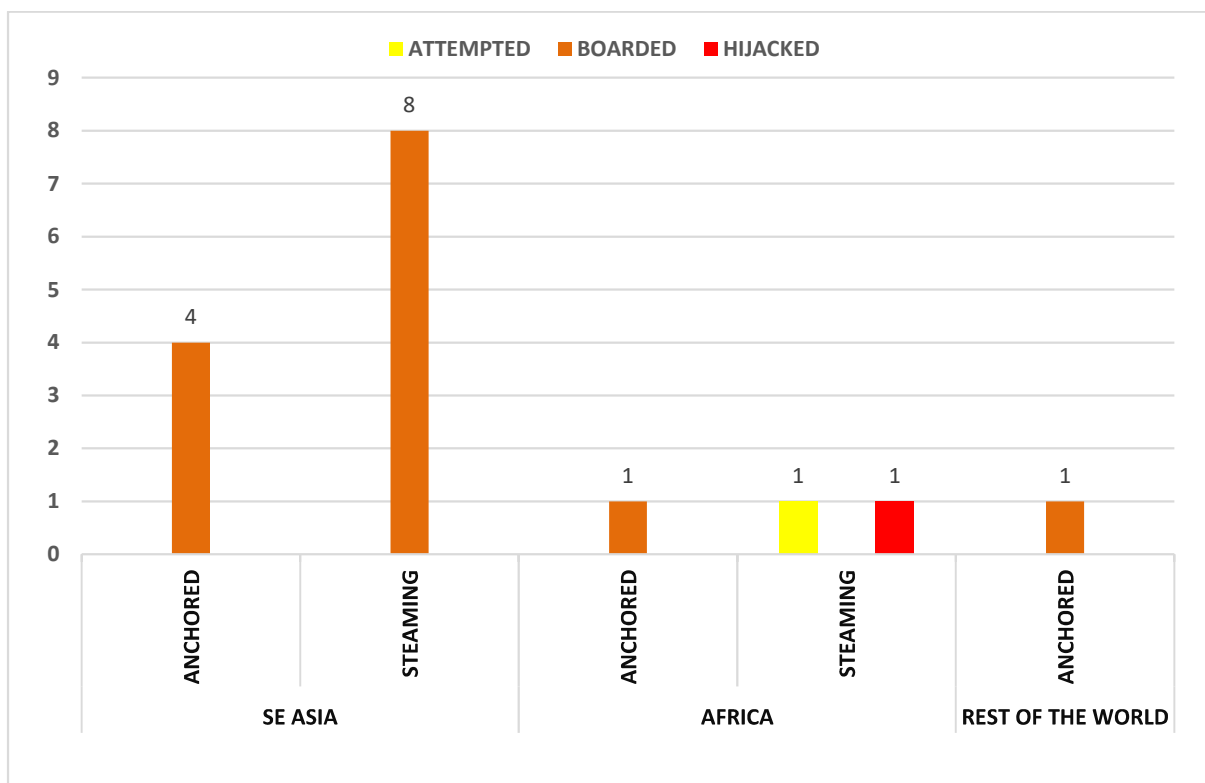
**CHART D: Perpetrators successful in 94% of incidents January – March 2026**



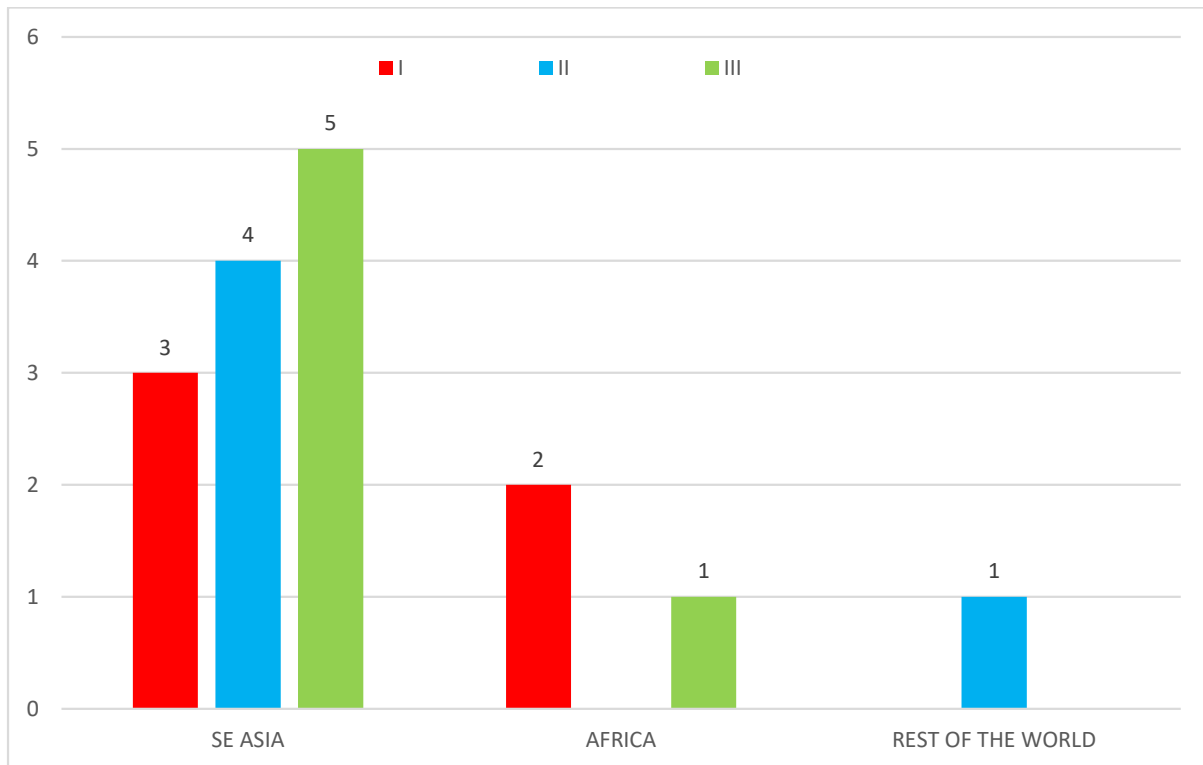
**CHART E: Type of incident in relation to the status of vessel movement January – March 2026**



**CHART F: Region specific type of incident in relation to the status of vessel movement January – March 2026**



**CHART G: Region specific severity of incident in relation January – March 2026**  
(Severity level I, II, III – see page 4 for clarification)



**TABLE 2: ACTUAL and ATTEMPTED incidents by location, January – March 2026**

Location	Actual		Attempted
	Boarded	Hijacked	Attempted
SE ASIA			
Philippines	4		
Singapore Straits	8		
AFRICA			
Ghana	1		
Somalia		1	1
Rest of the World			
PNG	1		
<b>Sub total</b>	<b>14</b>	<b>1</b>	<b>1</b>
<b>Total</b>	<b>16</b>		

**TABLE 3: Ports / anchorages, with three or more reported incidents, January – March 2026**

Country	Location	01.01.2026 to 31.03.2026
	NIL	

**TABLE 4: Status of vessels during ACTUAL incidents, January – March 2026**

Location	Anchored	Steaming
SE ASIA		
Philippines	4	
Singapore Straits		8
AFRICA		
Ghana	1	
Somalia		1

Rest of the World	PNG	1	
<b>Sub total</b>		<b>6</b>	<b>9</b>
<b>Total</b>			<b>15</b>

**TABLE 5: Status of vessels during ATTEMPTED incidents, January – March 2026**

<b>Location</b>		<b>Steaming</b>
<b>AFRICA</b>	Somalia	1
<b>Sub total</b>		<b>1</b>
<b>Total</b>		<b>1</b>

**TABLE 6: Types of arms used during incidents, January - March 2022 – 2026**

Types of Arms	2022	2023	2024	2025	2026
Guns	5	1	8	20	2
Knives	13	8	10	6	7
Not stated	18	18	14	17	7
Other weapons	1		1	2	
<b>Sub total</b>	<b>37</b>	<b>27</b>	<b>33</b>	<b>45</b>	<b>16</b>
<b>Total at year end</b>	<b>115</b>	<b>120</b>	<b>116</b>	<b>137</b>	

**TABLE 7: Comparison of the type of incidents, January - March 2022 – 2026**

Category	2022	2023	2024	2025	2026
Attempted	2	2	6	4	1
Boarded	34	24	24	37	14
Fired upon			1		
Hijack	1	1	2	4	1
<b>Sub total</b>	<b>37</b>	<b>27</b>	<b>33</b>	<b>45</b>	<b>16</b>
<b>Total at year end</b>	<b>115</b>	<b>120</b>	<b>116</b>	<b>137</b>	

**TABLE 8: Types of violence to crew, January – March 2022 – 2026**

Types of Violence	2022	2023	2024	2025	2026
Hostage	23	2	35	37	2
Injured				1	1
Kidnap/Ransom		6	9	13	
Killed					
Threatened	4	2	1	2	
Assaulted		1			
<b>Sub total</b>	<b>27</b>	<b>11</b>	<b>45</b>	<b>53</b>	<b>3</b>
<b>Total at year end</b>	<b>55</b>	<b>102</b>	<b>151</b>	<b>137</b>	

**TABLE 9: Type of violence to crew by location, January – March 2026**

Location	Hostage	Injured
SE ASIA Philippines	1	
Singapore Straits	1	1
<b>Sub total</b>	<b>2</b>	<b>1</b>
<b>Total</b>	<b>3</b>	

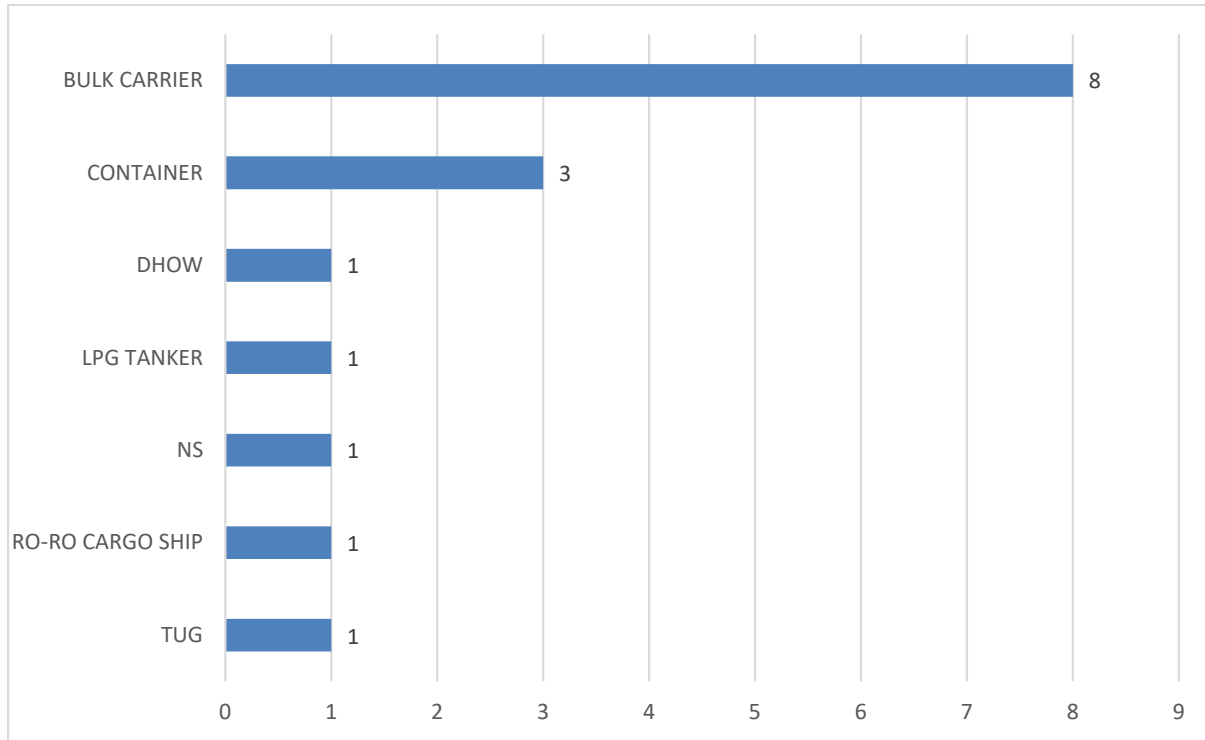
**TABLE 10: Types of arms used by geographical location, January – March 2026**

Locations	Guns	Knives	Not Stated
SE ASIA Philippines		1	3
Singapore Straits	1	5	2
AFRICA Ghana			1
Somalia	1		1
Rest of the World PNG		1	
<b>Sub total</b>	<b>2</b>	<b>7</b>	<b>7</b>
<b>Total</b>	<b>16</b>		

**TABLE 11: Incidents as per type of vessels, January – March 2022 – 2026**

Type	2022	2023	2024	2025	2026
Bulk Carrier	19	11	10	17	8
Container	2	3	3	6	3
Crew Boat	2				
Dhow				1	1
Fire Fighting Vessel			1		
General Cargo		1	3	3	
Heavy Load Carrier			1		
Ro-Ro Cargo Ship					1
Supply Ship	1		2	1	
Tanker Asphalt / Bitumen				1	
Tanker Chemical / Product	7	6	7	7	
Tanker Crude Oil	4	1	1	5	
Tanker LPG	1		2		1
Trawler / Fishing Vessel			2	3	
Tug / Offshore Tug		5	1	1	1
Vehicle Carrier	1				
Not Stated					1
<b>Sub total</b>	<b>37</b>	<b>27</b>	<b>33</b>	<b>45</b>	<b>16</b>
<b>Total at year end</b>	<b>115</b>	<b>120</b>	<b>116</b>	<b>137</b>	

**CHART H: Incidents as per type of vessels, January – March 2026**



**TABLE 12: Nationalities of vessels affected, January - March 2022 – 2026**

Flag State	2022	2023	2024	2025	2026
Bahamas	1	1	1	1	
Bangladesh			2		
Barbados				1	
Cayman Islands	1	1			
China				1	
Curacao			1		
Cyprus	1	1	1		1
Denmark		1			
France	1		1		
Gambia				1	
Germany	1			1	
Ghana				1	
Greece		1		1	
Hong Kong (SAR)	1	1	1	1	1
India	1		1	1	
Iran					2
Isle of Man	1				
Japan		2			
Korea South			1		
Liberia	5	3	7	4	2
Malaysia		1		1	1
Malta	2	2		2	
Marshall Islands	8	4	3	5	2

Nigeria			1		
Norway				1	
Palau			1		1
Panama	9	2	6	8	2
Philippines					1
Portugal	1	1	2	3	1
Saudi Arabia				1	
Singapore	4	6	2	5	2
Sri Lanka			1	1	
St Kitts & Nevis				1	
Tuvalu			1		
Vanuatu				1	
Yemen				3	
<b>Sub total</b>	<b>37</b>	<b>27</b>	<b>33</b>	<b>45</b>	<b>16</b>
<b>Total at year end</b>	<b>115</b>	<b>120</b>	<b>116</b>	<b>137</b>	

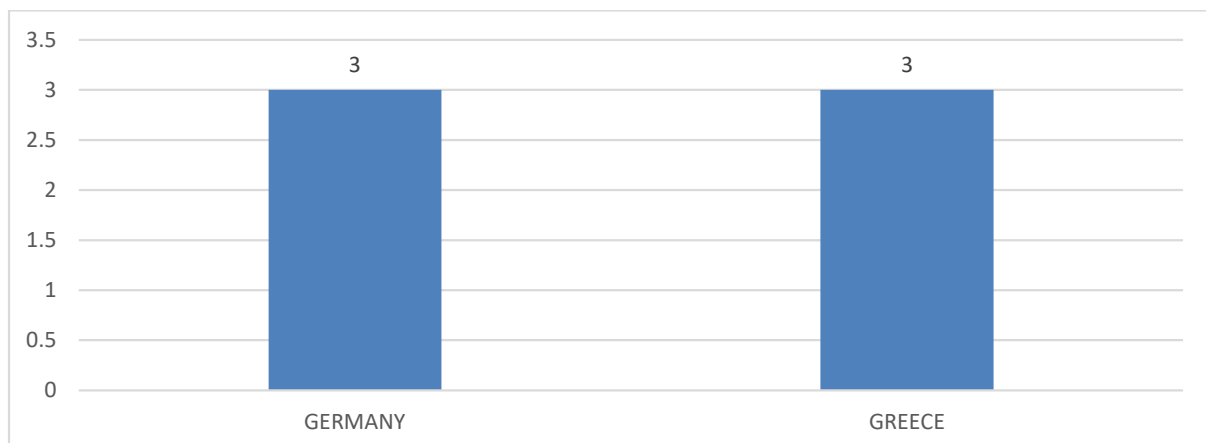
**CHART I: Nationalities of vessels involved in three or more incidents, January – March 2026**

NIL

**TABLE 13: Vessels affected – managed or controlled from January – March 2026**

Country	No of Ships
China	2
Cyprus	1
Germany	3
Greece	3
Hong Kong	1
Iran	2
Malaysia	1
Philippines	2
Singapore	1
<b>Total</b>	<b>16</b>

**CHART J: Managing countries whose vessels involved in three or more incidents between January – March 2026**



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

From 1 January to 31 March 2026, one vessel was hijacked and another was the target of an attempted attack in the waters off Somalia.

The international navies patrolling these waters continue to coordinate and liaise with merchant and fishing fleets to identify and apprehend pirate action 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 in and off Somalia. Past incidents recorded 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 the number of incidents has dropped to low levels, some hijackings of dhows and fishing boats may have gone unreported.

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 (Inmarsat C and Iridium) on incidents of piracy and armed robbery.

The IMB PRC is also aware of the non-piracy related targeting of vessels by Houthi militants in the Gulf of Aden / Red Sea / Bab El Mandeb waters particularly off Yemen using drones and missiles. The recent regional conflict between US/Israel – Iran in the Middle East particularly in the Persian Gulf - Straits of Hormuz and Gulf of Oman has had a direct impact on the safety to shipping with some merchant ships being targeted and hit by projectiles. GNSS/GPS/AIS interference has also been reported in these waters. 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 maximise 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 safety of 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 the 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) / MSCIO / 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](mailto:piracy@icc-ccs.org) / [imbkl@icc-ccs.org](mailto: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 are reported at anchorages and their approaches. The number of incidents in Bangladesh has decreased significantly in recent years due to the efforts of the authorities. Past and recent incidents reported at Chattogram/Chittagong anchorage. Maintain a strict watch. The IMB PRC is monitoring the situation.

**Indonesia:** Tanjung Priok / Jakarta / Belawan and surrounding waters. Pirates / robbers are normally armed with guns / knives and / or machetes. Generally, be vigilant in other areas in Indonesian waters. 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 during the night 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 to 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 at night 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 as only one incident was reported in 2025 and none in the First Quarter 2026.

**Malaysia:** Past incidents reported at/off Bandar Penawar and off Tanjung Piai, Johor. 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 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 moderately risky.

Vessels are advised to continue to take precautionary measures and maintain anti-piracy watch and measures especially at night. 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 any potential incidents / targets / description of any 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 moderately risky.

Vessels are advised to continue to take precautionary measures and maintain anti-piracy watch and measures especially at night. 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 any potential incidents / targets / description of any 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 was first 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 that 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 the authorities notified. Therefore, a strict watch is necessary. Waters now considered highly risky as January to December 2025 incidents increased more than 3-fold compared to same period in 2024. In view of this sudden surge, the IMB – Indonesian Marine Police (IMP) commenced constructive and official meetings with senior personnel in IMP including with their patrol boat stationed in the Singapore Straits in mid-June 2025 until August 2025 to find ways to stop the menace. During this period, two gangs were detained, and several stolen items were recovered by the IMP. The IMB is monitoring the situation.

**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 in these waters.

**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. Past incidents reported up to 300nm from the coast.

**Angola** (Luanda): Previously incidents of robberies reported. Be vigilant and maintain watch.

**Benin** (Cotonou): In 2024, a fishing vessel captain was kidnapped at Cotonou anchorage. Previous incidents in the area involved crew kidnappings by well-armed and violent pirates / robbers. These pirates / robbers have robbed vessels and abducted crews for ransom. Tankers were also hijacked in the past, with part of their cargo, such as gas oil, stolen. While these incidents have ceased since 2022, vessels are still advised to remain vigilant and implement strict security measures.

**Cameroon** (Douala): Incidents dropped / none reported. However, stay alert due to past incidents such as vessels being fired upon while at anchor and crew members being kidnapped.

**Equatorial Guinea:** In 2024, there were two incidents off Bioko Island. One occurred approximately 28nm from the island, and the other around 45nm, resulting in the kidnapping of ship crew members. Additionally, two more incidents were reported about 80nm west of Bata, with one involving gunfire and the other a boarding. In 2025, two incidents reported at off Bata. One at around 40nm WNW of Bata, where the crew managed to escape by retreating into the citadel. The other incident was at around 52nm West of Bata, where the pirates managed to kidnap nine crew members.

**Gabon** (Port Gentil / Owendo anchorage): In 2024, one incident was reported at the anchorage. Previous crew kidnappings occurred over 70nm offshore.

**Ghana** (Takoradi): One incident reported in Q1 2026. Two incidents occurred in 2024 and three in 2025 at Takoradi anchorages, one at Accra and one at Off Anloga. Maintain strict watches.

**Guinea** (Conakry): One robbery incident reported in 2024, with previous incidents of robberies reported at anchorages.

**Ivory Coast** (Abidjan): Previously incidents reported at anchorage. Maintain watch.

**Nigeria** (Lagos / Apapa, Off Bayelsa / Brass / Bonny Island / Port Harcourt): Pirates / robbers in Nigerian waters are armed and violent and have been reported to kidnap crew. Incidents have occurred up to 300nm from shore. All waters off Nigeria are considered high-risk. Vessels should remain vigilant as some incidents may go unreported. Tankers have been hijacked in the past, with cargo theft, particularly of gas oil. Extra precautions are recommended for vessels operating in these dangerous waters.

Incidents in Nigeria have decreased significantly, but vessels are advised to remain vigilant while in these waters.

**Togo** (Lome): Incidents of robbery and kidnapping of crews in Togo have ceased since 2021. However, vessels are still advised to remain vigilant and implement strict security measures. In the past incidents have been reported at Togo anchorage, where tankers were hijacked and part of their cargo stolen.

**The Congo:** In 2025, one incident reported at Pointe Noire anchorage.

**Sao Tome & Principe:** Incidents involved vessel hijackings, and crew kidnappings. Three recent incidents in 2025 occurred where a ship was hijacked / boarded, and crew kidnapped. Vessels are advised to maintain strict anti-piracy watch and measures. Waters remain risky for fishing and merchant vessels.

**Sierra Leone:** (off Turtle Islands). There was one reported hijacking incident in the past.

### **EAST AFRICA / GOA / RED SEA**

**Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean:** On 14 December 2023 the first successful hijacking of a merchant vessel by Somali pirates since 2017 was reported. In 2024 eight piracy incidents and hijackings reported off Somalia / Gulf of Aden. In 2025, two fishing vessels and a dhow were hijacked. In the First Quarter 2026, one dhow was reported hijacked and another vessel was the target of an attempted boarding in the waters off Somalia.

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.

**Not piracy related:** Ships transiting Gulf of Aden, Southern Red Sea and Bab El Mandeb are also advised to be vigilant and take precautionary measures as in the recent past, vessels have been targeted by missiles and unmanned aerial/seaborne vehicles. Although recently no incidents were reported, the conditions and situation may change very quickly due to current political situation. With the current tensions between US/Israel and Iran, the Houthis in Yemen may resume targeting ships in the Red Sea/Gulf of Aden. Currently, ships experienced high levels of electronic interference particularly affecting GNSS/GPS/AIS systems. All vessels are urged to register and report as per the latest edition of the BMP.

**Vessels transiting Persian Gulf / Straits of Hormuz / Gulf of Oman / Off Iran – recent incidents are not piracy related.**

The recent regional tension/conflict between US/Israel – Iran in the Middle East has caused tremendous stressed, major issues and safety to shipping where some merchant ships were targeted and hit by projectiles. GNSS/GPS/AIS interference was also reported in these waters. All vessels are urged to register and report as per the latest edition of the BMP.

**SOUTH AND CENTRAL AMERICA AND CARIBBEAN WATERS**

**Brazil** (Macapa): Incidents have dropped and recently appears stopped. However, ships are advised to continue to stay vigilant.

**Colombia** (Cartagena): 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 but one incident – abduction of crew reported in 2025. 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): Despite no reported incidents, waters remain 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. In the past, mines reported in the Black Sea.

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**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**

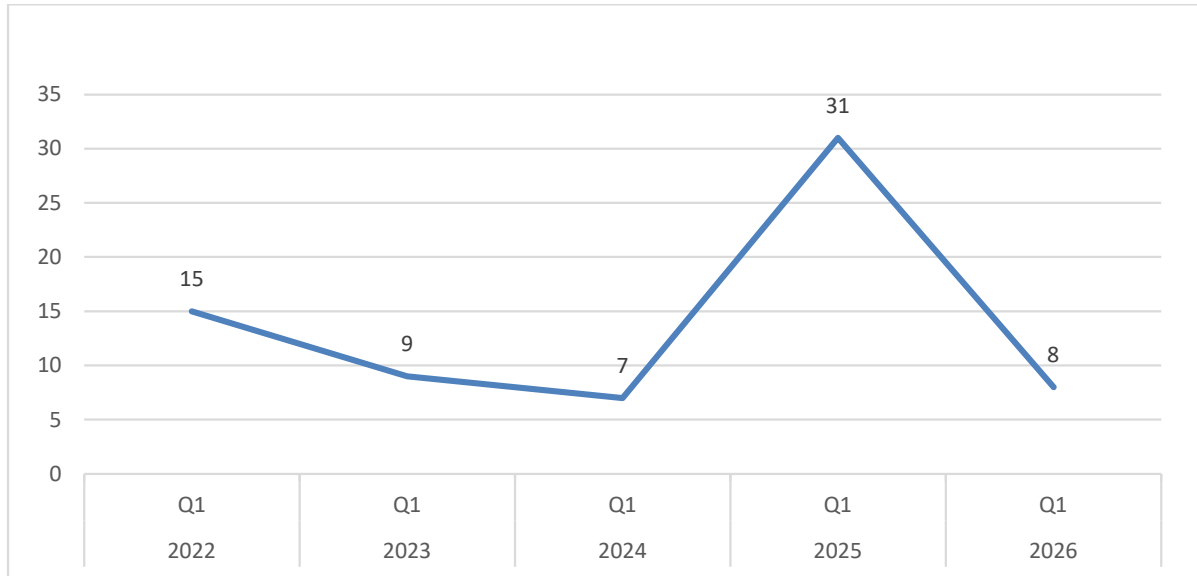
E-mail: [imbsecurity@icc-ccs.org](mailto:imbsecurity@icc-ccs.org)

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

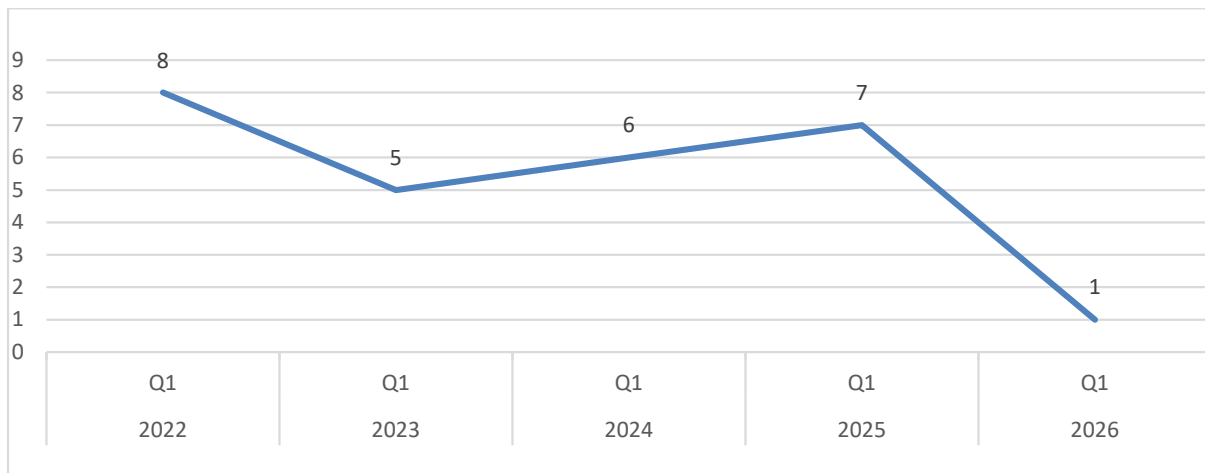
**REMEMBER**: Your information may save lives. All information will be treated in strict confidence.

*Trends within areas of continued concern*

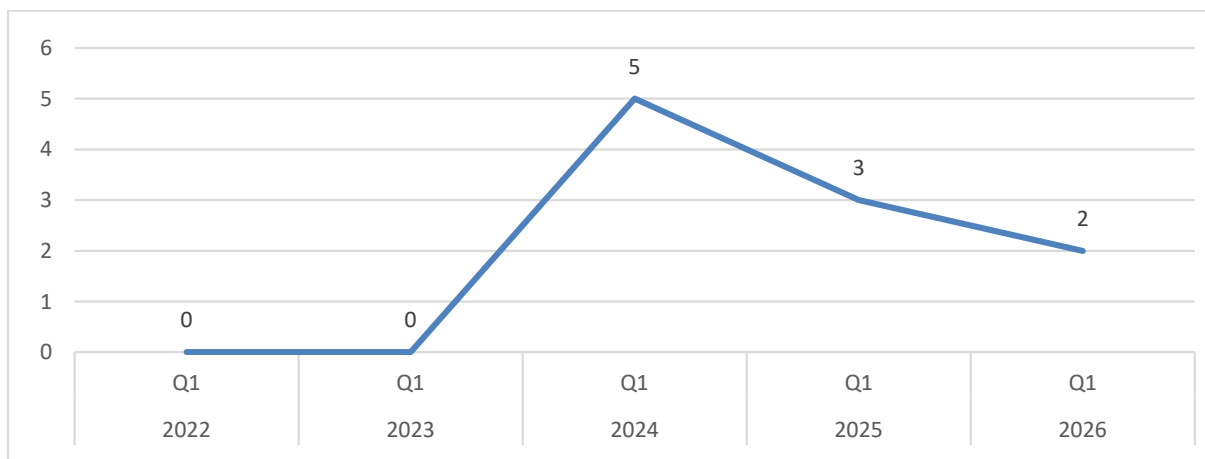
**CHART K: SE Asia – Singapore Straits – Total number of reported incidents**



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



**CHART M: East Africa – Waters off Somalia – Total number of reported incidents**



## **TRENDS**

Sixteen incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre (PRC) in the first three months of 2026 – compared with 45 in Q1 2025 and 33 in Q1 2024.

The figures are broken down as 14 vessels boarded, one vessel hijacked and one attempted. These remain the lowest reported Q1 figures since 1991.

Two crew were taken hostage and one injured in the reported incidents.

Somali pirates continue to test the waters. Two incidents were reported, one on 26 February 2026, and the second on 25 March 2026. In the first incident the defensive measures implemented by the vessel resulted in the suspected pirates aborting. It has been reported that one pirate was killed and two injured. In the second incident the pirates were successful in hijacking a dhow, which could be used as mother ship. On 25 March 2026, an Iranian flagged Dhow, Al Waseemi 786 was boarded and hijacked by pirates while underway around 400 nm, East of Mogadishu, Somalia at approximately 0834 UTC. The pirates may use the hijacked vessel as a mothership.

The IMB continues to caution Masters transiting these waters and encourages strict adherence with the latest version of the Industry Best Management Practice (BMP) in terms of reporting and layered defensive measures.

There is welcomed relief in the number of reported incidents within the Gulf of Guinea waters, with one low level theft reported at Takoradi anchorage. While the reduction in overall number of incidents in the Gulf of Guinea is welcomed, the IMB continues to encourage caution and calls on the littoral states to continue with their efforts to ensure the safety of crew and wellbeing of trade in the waters.

There has been a sharp decline in the number of reported incidents in the Singapore Straits. Q1 2026 saw eight reported incidents compared to 31 in Q1 2025, seven in Q1 2024 and nine in Q1 2023. Whilst most incidents are considered as low-level opportunistic crimes, weapons were reported in six incidents. In two separate incidents, one crew each was taken hostage and injured. All vessels targeted were successfully boarded including two bulk carriers over 150,000 DWT.

Two incidents at Manila anchorage and two at Bauan anchorage, within Batangas Bay, Philippines have been reported. This is seen as an increase compared to nil reported for this period in 2025 and one incident each for the same period in 2024 and 2023. One crew was taken hostage in these incidents.

Since 1991 the IMB Piracy Reporting Centre's 24-hour manned centre, 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, but it also provides the maritime industry, response agencies and governments with transparent data – received directly from the Master of the vessel under attack - or its owners.

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

## **OBSERVATIONS**

Narrations of the 16 attacks for 01 January to 31 March 2026 are listed on pages 25 to 28. The following serious incidents, in chronological sequence are described in more detail.

### **Somalia:**

On 26 February 2026, an Iranian flagged vessel while steaming was approached by suspected pirates at position Latitude: 08:27 North and Longitude: 050:34 East, around 15.5 nm ESE of Garmaal, Somalia at approximately 1833 UTC. Suspected pirates in two skiffs approached and attempted to board the vessel. The vessel implemented defensive measures, resulting in the skiffs aborting the attempted boarding. It was reported that one suspected pirate was killed and two others injured during the incident. No further information is available.

On 25 March 2026, an Iranian flagged Dhow, Al Waseemi 786 was boarded and hijacked by pirates while underway around 400 nm, East of Mogadishu, Somalia at approximately 0834 UTC. The pirates may use the hijacked vessel as a mothership.

## 1 January – 31 March 2026

## ACTUAL ATTACKS

## SOUTH EAST ASIA (EXCLUDING MALACCA STRAITS)

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	03.01.2026 1550 UTC Anchored Boarded	Super Shuttle Roro 9 Ro-Ro Cargo Ship Philippines 17884 7902647	13:45.72N – 120:59.59E, Bauan Anchorage, Batangas Bay, Philippines	During routine patrols, the Philippine coast guard intercepted an individual aboard a motorbanca close to the ship and on boarding for further inspections four additional unauthorised persons were identified and apprehended.
2.	15.01.2026 2130 UTC Anchored Boarded	Sakizaya Wisdom Bulk Carrier Panama 40034 9460590	13:45.7N – 120:58.4E, Bauan Anchorage, Batangas Bay, Philippines	Unauthorised individuals boarded the ship and escaped with stolen properties. The theft was discovered by the duty crew on routine rounds. The coast guard was informed, and they boarded the ship for inspection.
3.	16.01.2026 1954 UTC Steaming Boarded	Empress Zonda Bulk Carrier Panama 93575 9871787	01:04.2N – 103:40.7E, Singapore Straits	Duty crew onboard the ship noticed six robbers armed with knives in the engine room. Alarm raised and crew mustered. Seeing the crew alertness, the robbers escaped with stolen engine spares. The incident was reported to VTIS, who instructed the ship to proceed to the anchorage for inspection.
4.	19.01.2026 0640 UTC Steaming Boarded	Hub 21 Tug Malaysia 296 9616333  Manyplus 5 Barge Malaysia 3852 -	01:14.86N – 104:03.39E, Singapore Straits	Fourteen individuals in six boats approached the laden barge under tow. Eight individuals boarded the barge, stole some scrap metals cargo, and transferred it to their boats. The captain notified VTIS, changed course towards Malaysian waters, resulting in the individuals moving away. The vessel then resumed its journey.
5.	26.01.2026 1300 UTC Anchored Boarded	Maersk Cap Jackson Container Singapore 47877 9484560	14:33.0N – 120:49.7E, Manila Anchorage, Philippines	Six robbers armed with knives boarded the anchored ship. They apprehended and locked a patrolling crew inside the bosun's store. The crew managed to free himself and raised the alarm resulting in the robbers escaping with stolen ship's stores.
6.	19.02.2026 1954 UTC Anchored Boarded	AS Nora Container Marshall Islands 39753 9565340	14:36.68N – 120:49.64E, Manila Anchorage, Philippines	During a security round, duty crew onboard the anchored ship observed that the hawse pipe cover had been opened. Alarm raised, crew mustered and a search was carried out. It was discovered that ship's property had been stolen. The incident was reported to Manila VTS and the Coast Guard,

				who later boarded the ship to carry out an investigation.
7.	26.02.2026 1830 UTC Steaming Boarded	Taz Bulk Carrier Marshall Islands 24184 9703825	01:02.70N – 103:38.60E, Singapore Straits	Five robbers in a small wooden boat approached and boarded the ship. They went into the engine room and held the duty oiler hostage, threatening him with a gun and a machete. They demanded to know the location of the engine workshop and took the oiler's flashlight and phone. When an engine alarm sounded, the oiler ran to the Engine Control Room, locked himself and alerted the OOW. Alarm raised, PA made VTIS informed, and a distress message broadcast. A Singapore navy vessel arrived and conducted a search of the ship. No robbers were found.
8.	27.02.2026 1840 UTC Steaming Boarded	Nord Auriga Bulk Carrier Singapore 44397 9865556	01:05.7N – 103:33.0E, Singapore Straits	Duty engine crew onboard the ship noticed three robbers, armed with a knife in the engine room. Alarm raised, PA announcement made and crew mustered. On searching the ship, no robbers found and nothing reported stolen. The incident was reported to VTIS, and the ship was instructed to proceed to the designated anchorage for further investigations.
9.	06.03.2026 1900 UTC Steaming Boarded	Ocean Radiance LPG Tanker Palau 46021 9194969	01:02.3N – 103:40.2E, Singapore Straits	Seven unauthorised persons armed with knives boarded the ship and entered the engine room. Alarm raised, PA announcement made, crew mustered, and a search was conducted. Incident reported to VTIS and Singapore Coast Guard who then escorted the vessel. All crew safe and nothing reported stolen.
10.	17.03.2026 1740 UTC Steaming Boarded	Darya Tiana Bulk Carrier Hong Kong 36353 9720316	01:04.0N – 103:36.3E, Singapore Straits	Duty crew onboard the ship identified one unauthorised person boarding via the starboard quarter. Alarm raised and crew mustered. Seeing the crew alertness, four unauthorised persons were seen escaping. Incident reported to VTIS West and Singapore Police Coast Guard boarded the ship.
11.	18.03.2026 1755 UTC Steaming Boarded	Hellaship Bulk Carrier Liberia 92752 9574236	01:03.61N – 103:37.60E, Singapore Straits	Third Engineer on routine rounds onboard the ship was confronted and assaulted by unauthorised individuals. Alarm raised and crew mustered resulting in the intruders escaping. The incident was reported to VTIS, and the Authorities boarded the ship for inspection. The third engineer was taken ashore for medical attention.
12.	18.03.2026 1945 UTC Steaming Boarded	Aristoteles Graecia Bulk Carrier Cyprus 44095	01:02.9N – 103:37.7E, Singapore Straits	Duty crew onboard the ship noticed four persons armed with knives in the engine room. Alarm raised and crew mustered. Seeing the crew alertness, the

		9843766		persons escaped with stolen engine spares and properties. The incident was reported to VTIS, who instructed the ship to proceed to the anchorage for inspection by the Coast Guard.
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**AFRICA (SOMALIA / GULF OF ADEN / RED SEA)**

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	25.03.2026 0834 UTC Steaming Hijacked	Al Waseemi 786 Dhow Iran - -	Around 400nm East of Mogadishu, Somalia	Pirates boarded and hijacked the dhow Reports suggest it could be used as a mothership.

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

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	27.01.2026 2140 UTC Anchored Boarded	Penelope Oldendorff Bulk Carrier Liberia 63993 9464596	04:53.1N – 001:39.7W, Takoradi Anchorage, Ghana	Duty crew on routine rounds onboard the ship heard voices from the paint store and immediately informed the bridge. Foghorn sounded and port control notified. Seeing the alerted crews, the persons escaped with stolen ship's stores in a small boat. Port control dispatched a patrol boat to the vessel for investigation.

**REST OF THE WORLD**

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	02.02.2026 1530 UTC Anchored Boarded	Sevillia Container Portugal 21018 9362712	04:15.1S – 152:11.1E, Port Rabaul Anchorage, Papua New Guinea	Robbers in a canoe, armed with machetes approached the ship. Duty crew spotted one robber on deck and immediately raised the alarm. All crew members were instructed to remain inside the accommodation area and secure all access doors. Port authorities contacted but no response received. The incident was reported to the local agent to notify the authorities. Two life rafts were stolen. The following morning, patrol boats arrived and recovered one of the life rafts, which was opened and unusable. Upon docking, customs officials boarded the ship for further investigations.

**1 January – 31 March 2026**

**ATTEMPTED ATTACKS**

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

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	26.02.2026 1833 UTC Steaming Attempted	Not Stated Not Stated Iran - -	08:27N – 050:34E, Around 15.5nm ESE of Garmaal, Somalia	Suspected pirates in two skiffs approached and attempted to board the ship. Defensive measures implemented by the vessel resulted in the skiffs aborting the attempted boarding. It was reported that one suspected pirate was killed and two others injured during the incident. No further information is available.



# IMB Piracy Report – January to March 2026

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



Total number of reported incidents – 16



East & SE Asia – 12



Waters off Somalia - 2



Gulf of Guinea - 1