JAPAN P&I CLUB
日本船主責任相互保険組合

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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1～9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9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9月にかけて、計51件報告されました。

本船への侵入が36件、ハイジャックが8件、発砲が4件、襲撃未遂が3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、5人が殺害され、90人が人質となり、6人が負傷し、3人が脅迫を受け、1人が暴行を受けています。

下表のとおり、事件の多くは船舶が航行中もしくは停泊中に報告されています。

| 襲撃時の本船の状態 | 襲撃未遂 | 本船への侵入 | 発砲 | ハイジャック | 合計 |
|---|---|---|---|---|---|
| 錨泊中 | 1 | 20 | | 1 | 22 |
| 停泊中 | | 1 | | | 1 |
| 航行中 | 2 | 15 | 4 | 7 | 28 |
| **合計** | **3** | **36** | **4** | **8** | **51** |

事件が報告された地域は下表のとおりです。

| 地域 | 襲撃未遂 | 本船への侵入 | 発砲 | ハイジャック | 合計 |
|---|---|---|---|---|---|
| アフリカ | 3 | 2 | 4 | 7 | 16 |
| 南北アメリカ | | 2 | | | 2 |
| 東アジア | | 1 | | | 1 |
| 東南アジア | | 29 | | | 29 |
| インド亜大陸 | | 1 | | | 1 |
| その他 | | 1 | | 1 | 2 |
| **合計** | **3** | **36** | **4** | **8** | **51** |

**ソマリア**

ソマリア沖ではソマリア海賊による 8 隻のハイジャックと 4 隻への発砲が報告されています。また、これらの事案のうちタンカー4 隻、一般貨物船 2 隻、ダウ船（木造帆船）2 隻から船員が人質に取られ、これは世界全体の船員人質事案の 94%を占めています。ハイジャックされた船舶のほとんどは解放され、船員の無事も報告されています。しかしながら、9 月 29 日にソマリアのプントランド当局は、2026 年 4 月 21 日にハイジャックされたパラオ船籍のプロダクトタンカー“Honour 25”の解放前に、船員 5 人が殺害され、5 人が負傷したと報告しています。

船長は最新の BMP ガイドラインの推奨事項を遵守することが強く推奨されます - https://www.maritimeglobalsecurity.org/risksissues/piracy/

**ギニア湾**

IMB は、海賊や武装強盗の発生件数を引き続き低い水準に抑えるためのギニア湾沿岸国の継続的な努力を高く評価しています。

**シンガポール海峡**

シンガポール海峡における報告件数は、年初から 9 か月間で 13 件であり、前年同期の 73 件に対し減少しています。しかし、2 人の船員が人質となり、さらに 2 人が脅迫を受け、1 人が負傷するなど、船員に対する暴力は依然として残っています。

**フィリピン**

フィリピンでは停泊中の船舶 9 隻に侵入があり、マニラで 6 件、バタンガスで 3 件報告されました。2025 年の報告件数は 0 件でした。これらの事件では船員 2 人が人質となり、5 件の事件で武装が報告されました。

以上

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

**MEDIA RELEASE** **London, 15 October 2026**

**Maritime piracy incidents remain at historic lows despite Somali piracy concerns**

The ICC International Maritime Bureau (IMB) has reported the lowest level (51) of piracy and armed robbery incidents since 1992 in the first nine months of 2026. However, a recent resurgence of Somali piracy incidents highlights the continued risks facing seafarers, with IMB urging vigilance, timely reporting and strict adherence to Best Management Practices (BMP).

The IMB Piracy Reporting Centre (PRC) reported 51 incidents for the period of January-September 2026, down from 116 in the same period last year, the lowest reported nine-month figures since 1992.

The report reveals that 36 vessels were boarded, eight hijacked, four fired upon and three attempted boardings. In 86% of incidents, perpetrators successfully gained access to the vessel while either at anchor or steaming with most boarding incidents occurring at night.

The threat of violence against crew remains a concern, with 105 crew directly affected, compared to 72 in the same period in 2025. Weapons were identified in 53% of reported incidents in the first nine months of 2026.

**IMB Director Michael Howlett said:**

"While incident levels are at their lowest in more than three decades, the recent uptick in Somali piracy activity is a reminder that the threat remains. Incidents this year have also shown that strict adherence to BMP recommendations remains one of the most effective ways to deter hijacking attempts and protect crews. Continued vigilance is essential to safeguarding seafarers and the vital trade routes on which the global economy depends."

**Somali piracy risks heighten**

While overall piracy incidents remain at historic lows, IMB recorded a rise in Somali piracy activity from January to September 2026, with Somali pirates responsible for eight vessel hijackings and 94% of all crew taken hostage globally. Most hijacked vessels have been released with the crew reported safe.

IMB notes that vessels implementing the latest BMP have continued to successfully deter hijacking attempts, even in cases where pirates have managed to board a vessel.

However, Puntland authorities reported in late September that five crew members were killed and five injured prior to the release of the Palau-flagged product tanker Honour 25, hijacked on 21 April 2026.

While these incidents highlight the continued capability of Somali pirates to target vessels in the region, they are not comparable in scale or reach to the deep-sea piracy operations that characterised the 2008-2013 Somali piracy era.

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**Declining incidents in the Gulf of Guinea and the Singapore Straits**

Two incidents were reported from January to September 2026 in the Gulf of Guinea waters with none in the last quarter. The IMB commends the littoral states of the Gulf of Guinea for their continued efforts in ensuring incidents of piracy and armed robbery remain at these low levels.

Similarly, there has been a welcome reduction in reported incidents in the Singapore Straits, with 13 in the first nine months of 2026 compared to 73 during the same period in 2025.

Two crew were taken hostage and a further two were threatened and one was injured in 2026 in the Singapore Straits. In over 69% of incidents perpetrators were armed with either guns or knives and managed to successfully board all targeted vessels indicating the continued risk to shipping in these waters.

IMB commends the actions of the authorities which have contributed to the reduction in reported incidents in the Singapore Straits.

Reduced levels of reported incidents in the Indonesian Archipelagic continues. Six incidents were reported in the first nine months of 2026 compared to nine during the same period in 2025. Weapons were reported in one incident in which one crew was also taken hostage.

Nine anchored vessels were boarded in the Philippines, with six incidents reported in Manila and three in Batangas, compared to no reported incidents in 2025. Two crew members were taken hostage during the incidents, while weapons were reported in five cases.

“The drop in reported incidents in the Gulf of Guinea and Singapore Straits is encouraging and reflects the positive impact of sustained efforts by the authorities. It is important to maintain this momentum through continued vigilance and timely reporting of all incidents,” said Mr Howlett.

Request a copy of the January to June 2026 Maritime 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**:

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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.

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ICC Commercial Crime Services
A specialised division of the International Chamber of Commerce

# ICC INTERNATIONAL MARITIME BUREAU

# PIRACY AND ARMED ROBBERY AGAINST SHIPS

**REPORT FOR THE PERIOD**

## 1 January – 30 September 2026

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October 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 51 global maritime piracy and armed robbery incidents reported to the IMB PRC from 1 January to 30 September 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 / 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 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 - September 2022 – 2026**

| Location | | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|---|
| **S E ASIA** | Indonesia | 9 | 12 | 17 | 9 | 6 |
| | Malacca Straits | | | 1 | 1 | |
| | Malaysia | 2 | 1 | 1 | 1 | 1 |
| | Philippines | 6 | 7 | 2 | | 9 |
| | Singapore Straits | 31 | 33 | 23 | 73 | 13 |
| **EAST ASIA** | Vietnam | | 2 | 1 | 1 | 1 |
| **INDIAN SUB** | Bangladesh | 6 | 1 | 10 | 6 | 1 |
| **CONTINENT** | India | 2 | 2 | 2 | 2 | |
| **AMERICAS** | Brazil | 5 | 1 | | | |
| | Colombia | | 2 | 1 | 2 | |
| | Ecuador | | 1 | | 1 | |
| | Guyana | 2 | | 1 | | |
| | Haiti | 1 | | | 1 | |
| | Panama | | 1 | | | |
| | Peru | 8 | 13 | | | 2 |
| | Venezuela | 2 | | | | |
| **AFRICA** | Angola | 5 | 3 | 5 | 2 | |
| | Cabo Verde | | | 1 | | |
| | Cameroon | | 3 | | | |
| | Democratic Rep. of Congo | 1 | | | | |
| | Egypt | 1 | 1 | | | |
| | Equatorial Guinea | | | 2 | 1 | |
| | Gabon | | 1 | 1 | | |
| | Ghana | 6 | 5 | | 3 | 1 |
| | Guinea | | 2 | 1 | | |
| | Gulf of Aden* | | | 1 | | 6 |
| | Ivory Coast | 1 | 2 | 1 | 2 | 1 |
| | Liberia | 1 | | 1 | 1 | |
| | Mozambique | | 1 | | 2 | |
| | Nigeria | | 2 | | 3 | |
| | Red Sea* | | | | | 1 |
| | Sao Tome & Principe | | | | 2 | |
| | Sierra Leone | | 2 | | | |
| | Somalia* | | | 7 | 3 | 7 |
| | South Africa | 1 | | | | |
| | The Congo | | 1 | | 1 | |
| **REST OF THE WORLD** | PNG | | | | | 1 |
| | Yemen* | | | | | 1 |
| **Subtotal for nine months** | | **90** | **99** | **79** | **116** | **51** |
| **Total at year end** | | **115** | **120** | **116** | **137** | |

All incidents with * above are attributed to Somali pirates.

**CHART A: The following five locations contributed 80% of the total 51 incidents reported in the period January – September 2026**

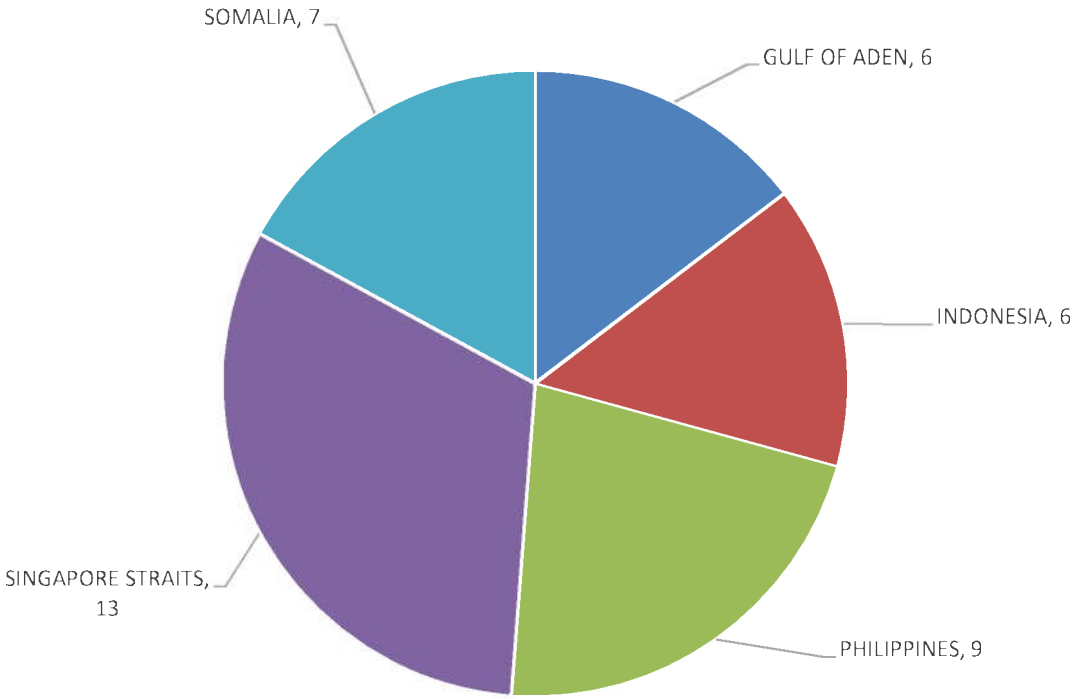



**CHART B: Monthly comparison of incidents during January – September 2026**

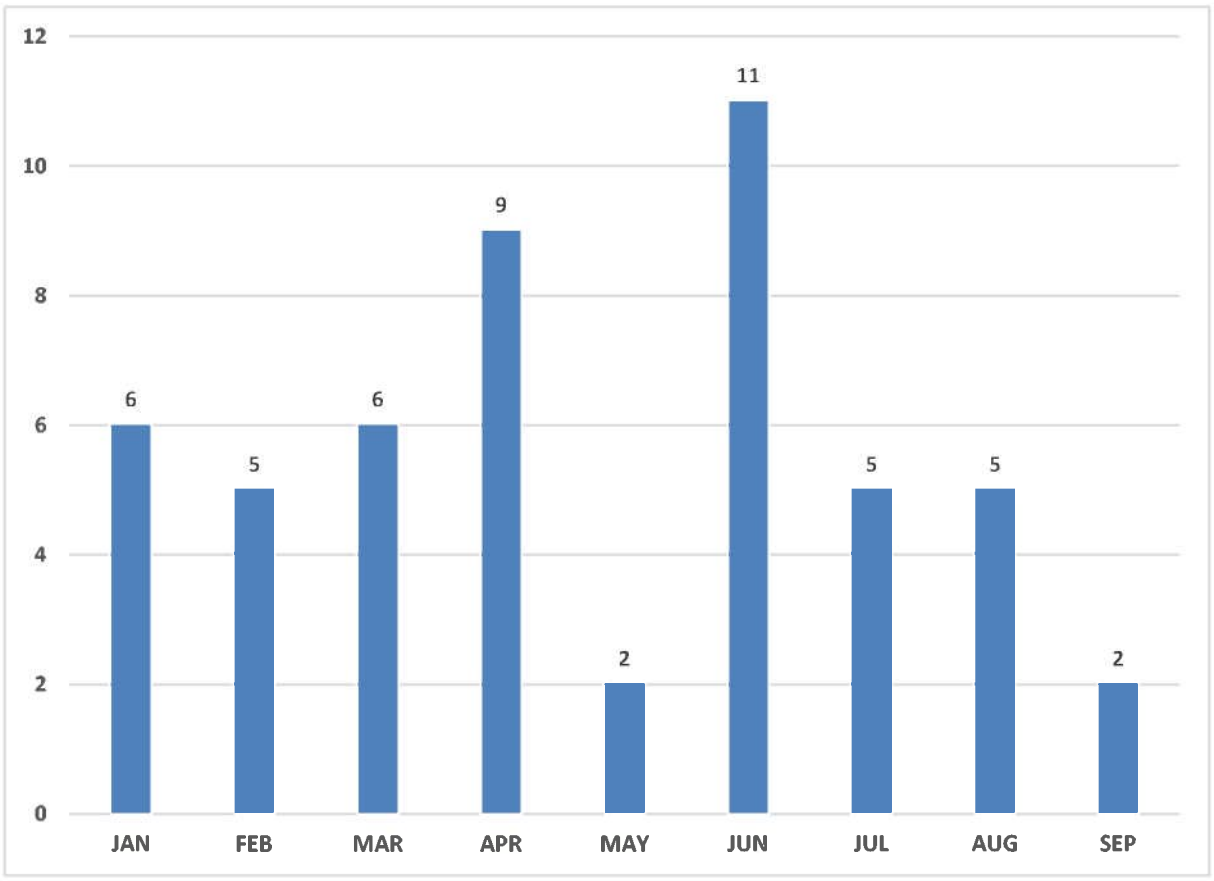


**CHART C: Total incidents as per regions of the world January – September 2026**

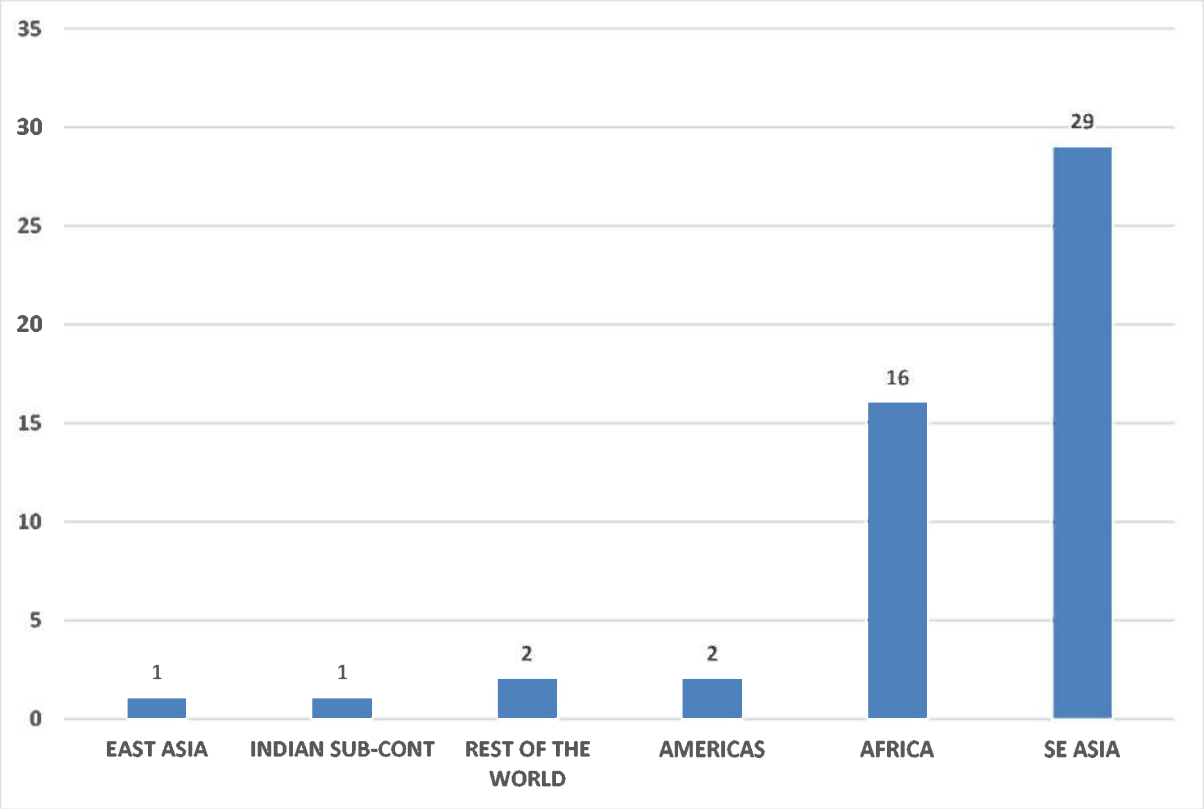



**CHART D: Perpetrators successful in 86% of incidents January – September 2026**

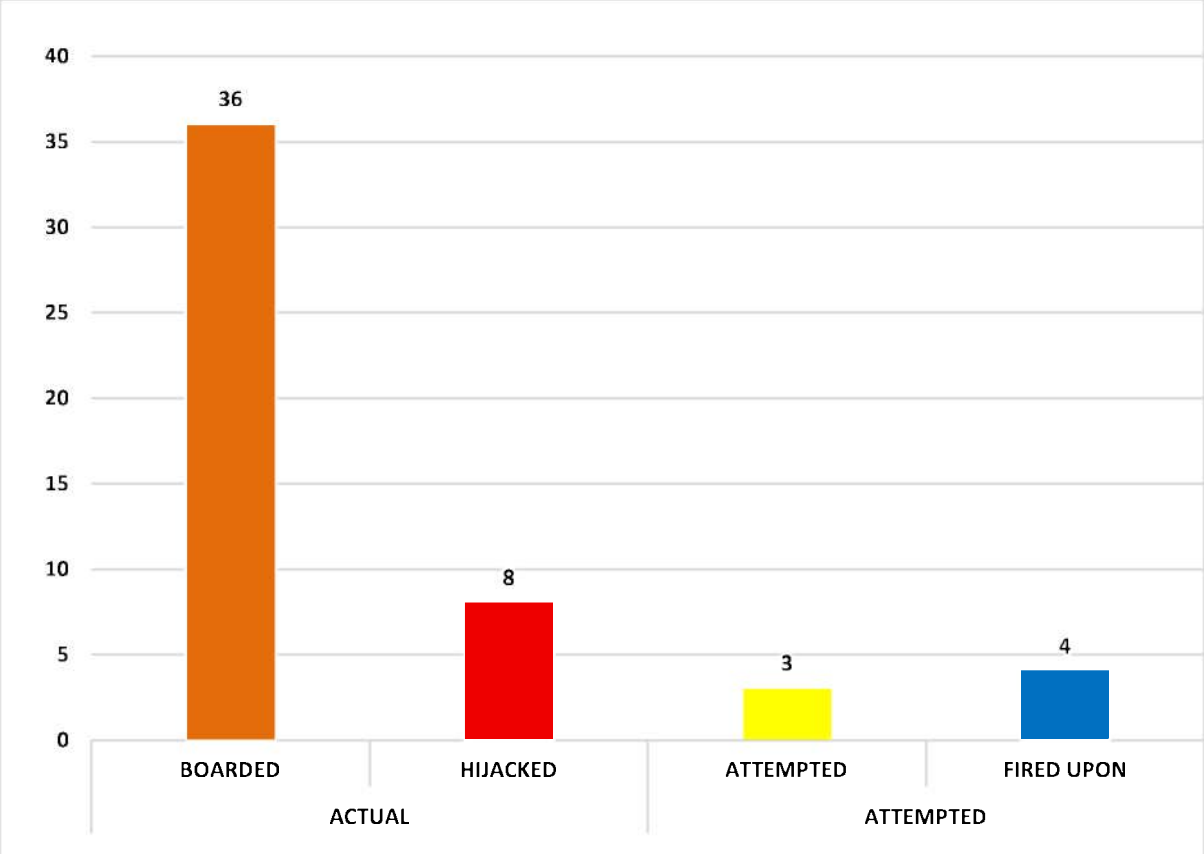


**CHART E: Type of incident in relation to the status of vessel movement January – September 2026**

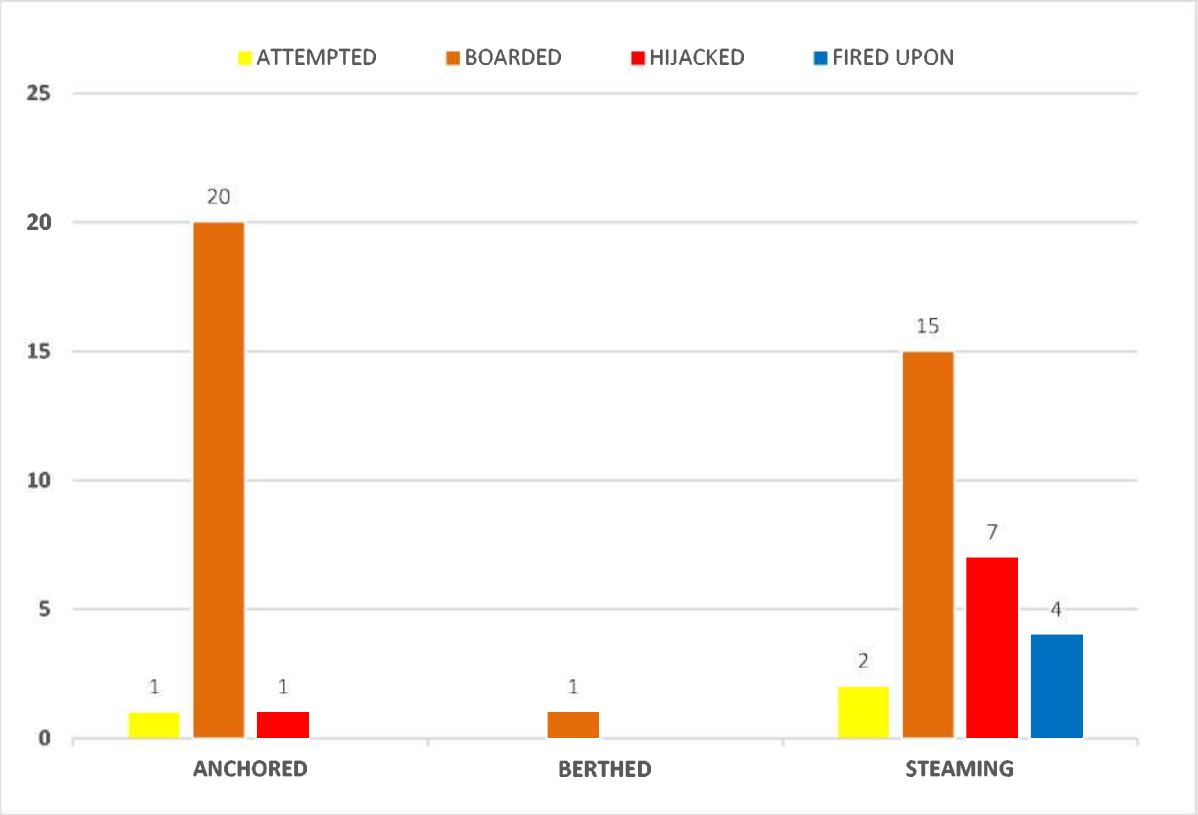



**CHART F: Region specific type of incident in relation to the status of vessel movement January – September 2026**

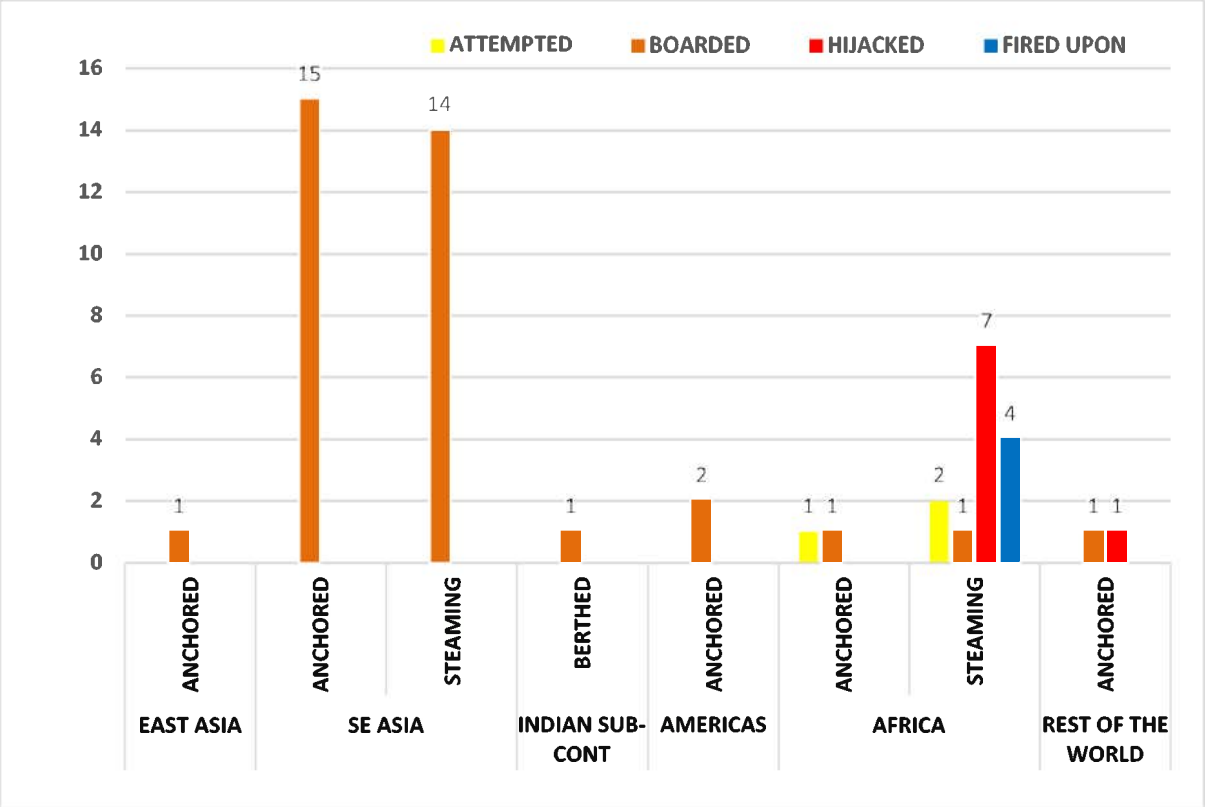


**CHART G: Region specific severity of incident in relation January – September 2026 (Severity level I, II, III – see page 4 for clarification)**

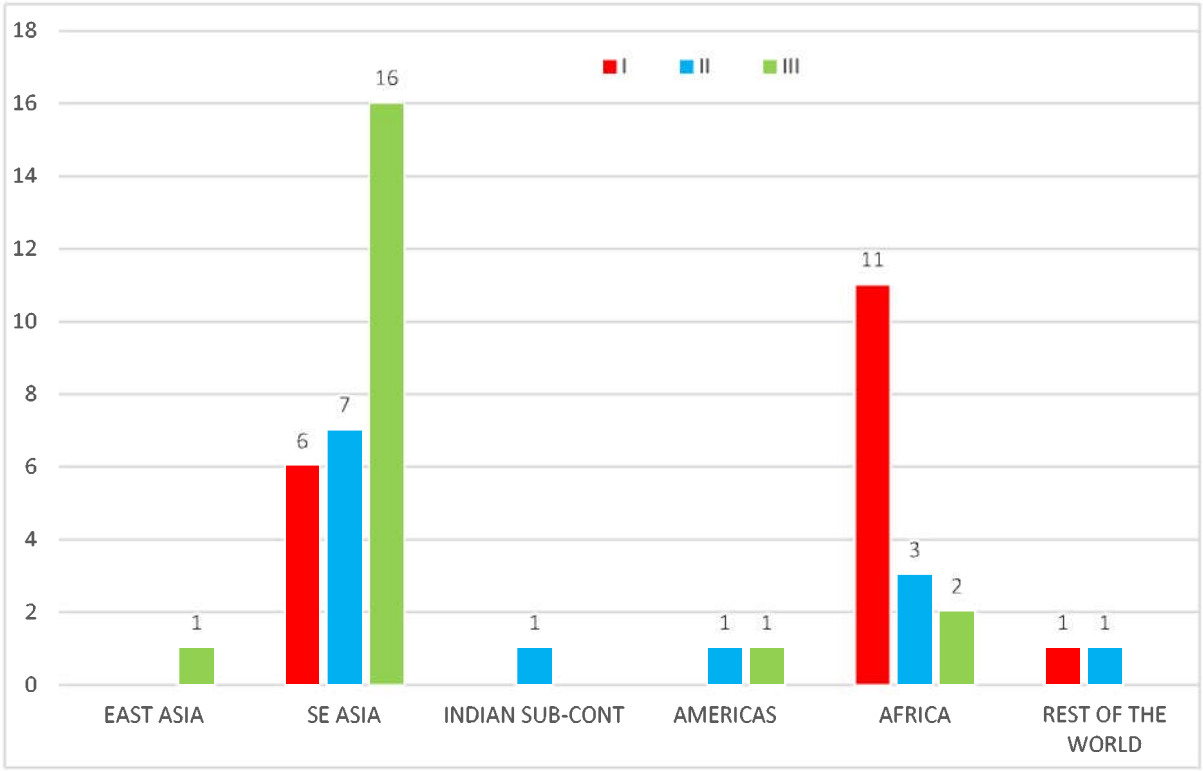



**TABLE 2: ACTUAL and ATTEMPTED incidents by location, January – September 2026**

| | | Actual | | Attempted | |
|---|---|---|---|---|---|
| **Location** | | **Boarded** | **Hijacked** | **Fired Upon** | **Attempted** |
| **SE ASIA** | Indonesia | 6 | | | |
| | Malaysia | 1 | | | |
| | Philippines | 9 | | | |
| | Singapore Straits | 13 | | | |
| **EAST ASIA** | Vietnam | 1 | | | |
| **INDIAN SUB-CONT** | Bangladesh | 1 | | | |
| **AMERICAS** | Peru | 2 | | | |
| **AFRICA** | Ghana | 1 | | | |
| | Gulf of Aden | 1 | 2 | 2 | 1 |
| | Ivory Coast | | | | 1 |
| | Red Sea | | | 1 | |
| | Somalia | | 5 | 1 | 1 |
| **REST OF THE WORLD** | Papua New Guinea | 1 | | | |
| | Yemen | | 1 | | |
| **Sub total** | | **36** | **8** | **4** | **3** |
| **Grand Total** | | **51** | | | |

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

| Country | Location | 01.01.2026 to 30.09.2026 |
|---|---|---|
| **Philippines** | **Manila** | **6** |

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

| Location | | Berthed | Anchored | Steaming |
|---|---|---|---|---|
| **SE ASIA** | Indonesia | | 5 | 1 |
| | Malaysia | | 1 | |
| | Philippines | | 9 | |
| | Singapore Straits | | | 13 |
| **EAST ASIA** | Vietnam | | 1 | |
| **INDIAN SUB-CONT** | Bangladesh | 1 | | |
| **AMERICAS** | Peru | | 2 | |
| **AFRICA** | Ghana | | 1 | |
| | Gulf of Aden | | | 3 |
| | Somalia | | | 5 |
| **REST OF THE WORLD** | Papua New Guinea | | 1 | |
| | Yemen | | 1 | |
| **Sub total** | | **1** | **21** | **22** |
| **Total** | | **44** | | |

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

| Location | | Anchored | Steaming |
|---|---|---|---|
| **AFRICA** | Gulf of Aden | | 3 |
| | Ivory Coast | 1 | |
| | Red Sea | | 1 |
| | Somalia | | 2 |
| **Sub total** | | **1** | **6** |
| **Total** | | **7** | |

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

| Type of Arms | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| Guns | 11 | 12 | 18 | 38 | 15 |
| Knives | 32 | 33 | 25 | 23 | 12 |
| Other weapons | 1 | 2 | 2 | 3 | |
| Not stated | 46 | 52 | 34 | 52 | 24 |
| **Sub total** | **90** | **99** | **79** | **116** | **51** |
| **Total at year end** | **115** | **120** | **116** | **137** | |

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

| Type of Attack | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| Attempted | 4 | 9 | 9 | 9 | 3 |
| Boarded | 85 | 85 | 62 | 102 | 36 |
| Fired upon | | 2 | 2 | 1 | 4 |
| Hijack | 1 | 3 | 6 | 4 | 8 |
| **Sub total** | **90** | **99** | **79** | **116** | **51** |
| **Total at year end** | **115** | **120** | **116** | **137** | |

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

| Type of Violence | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| Assaulted | 6 | 1 | | 3 | 1 |
| Hostage | 27 | 69 | 111 | 43 | 90 |
| Injured | | 3 | | 3 | 6 |
| Kidnapped | | 14 | 11 | 16 | |
| Killed | | | | | 5 |
| Threatened | 5 | 8 | 3 | 7 | 3 |
| **Sub total** | **38** | **95** | **125** | **72** | **105** |
| **Total at year end** | **55** | **102** | **151** | **88** | |

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

| Location | | Hostage | Threatened | Assaulted | Injured | Killed |
|---|---|---|---|---|---|---|
| **SE ASIA** | Indonesia | 1 | | | | |
| | Philippines | 2 | | | | |
| | Singapore Straits | 2 | 2 | | 1 | |
| **INDIAN SUB CONT** | Bangladesh | | 1 | 1 | | |
| **AFRICA** | Gulf of Aden | 22 | | | | |
| | Somalia | 51 | | | 5 | 5 |
| **REST OF WORLD** | Yemen | 12 | | | | |
| **Sub total** | | **90** | **3** | **1** | **6** | **5** |
| **Total** | | **105** | | | | |

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

| Locations | | Guns | Knives | Not Stated |
|---|---|---|---|---|
| **SE ASIA** | Indonesia | | 1 | 5 |
| | Malaysia | | | 1 |
| | Philippines | 2 | 3 | 4 |
| | Singapore Straits | 3 | 6 | 4 |
| **EAST ASIA** | Vietnam | | | 1 |
| **INDIAN SUB CONT** | Bangladesh | | | 1 |
| **AMERICAS** | Peru | | 1 | 1 |
| **AFRICA** | Ghana | | | 1 |
| | Gulf of Aden | 4 | | 2 |
| | Ivory Coast | 1 | | |
| | Red Sea | 1 | | |
| | Somalia | 4 | | 3 |
| **REST OF WORLD** | Papua New Guinea | | 1 | |
| | Yemen | | | 1 |
| **Sub total** | | **15** | **12** | **24** |
| **Total** | | **51** | | |

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

| Type | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| Accommodation Barge | | | | 1 | |
| Bulk Carrier | 41 | 40 | 30 | 42 | 20 |
| Container | 10 | 14 | 8 | 18 | 10 |
| Crew Boat | 2 | | | | |
| Dhow | | | | 1 | 2 |
| Fire Fighting Vessel | | 1 | 1 | | |
| General Cargo | 2 | 5 | 8 | 8 | 3 |
| Heavy Load Carrier | 1 | | 2 | | |
| Offshore Processing Ship | | 1 | | | |
| Ore Carrier | | | 1 | | |
| Refrigerated Cargo Ship | 1 | | | 1 | |
| Supply Ship | 1 | 1 | 3 | 1 | |
| Tanker Asphalt / Bitumen | | | | 1 | |
| Tanker Bunkering | | | | 1 | |
| Tanker Chemical / Product | 15 | 18 | 12 | 19 | 6 |
| Tanker Crude Oil | 6 | 4 | 1 | 9 | 3 |
| Tanker LPG | 2 | 1 | 4 | 3 | 1 |
| Tanker LNG | | 1 | | | 1 |
| Trawler / Fishing Vessel | | 4 | 3 | 4 | |
| Tug / Offshore Tug | 5 | 9 | 6 | 7 | 3 |
| Vehicle Carrier | 3 | | | | 1 |
| Yacht / Sailing Vessel | 1 | | | | |
| NS | | | | | 1 |
| **Sub total** | **90** | **99** | **79** | **116** | **51** |
| **Total at year end** | **115** | **120** | **116** | **137** | |

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

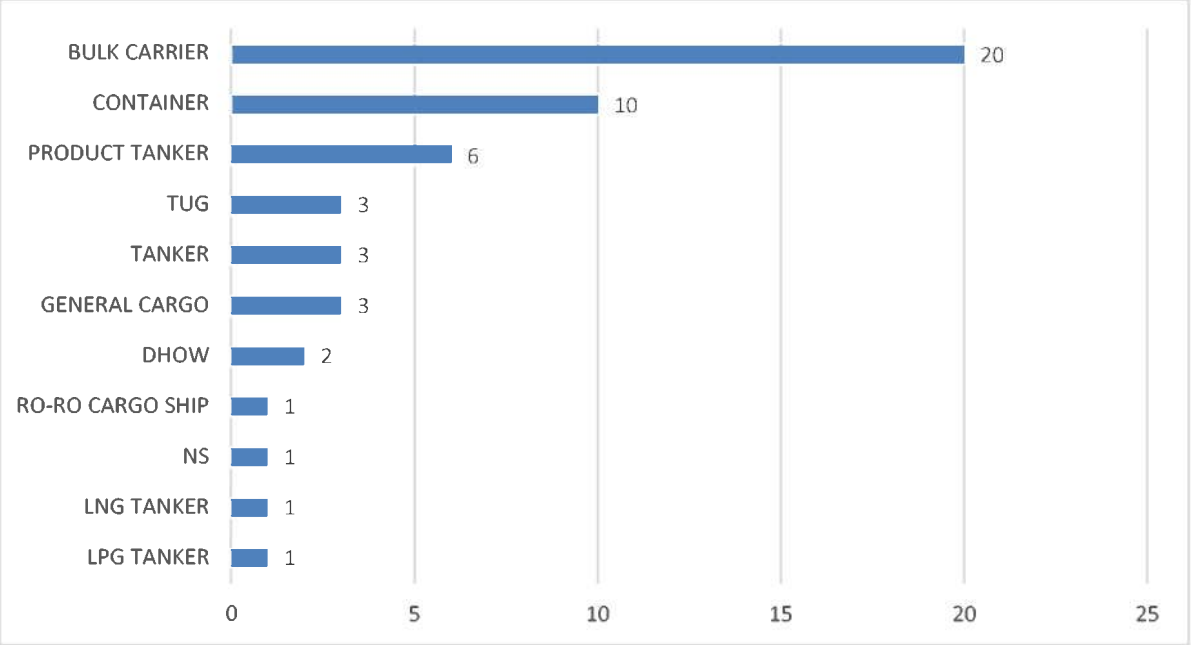


**TABLE 12: Nationalities of vessels affected, January - September 2022 – 2026**

| Flag State | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| Antigua & Barbuda | 1 | | 1 | 1 | |
| Bahamas | 3 | 2 | 4 | 2 | |
| Bangladesh | | | 2 | 1 | |
| Barbados | 1 | | | 1 | 1 |
| Belgium | | 1 | | | |
| Cameroon | | | | | 1 |
| Cayman Islands | 2 | 2 | | | |
| China | | 3 | | 1 | |
| Curacao | | | 1 | 1 | |
| Cyprus | 1 | 4 | 2 | 6 | 1 |
| Denmark | | 3 | 1 | 3 | |
| Egypt | | | 1 | | |
| Eritrea | | | | | 1 |
| France | 1 | | 1 | 1 | |
| Gambia | | | | 1 | |
| Germany | 1 | 1 | | 1 | |
| Ghana | | | 1 | 1 | |
| Greece | | 1 | 1 | 1 | |
| Hong Kong (SAR) | 1 | 8 | 4 | 6 | 2 |
| India | 1 | 2 | 1 | 1 | |
| Indonesia | | 1 | 2 | 1 | |
| Iran | | | 1 | | 2 |
| Isle of Man | 1 | 1 | 1 | | 1 |
| Japan | 1 | 2 | 1 | | |
| Korea South | | | 2 | | |
| Kuwait | | | | 1 | |
| Liberia | 10 | 14 | 18 | 13 | 4 |
| Libya | | 1 | | | |
| Malaysia | 2 | 4 | 1 | 6 | 3 |
| Malta | 6 | 7 | | 9 | 1 |
| Marshall Islands | 15 | 12 | 4 | 13 | 6 |
| Nigeria | | | 1 | | |
| Norway | 1 | | 1 | 1 | |
| Palau | | | 2 | | 3 |
| Panama | 21 | 12 | 13 | 15 | 7 |
| Philippines | | | | 1 | 1 |
| Portugal | 2 | 4 | 3 | 6 | 2 |
| Russia | | | | 1 | |
| Saudi Arabia | | | | 1 | |
| Singapore | 16 | 12 | 6 | 14 | 9 |
| Sri Lanka | | | 1 | 1 | |
| St Kitts & Nevis | | | | 1 | 1 |
| St Vincent & Grenadines | | | 1 | | 1 |
| Tanzania | | | | | 1 |

| | | | | | |
|---|---|---|---|---|---|
| Turkey | | 1 | | | |
| Togo | | | | | 1 |
| Tuvalu | | | 1 | | |
| USA | 1 | 1 | | | |
| United Arab Emirates | | | | | 1 |
| United Kingdom | | | | | 1 |
| Vanuatu | | | | 1 | |
| Vietnam | 1 | | | | |
| Yemen | | | | 3 | |
| Not Stated | 1 | | | | |
| **Sub total** | **90** | **99** | **79** | **116** | **51** |
| **Total at year end** | **115** | **120** | **116** | **137** | |

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

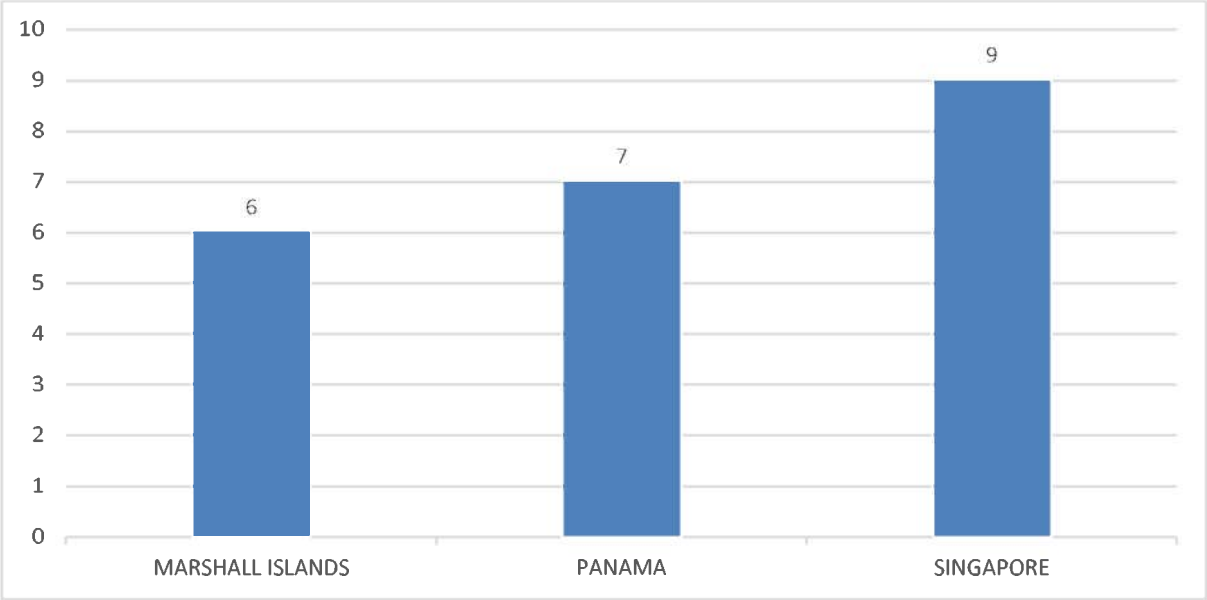
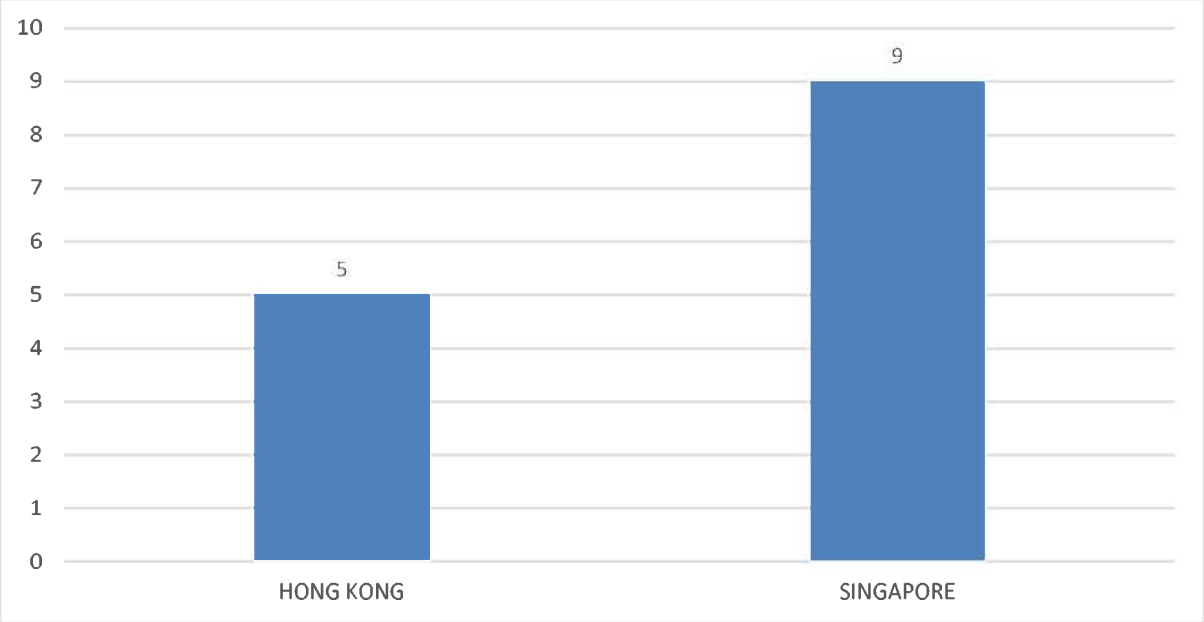



**TABLE 13: Vessels affected – managed or controlled from January – September 2026**

| Country | No of Ships |
|---|---|
| China | 2 |
| Cyprus | 1 |
| Egypt | 1 |
| Germany | 4 |
| Greece | 4 |
| Hong Kong | 5 |
| India | 1 |
| Iran | 2 |
| Japan | 4 |
| Malaysia | 3 |
| Marshall Islands | 3 |
| Netherlands | 1 |

| | |
|---|---|
| Philippines | 2 |
| Romania | 1 |
| Singapore | 9 |
| Taiwan | 1 |
| Turkey | 2 |
| UAE | 4 |
| Not Stated | 1 |
| **Total** | **51** |

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



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

**From 1 January to 30 September 2026, seven vessels were hijacked, four fired upon, two reported attempted approaches, and one was boarded in the waters off Somalia / Gulf of Aden. One tanker was reported hijacked at Yemen anchorage and then sailed to Somalia. Somali piracy incidents appear to be increasing.**

**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 (https://www.maritimeglobalsecurity.org/risksissues/piracy/) 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. 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 reported incidents 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.**

***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 has stationed patrol boats to provide vessels greater protection.**

**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 resources and assets in the 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 / 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:** Recently, incidents have decreased significantly due to the efforts of the Indonesian Authorities. However, past incidents showed that pirates / robbers are normally armed with guns / knives and / or machetes. Generally, be vigilant in Indonesian waters. 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 even though incidents have decreased.

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 Q3 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:** Manila - Be vigilant. Incidents have increased recently in the anchorage areas. Advise maintaining anti-piracy watch while at anchor in the night.

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.

**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 from January to December 2025, incidents increased more than 3-fold compared to the 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. After the actions by the IMP, the incidents had reduced to lower levels until now. The IMB continues to monitor the situation and report on the reported incidents.

**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. No reported incidents in 2026 and IMB is monitoring the situation.

**Gabon** (Port Gentil / Owendo anchorage): In 2024, one incident was reported at the anchorage. Previous crew kidnappings occurred over 70nm offshore. No reported incidents in 2026.

**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. No reported incidents in 2026.

**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. No incidents reported in 2026.

**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. No reported incidents in 2026.

**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 2026, two dhows and five vessels were reported hijacked, four fired upon, two reported attempted approaches, and one was boarded off Somalia / Gulf of Aden. One tanker was reported hijacked at a Yemen anchorage and the vessel later sailed to Somalia.

While recent successful incidents demonstrate the continued capabilities of these criminals, vessels employing the recommended BMP practises have not been successfully hijacked. Hence, 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 incidents:**

**Vessels transiting Gulf of Aden, Southern Red Sea and Bab El Mandeb (not piracy related)** are advised to be vigilant and take precautionary measures as vessels have been targeted by missiles / projectiles / unmanned aerial / seaborne vehicles. With the current tension/conflict between US/Israel and Iran, the Houthis in Yemen are targeting ships in the Red Sea / Gulf of Aden / Bab El Mandeb. Ships also 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 (not piracy related)** are advised to be vigilant and take precautionary measures as vessels have been targeted by missiles / projectiles / unmanned aerial / seaborne vehicles. The current tension / conflict between US / Israel and Iran has had a direct impact on the safety to shipping. GNSS / GPS / AIS interference 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): 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.

***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, January – September 2026***

***CHART K: Reported incidents attributed to Singapore Straits***

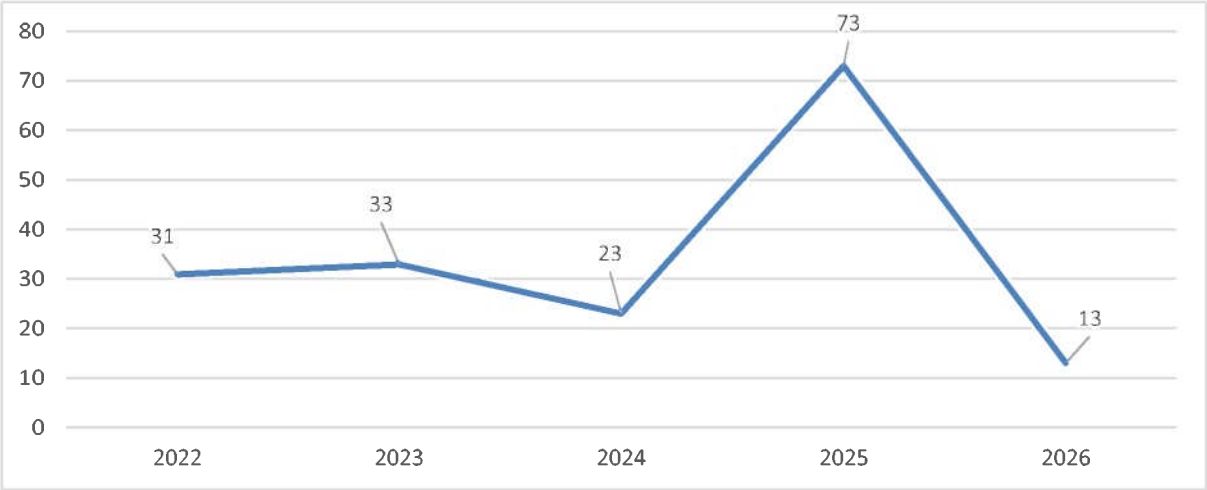



***CHART L: Reported incidents attributed to Gulf of Guinea***

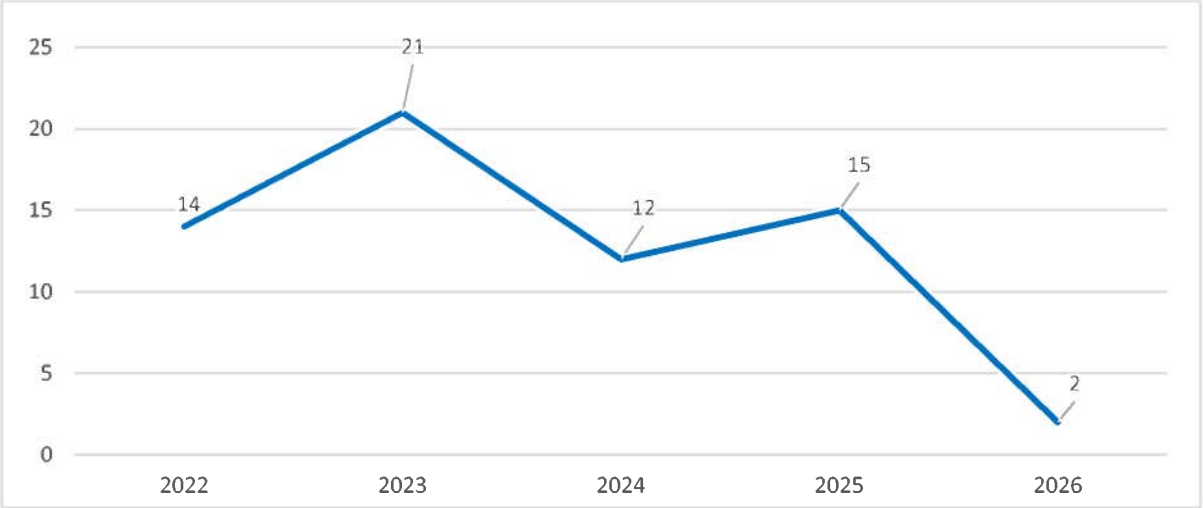
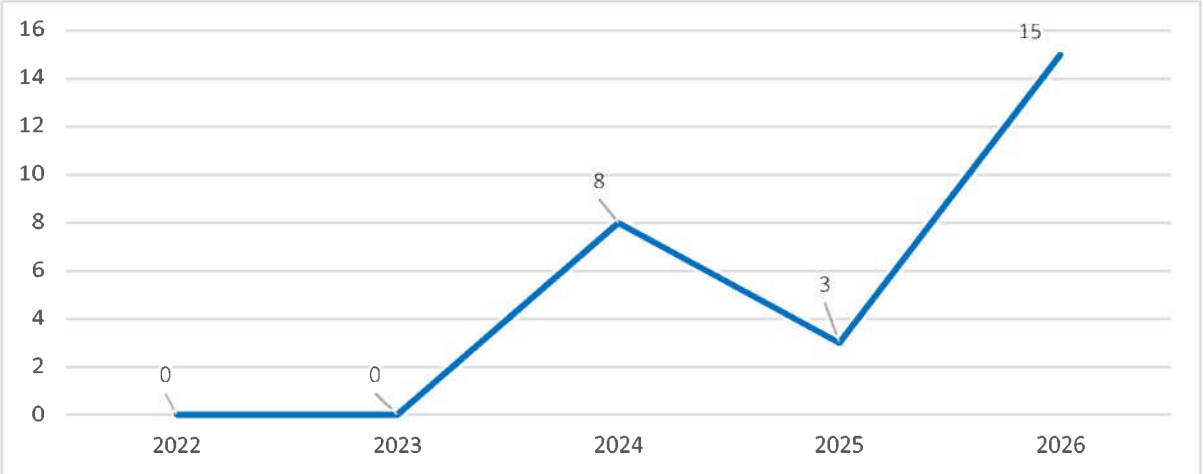



***CHART M: Reported incidents attributed to Somali piracy***



## TRENDS

Fifty-one incidents of piracy and armed robbery against vessels were reported to the IMB Piracy Reporting Centre (PRC) in the first nine months of 2026 compared to 116 and 79 incidents in the same period over the past two years respectively. These are the lowest reported figures to the IMB PRC since 1992.

The incidents are broken down as 36 vessels boarded, eight hijacked, four fired upon and three attempted boardings. 86% of vessels were successfully boarded whilst either at anchor or steaming, with most incidents occurring during the hours of darkness.

The threat to crew, however petty or opportunistic the incident, remains real with weapons visibly reported in 53% of reports.

Violence to crew continues in 2026 with 105 crew directly affected, compared to 72 and 125 in the same periods of 2025 and 2024.

While acknowledging an uptick in Somali piracy incidents, vessels employing BMP recommended practices have successfully deterred being commandeered when attacked.

Somali pirates are responsible for the eight hijackings and four vessels fired upon globally, along with 94% of crew taken hostage globally from four tankers, two general cargo vessels and two dhows. Most hijacked vessels have been released with the crew reported safe. On 29 September however, Puntland Authorities reported that five crew were killed and five injured prior to the release of the Palau flagged product tanker, Honour 25, hijacked on 21 April 2026.

There has been a welcome reduction in reported incidents in the Singapore Straits, with 13 in the first nine months of 2026 compared to 73 during the same period of 2025. Two crew were taken hostage and a further two threatened and one injured in 2026. In over 69% of incidents the perpetrators were armed with either guns or knives and managed to successfully board targeted vessels indicating the continued risk to shipping in these waters.

Nine anchored vessels were boarded in the Philippines with six in Manila and three in Batangas compared to no reported incidents during 2025. While two crew were taken hostage during the incidents, weapons were visibly reported in five.

The continued reduced levels of reported incidents in the Indonesian Archipelagic remains positive. Six incidents were reported in the first nine months of 2026 compared to nine in the same period of 2025. Weapons were reported in one incident in which one crew was also taken hostage.

The IMB commends the littoral states of the Gulf of Guinea for the continued efforts in ensuring incidents of piracy and armed robbery remain dormant. There have been no reported incidents in Q3 of 2026 in these waters.

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, it provides the maritime industry, response agencies and governments with transparent data – received directly from the Master of the vessel reporting the incident - 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 51 attacks for 01 January to 30 September 2026 are listed on pages 29 to 38. The following serious incidents, in chronological sequence, are described in more detail.

**Gulf of Aden:**
On 15 June 2026, a Panamanian flagged Container Ship MV Greta Star was fired upon while underway at position Latitude: 13:10.8 North and Longitude: 046:27.9 East, Gulf of Aden at approximately 0736 UTC. Seven-armed persons with AK47s, approached and fired at the ship. Ropes with hooks sighted. Alarm activated, all crew mustered, speed increased and evasive manoeuvres conducted resulting in the pirates aborting the approach and attempt to board. All 26 crews reported safe.

On 15 June 2026, a Panamanian flagged Tanker MT VST Amara was fired upon while underway at position Latitude: 12:24.13 North and Longitude: 046:46.55 East, Gulf of Aden at approximately 1350 UTC. Noticing the approaching skiff with around three to five persons onboard armed with AK 47s and RPG, the tanker commenced evasive manoeuvres. As the skiff approached, an RPG was fired towards the tanker, which missed. The onboard armed security team returned fire, resulting in the pirates aborting the approach. All 24 crews and security team reported safe.

On 21 June 2026, a Panamanian flagged Product Tanker MT Sea Heart was approached while underway at position Latitude: 14:30.81 North and Longitude: 050:19.31 East, Gulf of Aden at approximately 1012 UTC. Five-armed pirates were sighted in the skiff along with a ladder. Alarm raised, crew mustered, speed increased and evasive manoeuvres executed resulting in the skiff aborting the approach.

On 01 July 2026, a St. Vincent & Grenadines flagged Bulk Carrier MV Golden Arsenal was approached while underway at position Latitude: 12:47 North and Longitude: 048:02 East, Gulf of Aden at approximately 0650 UTC. Duty crew noticed a skiff approaching. Seeing the threat, the Master stopped the ship, activated the distress alert, switched on the AIS and instructed all crew to retreat into the citadel. After a while, the crew exited the citadel but noticed the pirate's boarding ladder was still rigged to the ship side resulting in the crew returning into the citadel as a precaution in case the pirates were still onboard. Later, the Master's assessment indicated that four pirates had boarded the ship and later departed. All crew reported safe.

On 17 July 2026, a Tanzanian flagged Product Tanker, while underway, was boarded and hijacked at position Latitude: 13:36.8 North and Longitude: 048:35.0 East, Gulf of Aden at approximately 0630 UTC. Armed persons hijacked the tanker, took hostage all 22 crew members and sailed the ship to Somalia. Authorities are investigating and monitoring the situation.

On 20 August 2026, an Eritrea flagged Product Tanker was boarded and hijacked by armed pirates while underway around 136nm East of Mukalla, Gulf of Aden. Six-armed pirates hijacked the tanker and sailed the ship to Somalia. Authorities are investigating and monitoring the situation.

**Red Sea:**
On 05 July 2026, a Palau flagged Bulk Carrier MV Lady Naeima was fired upon while underway at position Latitude: 14:24 North and Longitude: 042:44 East, around 25nm SW of Hodeidah, Red Sea at approximately 0715 UTC. Armed persons in a skiff approached within 20 metres and fired at the ship. The onboard security team returned fire resulting in the skiff moving away and proceeded towards a suspected mothership approximately 2 nm away. Ship and crew reported safe.

**Somalia:**
On 26 February 2026, an Iranian flagged vessel while underway, 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 19 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. It was reported that the pirates released the dhow on 5 April 2026. All crew safe.

On 21 April 2026, a Palau flagged Product Tanker, while underway, was boarded and hijacked at position Latitude: 08:56.31 North and Longitude: 050:32.84 East, around 6 nm SSW of Durdura, Somalia at approximately 1140 UTC. Around 30 persons armed with RPG and AK 47s attacked and hijacked the tanker with 17 crews onboard. The vessel was released on 30 September 2026. Five crew reported killed and five injured during the course of the hijacking.

On 23 April 2026, a Barbados flagged General Cargo ship MV Elfriede while underway was boarded and fired upon at position Latitude: 06:23.8 North and Longitude: 049:49.1 East, around 43 nm SE of Garacad, Somalia at approximately 0720 UTC. Members of an armed security team onboard the ship noticed a skiff approaching rapidly. Alarm sounded, speed increased, crew mustered in a safe place and the armed security team took their positions. At the distance of around 600 metres, there was an exchange of gun fire between the four pirates on the skiff and the armed security team resulting in the pirates aborting the attack and moving away. All crew members reported safe.

On 25 April 2026, an UAE flagged Dhow, Fahad 4 was boarded and hijacked approximately 10 nm off Dhinowda, Somalia. On 04 May 2026, the dhow was released. On 26 April 2026, a St. Kitts and Nevis flagged General Cargo ship while underway was boarded and hijacked at position Latitude: 07:13 North and Longitude: 049:32 East, around 20 nm NNE of Garacad, Somalia. On 11 September 2026, the cargo ship was released.

On 17 August 2026, a Cameroon flagged General Cargo ship MV Lutuf while underway was boarded and hijacked at position Latitude: 08:11.76 North and Longitude: 050:10.76 East, around 24 nm NE of Eyl, Somalia at approximately 1100 UTC. Eight-armed pirates attacked and hijacked the ship. On 29 August 2026, the cargo ship was released. All crew reported safe.

**Yemen:**
On 02 May 2026, a Togo flagged Product Tanker, while anchored in Yemen, was boarded and hijacked at position Latitude: 13:49 North and Longitude: 048:28 East, around 12nm south of Qana Port Terminal, Shabwa, Yemen. Nine-armed persons hijacked the anchored tanker, took hostage all 12 crew members and sailed the ship to Somalia. The incident is still ongoing.

**1 January – 30 September 2026**

**ACTUAL ATTACKS**

**SOUTH EAST ASIA (EXCLUDING MALACCA STRAITS)**

| Ref | Date<br>Time | Name of Ship<br>Type/Flag/Grt/<br>IMO Number | Position | Narration |
|---|---|---|---|---|
| 1. | 03.01.2026<br>1550 UTC<br>Anchored<br>Boarded | Super Shuttle Roro 9<br>Ro-Ro Cargo Ship<br>Philippines<br>17884<br>7902647 | 13:45.72N –<br>120:59.59E,<br>Bauan<br>Anchorage,<br>Batangas Bay,<br>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<br>2130 UTC<br>Anchored<br>Boarded | Sakizaya Wisdom<br>Bulk Carrier<br>Panama<br>40034<br>9460590 | 13:45.7N –<br>120:58.4E,<br>Bauan<br>Anchorage,<br>Batangas Bay,<br>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<br>1954 UTC<br>Steaming<br>Boarded | Empress Zonda<br>Bulk Carrier<br>Panama<br>93575<br>9871787 | 01:04.2N –<br>103:40.7E,<br>Singapore<br>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<br>0640 UTC<br>Steaming<br>Boarded | Hub 21<br>Tug<br>Malaysia<br>296<br>9616333<br><br>Manyplus 5<br>Barge<br>Malaysia<br>3852<br>- | 01:14.86N –<br>104:03.39E,<br>Singapore<br>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<br>1300 UTC<br>Anchored<br>Boarded | Maersk Cap Jackson<br>Container<br>Singapore<br>47877<br>9484560 | 14:33.0N –<br>120:49.7E,<br>Manila<br>Anchorage,<br>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<br>1954 UTC<br>Anchored<br>Boarded | AS Nora<br>Container<br>Marshall Islands<br>39753 | 14:36.68N –<br>120:49.64E,<br>Manila<br>Anchorage, | During a security round, duty crew onboard the anchored ship observed that the hawse pipe cover had been opened. Alarm raised, crew |

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| | | 9565340 | Philippines | 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<br>1830 UTC<br>Steaming<br>Boarded | Taz<br>Bulk Carrier<br>Marshall Islands<br>24184<br>9703825 | 01:02.70N –<br>103:38.60E,<br>Singapore<br>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<br>1840 UTC<br>Steaming<br>Boarded | Nord Auriga<br>Bulk Carrier<br>Singapore<br>44397<br>9865556 | 01:05.7N –<br>103:33.0E,<br>Singapore<br>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<br>1900 UTC<br>Steaming<br>Boarded | Ocean Radiance<br>LPG Tanker<br>Palau<br>46021<br>9194969 | 01:02.3N –<br>103:40.2E,<br>Singapore<br>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<br>1740 UTC<br>Steaming<br>Boarded | Darya Tiana<br>Bulk Carrier<br>Hong Kong<br>36353<br>9720316 | 01:04.0N –<br>103:36.3E,<br>Singapore<br>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. |

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| 11. | 18.03.2026<br>1755 UTC<br>Steaming<br>Boarded | Hellasship<br>Bulk Carrier<br>Liberia<br>92752<br>9574236 | 01:03.61N –<br>103:37.60E,<br>Singapore<br>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<br>1945 UTC<br>Steaming<br>Boarded | Aristoteles Graecia<br>Bulk Carrier<br>Cyprus<br>44095<br>9843766 | 01:02.9N –<br>103:37.7E,<br>Singapore<br>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 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. |
| 13. | 28.03.2026<br>0700 UTC<br>Anchored<br>Boarded | ALS Vesta<br>Container<br>Singapore<br>26374<br>9525950 | 14:35.65N –<br>120:51.70E,<br>Manila<br>Anchorage,<br>Philippines | Duty crew on an anchored ship noticed three unauthorised individuals and alerted the master who instructed more crew to muster on deck to help. Upon noticing the crew's vigilance, the individuals jumped overboard and escaped. No theft was reported. |
| 14. | 08.04.2026<br>1940 UTC<br>Steaming<br>Boarded | Lowlands Island<br>Bulk Carrier<br>Panama<br>36140<br>9984534 | 01:03.0N –<br>103:39.7E,<br>Singapore<br>Straits | Four robbers armed with a gun and long knife boarded the ship while underway and entered the engine room. They threatened the duty oiler who retreated to a safe location and raised the alarm resulting in the robbers escaping with stolen ships engine spares. The incident was reported to VTS and the Singapore Police Coast Guard boarded the ship for investigation. |
| 15. | 19.04.2026<br>0200 UTC<br>Steaming<br>Boarded | MTT Tahan<br>Tug<br>Malaysia<br>192<br>1149815<br><br>MTT Tioman<br>Barge<br>Malaysia<br>2142<br>- | 01:08.23N –<br>103:28.63E,<br>Singapore<br>Straits | Two unauthorised persons boarded the barge under tow. Nearby vessels alerted the tug master who boarded the barge for inspection resulting in the persons escaping. Two containers onboard the barge were broken into and contents stolen. Incident reported to the local authorities. |
| 16. | 25.04.2026<br>1601 - 2000<br>UTC<br>Anchored | Cs Saker<br>Product Tanker<br>Singapore<br>30038 | 05:49.1N –<br>118:08.1E,<br>Sandakan<br>Anchorage, | During routine rounds, duty crew onboard an anchored tanker noticed ship's properties missing. On reporting the theft to local |

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| | Boarded | 1046647 | Sabah, Malaysia | authorities, the coastguard and marine police boarded the tanker for inspection. |
| 17. | 12.05.2026<br>1730 UTC<br>Steaming<br>Boarded | Broompark<br>Bulk Carrier<br>United Kingdom<br>25171<br>9989247 | 01:03.05N – 103:38.06E, Singapore Straits | Duty crew onboard a ship underway noticed a robber armed with a knife in the engine room workshop. The robber threatened the duty crew who retreated into the engine control room and immediately informed the bridge. Alarm raised and crew mustered resulting in the robber escaping. A search was carried out. All ship's items accounted for. All crew reported safe. |
| 18. | 15.04.2026<br>1800 UTC<br>Anchored<br>Boarded | King Milo<br>Bulk Carrier<br>Panama<br>40850<br>9609512 | 02:51.7S – 122:13.7E, Bahodopi Anchorage, Indonesia | During routine rounds, duty crew onboard an anchored ship noticed the forward sky light opened and on further investigation, it was discovered that ship's property had been stolen. Incident reported to port control. |
| 19. | 03.06.2026<br>2015 UTC<br>Anchored<br>Boarded | CMA CGM<br>Valparaiso<br>Container<br>Malta<br>28592<br>9294185 | 14:36.6N – 120:49.0E, MICT Anchorage, Manila, Philippines. | During routine rounds on an anchored ship, the duty watchman was held at gunpoint by four robbers armed with three guns and a knife. The robbers forced him to open the bosun's store, tied his hands with rope, and escaped with stolen ship's stores. After freeing himself, the watchman alerted the OOW, who raised the alarm. Crew mustered and incident reported to port authority. |
| 20. | 04.06.2026<br>2006 UTC<br>Steaming<br>Boarded | Star Luna<br>Bulk Carrier<br>Marshall Islands<br>43168<br>9440849 | 01:03.73N – 104:40.77E, Singapore Straits | Three robbers armed with a gun and knife boarded a bulk carrier under way and took hostage an engine crew while they stole engine spares. The crew reported the incident to the bridge after the robbers had escaped. Alarm raised, crew mustered and a search was carried out. VTIS Central informed. Upon anchoring the Singapore police coast guard boarded the vessel for inspection. All crew safe. |
| 21. | 12.06.2026<br>0540 UTC<br>Anchored<br>Boarded | Teh Victory<br>Container Ship<br>Marshall Islands<br>9272<br>9362566 | 14:36.5N – 120:50.4E, Manila North Port Anchorage, Manila, Philippines | Duty crew onboard an anchored ship noticed an unauthorised person on the poop deck. Upon sighting, the person escaped. The crew then noticed six robbers armed with a gun near the forward storeroom. On notifying the OOW, alarm raised, PA announcement made and crew mustered. Seeing the alerted crew |

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|---|---|---|---|---|
| | | | | the robbers escaped with stolen ship's stores. |
| 22. | 19.06.2026<br>0015 UTC<br>Anchored<br>Boarded | TS Pusan<br>Container Ship<br>Marshall Islands<br>17449<br>9854844 | 14:33.76N – 120:50.23E,<br>MICT Anchorage,<br>Manila,<br>Philippines | Bosun onboard an anchored ship noticed four robbers armed with a knife on the forecastle deck and immediately raised the alarm resulting in the robbers escaping with stolen ship's properties. |
| 23. | 20.06.2026<br>1900 UTC<br>Steaming<br>Boarded | Jin Hwa 45<br>Tug<br>Malaysia<br>142<br>9648958<br><br>Jin Hwa 37<br>Barge<br>Malaysia<br>1434<br>- | 01:30.366N – 104:54.096E,<br>Around 25nm NE of Berakit Island,<br>Indonesia | Three unauthorised persons boarded a barge under tow and escaped with stolen barge's properties. |
| 24. | 22.06.2026<br>0600 UTC<br>Anchored<br>Boarded | SDM Shenyang<br>Bulk Carrier<br>Liberia<br>53042<br>9949261 | 03:55.1N – 098:47.3E,<br>Belawan Anchorage,<br>Indonesia | Duty officer onboard an anchored bulk carrier noticed several small boats near the forward of the vessel and notified the bosun to check. After several minutes, on not receiving any response from the bosun, the duty officer raised the alarm. Crew mustered and proceeded to the forecastle where they saw the bosun tied up. Seven robbers armed with knives were seen escaping from the forecastle store. On investigating ships properties were reported as stolen. Incident reported to Belawan VTS, Coast Guard and the local agent. |
| 25. | 29.06.2026<br>2030 UTC<br>Anchored<br>Boarded | Southern Hawk<br>Bulk Carrier<br>Singapore<br>43518<br>9858527 | 02:51.41S – 122:13.76E<br>Bahodopi Anchorage,<br>Indonesia | Unnoticed robbers boarded the anchored bulk carrier and escaped with stolen ship's properties. The incident was reported to the authorities through the local agent. |
| 26. | 04.07.2026<br>2100 UTC<br>Steaming<br>Boarded | PM Crown<br>Product Tanker<br>Singapore<br>43797<br>9324291 | 01:11.8N – 103:25.1E,<br>Singapore Straits | Unnoticed, robbers boarded a tanker underway and escaped with stolen engine spares. The incident was reported to the authorities. All crew reported safe. |
| 27. | 07.07.2026<br>1539 UTC<br>Anchored<br>Boarded | Columbia River<br>Bulk Carrier<br>Hong Kong<br>31304<br>9331907 | 06:01.0S – 106:55.5E,<br>Jakarta Anchorage,<br>Indonesia | Duty crew on board an anchored ship noticed ropes and a hook on the quarter deck and two unauthorised persons in the engine room. Alarm raised resulting in the unauthorised persons escaping with stolen engine spares. The incident was reported to Jakarta VTS and local agent. |

| | | | | |
|---|---|---|---|---|
| 28. | 07.09.2026<br>1905 UTC<br>Anchored<br>Boarded | Berge Phan Xi Pang<br>Bulk Carrier<br>Isle of Man<br>23232<br>9806299 | 05:58.6S –<br>106:55.0E,<br>Jakarta<br>Anchorage,<br>Indonesia | Duty crew on board an anchored ship noticed a small wooden boat alongside the ship and four unauthorised persons on the aft deck. Alarm raised resulting in the unauthorised persons escaping with stolen engine spares. The incident was reported to port control and the local agent. |
| 29. | 14.09.2026<br>1932 UTC<br>Anchored<br>Boarded | Sharq<br>LNG Tanker<br>Singapore<br>114001<br>9981506 | 13:43.2N –<br>121:2.1E,<br>Batangas<br>Anchorage,<br>Philippines | Duty crew onboard an anchored LNG Tanker observed footprints leading from the forward hawse pipe. Crew mustered and a search was carried out. It was discovered that ship's property had been stolen. A subsequent review of the vessel's CCTV footage confirmed that two robbers armed with knives had boarded the vessel. The incident was reported to Manila VTS and the Coast Guard. |

## EAST ASIA

| Ref | Date<br>Time | Name of Ship<br>Type/Flag/Grt/<br>IMO Number | Position | Narration |
|---|---|---|---|---|
| 1. | 22.08.2026<br>1806 UTC<br>Anchored<br>Boarded | YM Pioneer<br>Bulk Carrier<br>Liberia<br>43424<br>9902548 | 10-16.15N -<br>107-02E, Vung<br>Tau Anchorage,<br>Vietnam. | Unauthorised persons boarded an anchored ship and escaped with stolen ship's stores. Incident was reported to the local authorities. |

## INDIAN SUBCONTINENT

| Ref | Date<br>Time | Name of Ship<br>Type/Flag/Grt/<br>IMO Number | Position | Narration |
|---|---|---|---|---|
| 1. | 09.08.2026<br>2145 UTC<br>Berthed<br>Boarded | Hafnia Raven<br>Product Tanker<br>Singapore<br>29765<br>9706061 | 22:16.22N –<br>091:48.28E,<br>Chittagong,<br>Bangladesh | Duty crew onboard a berthed tanker noticed four to five unauthorised persons near the midship locker. As the crew approached, the persons threatened the crew and threw stones and other items towards the crew. Alarm raised and all crew mustered resulting in the persons escaping with stolen ship's properties. Incident reported to the local authorities. |

## AMERICAS

| Ref | Date<br>Time | Name of Ship<br>Type/Flag/Grt/<br>IMO Number | Position | Narration |
|---|---|---|---|---|
| 1. | 18.06.2026<br>1305 UTC<br>Anchored<br>Boarded | EA Gatun<br>Container<br>Portugal<br>15375<br>9395109 | 11:59.5S –<br>007:13.4W,<br>Callao Anchorage,<br>Peru | Unnoticed, robbers boarded an anchored ship, stole ship's properties and escaped. The theft was discovered the following morning. |
| 2. | 22.08.2026<br>0630 UTC<br>Anchored<br>Boarded | Frontier Jasmine<br>Bulk Carrier<br>Marshall Island<br>93718<br>9933418 | 15:13.8S –<br>075:15.1W, San<br>Nicolas<br>Anchorage,<br>Peru | Duty crew on board an anchored ship noticed two robbers armed with knives near the forecastle store and immediately raised the alarm. Seeing the crew alertness, the robbers escaped with stolen ship's stores. The incident was reported to VTS and port control. |

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

| Ref | Date<br>Time | Name of Ship<br>Type/Flag/Grt/<br>IMO Number | Position | Narration |
|---|---|---|---|---|
| 1. | 19.03.2026<br>0834 UTC<br>Steaming<br>Hijacked | Al Waseemi 786<br>Dhow<br>Iran<br>-<br>- | Around 400nm<br>East of<br>Mogadishu,<br>Somalia | Pirates boarded and hijacked an Iranian dhow. EUNAVFOR OP ATALANTA closely monitored the dhows movements and, in coordination with Somali authorities, disrupted the Pirate Action Group (PAG) and freed the hijacked dhow on 05 April 2026. All crew members reported safe. |
| 2. | 21.04.2026<br>1140 UTC<br>Steaming<br>Hijacked | Honour 25<br>Product Tanker<br>Palau<br>1988<br>1099735 | 08:56.31N –<br>050:32.84E,<br>Around 6nm SSW<br>of Durdura,<br>Somalia | While underway, the tanker was boarded and hijacked by 30 persons armed with RPG and AK47s. The vessel was released on 30 September 2026. |
| 3. | 25.04.2026<br>-<br>Steaming<br>Hijacked | Fahad 4<br>Dhow<br>UAE<br>- | Around 10nm off<br>Dhinowda,<br>Somalia | The dhow reported of being hijacked was released on 04 May 26. All crew reported safe. |
| 4. | 26.04.2026<br>-<br>Steaming<br>Hijacked | Sward<br>General Cargo<br>St. Kitts and Nevis<br>5014<br>9174244 | 07:13N – 049:32E,<br>Around 20nm<br>NNE of Garacad,<br>Somalia | While underway, the cargo ship was boarded and hijacked by armed pirates. The vessel was released on 11 September 2026. |

| | | | | |
|---|---|---|---|---|
| 5. | 01.07.2026<br>0650 UTC<br>Steaming<br>Boarded | Golden Arsenal<br>Bulk Carrier<br>St. Vincent &<br>Grenadines<br>17025<br>9493212 | 12:47N –<br>048:02E,<br>Gulf of Aden | Duty crew onboard a ship underway noticed a skiff with armed pirates approaching. Seeing the threat, master stopped the ship, activated the distress alert, switched on the AIS and instructed all crew to retreat to the citadel. After a while, the crew exited the citadel. While no pirates were seen, the crew noticed the boarding ladders still rigged to the ship side resulting in the crew returning to the citadel as precaution. The Master's assessment indicated that four pirates had boarded the ship and later departed. All crew reported safe. |
| 6. | 17.07.2026<br>0630 UTC<br>Steaming<br>Hijacked | Name Withheld<br>Product Tanker<br>Tanzania<br>6441<br>- | 013:36.8N –<br>048:35.0E,<br>Gulf of Aden | While underway, a tanker was boarded, hijacked by pirates and navigated towards Somalia. |
| 7. | 17.08.2026<br>1100 UTC<br>Steaming<br>Hijacked | Lutuf<br>General Cargo<br>Cameroon<br>498<br>9109134 | 08:11.76N –<br>050:10.76E,<br>Around 24nm NE of Eyl, Somalia | A ship underway was boarded and hijacked by eight-armed persons. The vessel was released on 29 August 2026 after being held for 12 days. All crew reported safe. |
| 8. | 20.08.2026<br>-<br>Steaming<br>Hijacked | Sibu 1<br>Product Tanker<br>Eritrea<br>21353<br>9204776 | Around 136nm East of Mukalla, Gulf of Aden | A tanker underway was boarded and hijacked by six armed pirates. On 25 Sept, the vessel was recovered and crew reported safe. |

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

| Ref | Date<br>Time | Name of Ship<br>Type/Flag/Grt/<br>IMO Number | Position | Narration |
|---|---|---|---|---|
| 1. | 27.01.2026<br>2140 UTC<br>Anchored<br>Boarded | Penelope<br>Oldendorff<br>Bulk Carrier<br>Liberia<br>63993<br>9464596 | 04:53.1N –<br>001:39.7W,<br>Takoradi<br>Anchorage,<br>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<br>Time | Name of Ship<br>Type/Flag/Grt/<br>IMO Number | Position | Narration |
|---|---|---|---|---|
| 1. | 02.02.2026<br>1530 UTC<br>Anchored | Sevillia<br>Container<br>Portugal | 04:15.1S –<br>152:11.1E, | Robbers in a canoe, armed with machetes approached the ship. Duty crew spotted one robber on deck and |

| | | | | |
|---|---|---|---|---|
| | Boarded | 21018<br>9362712 | Port Rabaul Anchorage, Papua New Guinea | 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. |
| 2. | 02.05.2026<br>0500 UTC<br>Anchored<br>Hijacked | Name Withheld<br>Product Tanker<br>Togo<br>1986<br>- | 13:49N – 048:28E,<br>Around 12nm South of Qana Port Terminal, Shabwa, Yemen | Nine-armed persons boarded, hijacked, and took hostage the crew on an anchored tanker. Reports indicate the tanker sailed towards the Somali Coast. Local and international Authorities are investigating. |

**1 January – 30 September 2026**

**ATTEMPTED ATTACKS**

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

| Ref | Date<br>Time | Name of Ship<br>Type/Flag/Grt/<br>IMO Number | Position | Narration |
|---|---|---|---|---|
| 1. | 26.02.2026<br>1833 UTC<br>Steaming<br>Attempted | NA<br>-<br>Iran<br>-<br>- | 08:27N – 050:34E,<br>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. |
| 2. | 23.04.2026<br>0720 UTC<br>Steaming<br>Fired upon | Elfriede<br>General Cargo<br>Barbados<br>6395<br>9300946 | 06:23.8N – 049:49.1E,<br>Around 43nm SE of Garacad, Somalia | Members of an armed security team onboard the ship underway noticed a skiff approaching rapidly. Alarm raised, speed increased, crew mustered in a safe place and the armed team took their positions. At a distance of around 600 meters there was an exchange of fire between the four pirates on the skiff and the armed team, resulting in the pirates aborting and moving away. All crew members reported safe and unharmed. |

| | | | | |
|---|---|---|---|---|
| 3. | 15.06.2026<br>0736 UTC<br>Steaming<br>Fired upon | Greta Star<br>Container<br>Panama<br>16803<br>9230787 | 13:10.8N –<br>046:27.9E,<br>Gulf of Aden | Seven persons armed with guns approached, fired upon and attempted to board the ship underway. Alarm raised, crew mustered, speed increased and evasive manoeuvres executed resulting in the persons aborting the boarding attempt and moving away. |
| 4. | 15.06.2026<br>1350 UTC<br>Steaming<br>Fired upon | VST Amara<br>Product Tanker<br>Panama<br>63076<br>9742211 | 12:24.13N –<br>046:46.55E,<br>Gulf of Aden | Seeing an approaching skiff, a tanker underway commenced evasive manoeuvre. As the skiff approached, a RPG was fired towards the vessel which missed. The onboard armed security team returned fire resulting in the skiff aborting the approach and moving away. |
| 5. | 21.06.2026<br>1012 UTC<br>Steaming<br>Attempted | Sea Heart<br>Product Tanker<br>Panama<br>23217<br>9240706 | 14:30.81N –<br>050:19.31E,<br>Gulf of Aden | Five individuals armed with guns in a skiff approached and attempted to board a tanker underway. Alarm raised, crew mustered, speed increased and evasive manoeuvres executed resulting in the skiffs aborting the attempted boarding. |
| 6. | 05.07.2026<br>0715 UTC<br>Steaming<br>Fired Upon | Lady Naeima<br>Bulk Carrier<br>Palau<br>9978<br>9223643 | 14:24N –<br>042:44E,<br>Around 25nm<br>SW of<br>Hodeidah,<br>Red Sea. | Armed pirates in a skiff approached and fired upon a ship underway. The onboard armed security team returned fire, resulting in the skiff moving away and proceeding towards a suspected mothership. Vessel and crew reported safe. |

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

| Ref | Date<br>Time | Name of Ship<br>Type/Flag/Grt/<br>IMO Number | Position | Narration |
|---|---|---|---|---|
| 1. | 27.04.2026<br>0358 UTC<br>Anchored<br>Attempted | CMA CGM<br>Guarani<br>Container<br>Singapore<br>25305<br>9234135 | 04:40.75N –<br>006:36.06W,<br>San Pedro<br>Anchorage,<br>Ivory Coast | Unauthorised persons attempted to gain access to an anchored ship via its anchor chain and on hearing the ship's alarm aborted the attempt and fled in a wooden boat. Authorities notified. |

# IMB Piracy Report – January to September 2026

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



Total number of reported incidents – 51



East & SE Asia – 31




Waters off Somalia - 15




Gulf of Guinea - 2

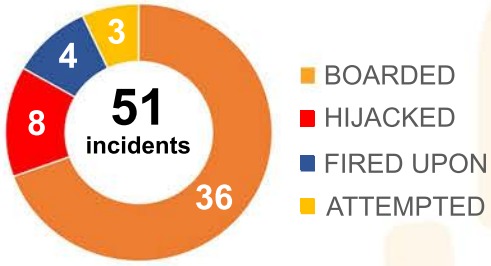



S America - 2

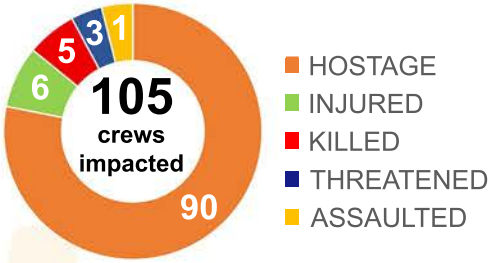
# IMB PIRACY REPORT
## JANUARY - SEPTEMBER 2026

International Maritime Bureau

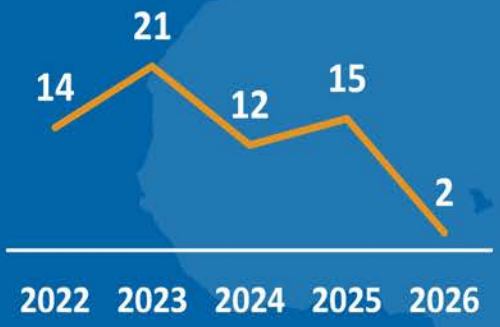
### Number of incidents reported:




### Impact on crew:




## Gulf of Guinea




Gulf of Guinea Littoral States commended over continued reduced levels of reported incidents.

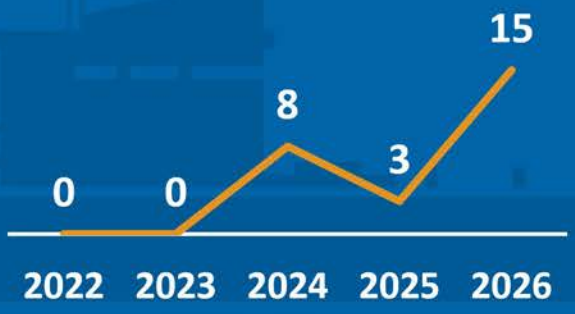
**86%**

**OF VESSELS ATTACKED WERE BOARDED**

## Regions



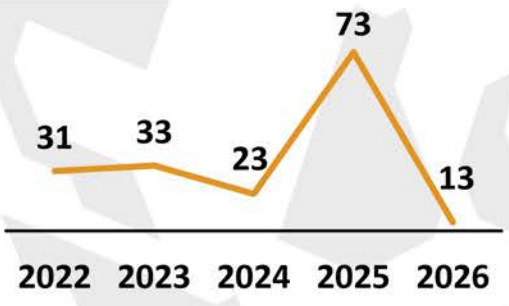
## Waters off Somalia




Eight vessels hijacked. 85 crew hostage, five each killed and injured.

Masters are strongly encouraged to adhere to the recommendations in the latest BMP guidelines.

## Singapore Straits




While reduction in incidents is welcome, all 13 targeted vessels were boarded and five crew affected.

@IMB_Piracy
#IMBpiracy