



**ICC INTERNATIONAL MARITIME BUREAU**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS**

**REPORT FOR THE PERIOD**

**1 January – 31 March 2022**

**WARNING**

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

**Tel: +44 207 423 6960  
Email: [imb@icc-ccs.org](mailto:imb@icc-ccs.org)  
Web: [www.icc-ccs.org](http://www.icc-ccs.org)**

April 2022

## INTRODUCTION

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

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

### **The key advantages and services of the PRC are:**

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

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

This report is an analysis of 37 global maritime piracy and armed robbery incidents reported to the IMB PRC from 1 January to 31 March 2022. 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. Similarly, because of the vast area affected by Somali pirates, these incidents are grouped together with the Gulf of Aden and Red Sea in the narrations section.

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**

**Tel ++ 60 3 2078 5763 Fax ++ 60 3 2078 5769**

**E-mail: [piracy@icc-ccs.org](mailto:piracy@icc-ccs.org) / [imbkl@icc-ccs.org](mailto:imbkl@icc-ccs.org)**

**WhatsApp / Telegram: +60 11 2659 3057**

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

## **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:

- ANIA
- Assuranceforeningen Skuld
- Britannia Steam Ship Insurance Association Limited
- Gard AS
- Japan P&I
- Justships Ltd
- Merchant Shipping Cyprus
- Steamship Insurance Management Services Limited
- The North of England P&I Association Ltd
- The Standard Club Ltd
- Tsakos Shipping and Trading SA

The PRC is additionally non-financially supported by:

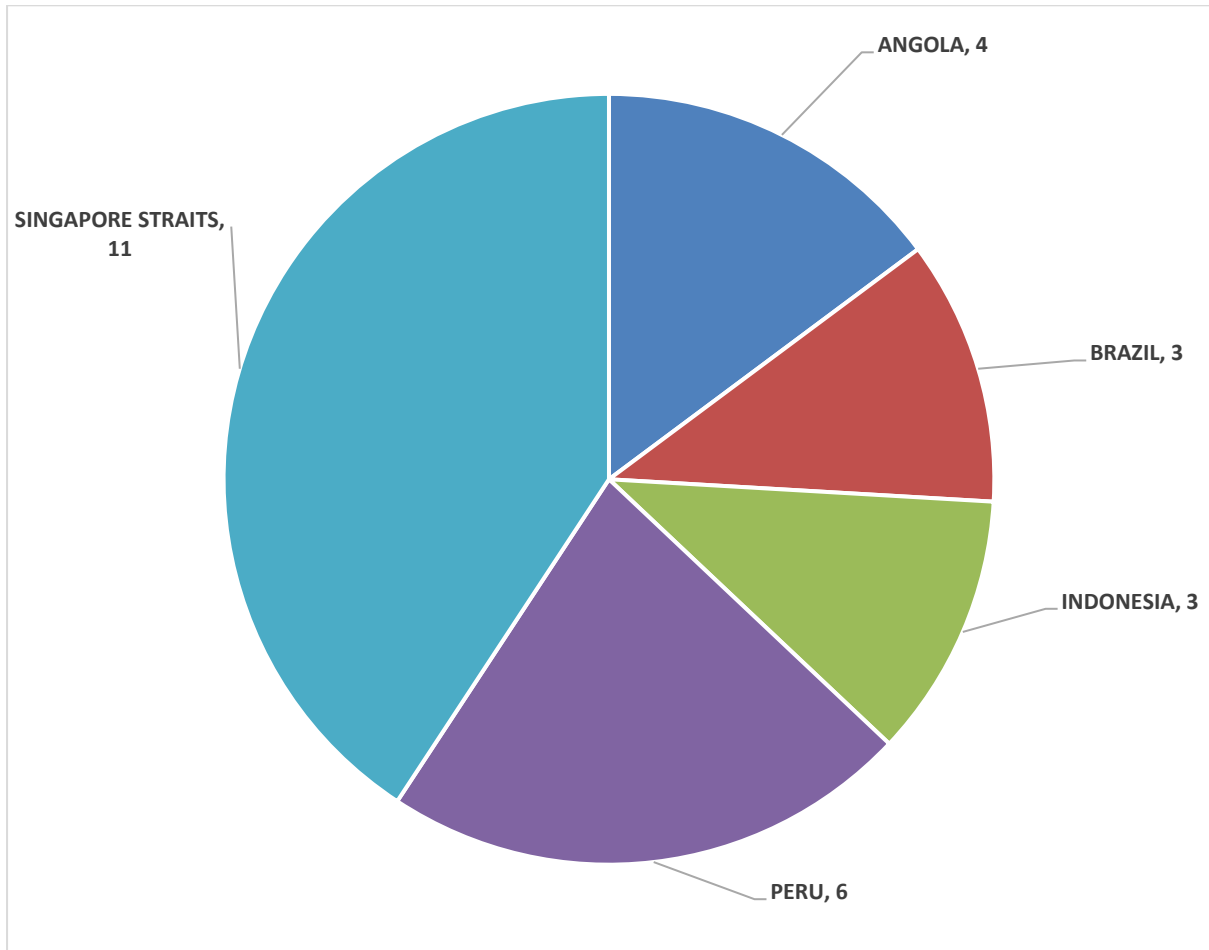
- ExactEarth ([www.exactearth.com](http://www.exactearth.com))
- Vesseltracker ([www.vesseltracker.com](http://www.vesseltracker.com))

**TABLE 1: Locations of ACTUAL and ATTEMPTED incidents, January - March 2018 – 2022**

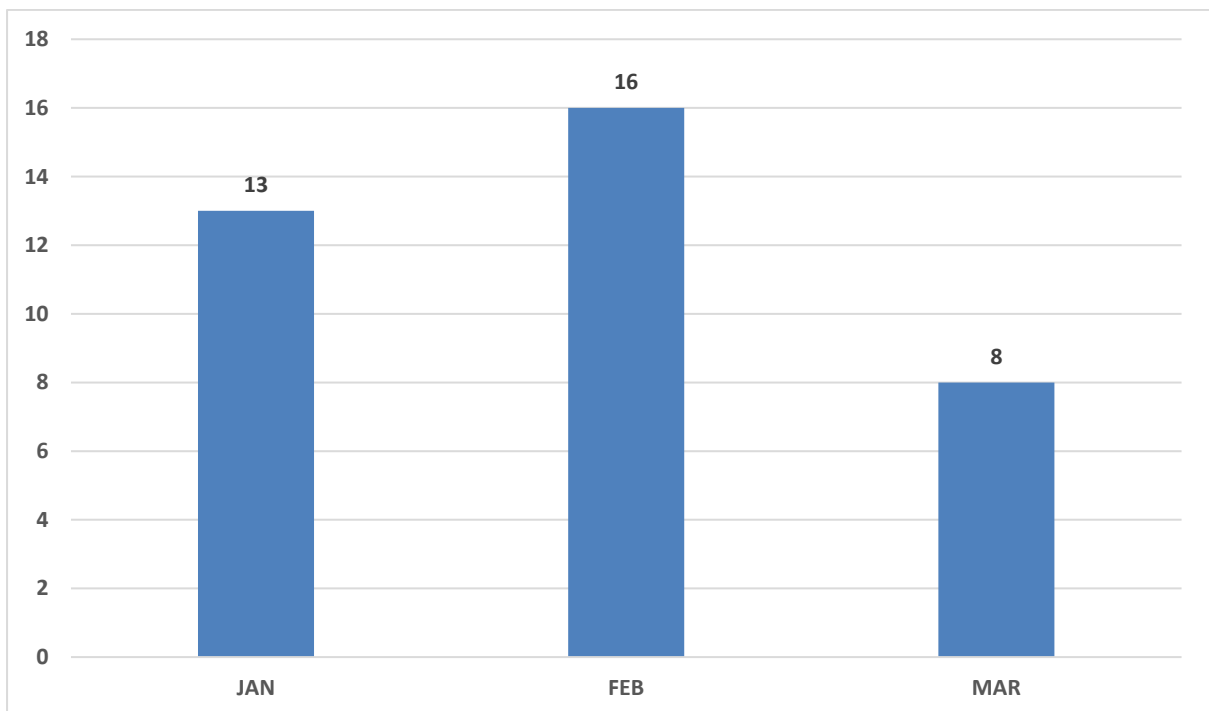
<b>Locations</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>S E ASIA</b>					
Indonesia	9	3	5	2	3
Malaysia	1		1		1
Philippines	2	1	2	1	
Singapore Straits			5	6	11
<b>EAST ASIA</b>					
China	2	3			
Vietnam	2			1	
<b>INDIAN SUB</b>					
Bangladesh	4		1		1
<b>CONTINENT</b>					
India	2	1	5		2
<b>AMERICAS</b>					
Brazil	1	1	1	1	3
Colombia		1	1	3	
Dominican Republic		1			
Ecuador	1			1	
Haiti	3		1	1	
Peru	2	1	3	5	6
Venezuela	5	4			1
<b>AFRICA</b>					
Angola			3	2	4
Benin	5	1	3	1	
Cameroon	1	1		1	
Dem. Republic of Congo				1	
Dem. Rep. of Sao Tome & Principe			1	4	
Gabon			1	2	
Ghana	1	3		2	2
Guinea	1				
Gulf of Aden*	1			1	
Ivory Coast		1	1		1
Liberia		1			1
Mozambique			1		
Nigeria	22	14	11	2	
Somalia*	1				
South Africa					1
Togo		1	1		
<b>Sub total</b>	<b>66</b>	<b>38</b>	<b>47</b>	<b>38</b>	<b>37</b>
<b>Total at year end</b>	<b>201</b>	<b>162</b>	<b>195</b>	<b>132</b>	

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

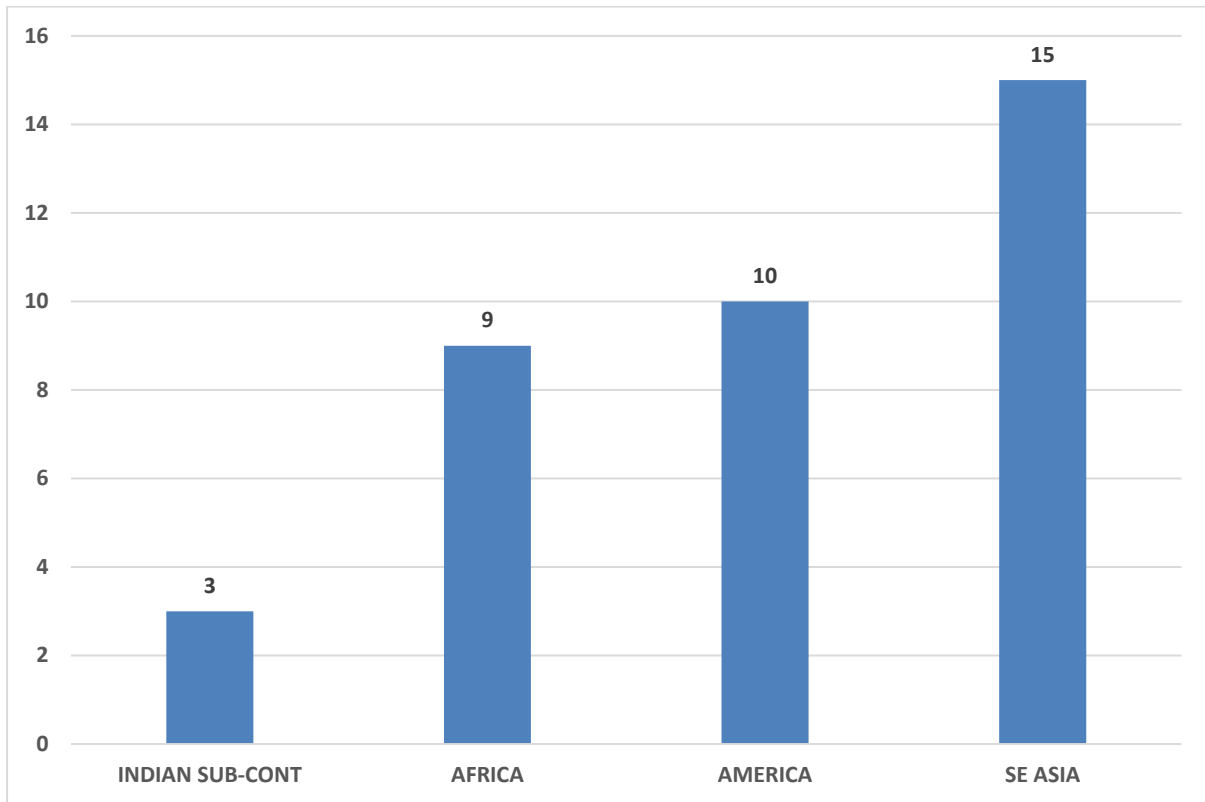
**CHART A: The following five locations contributed to 73% of the total 37 incidents reported in the period January – March 2022.**



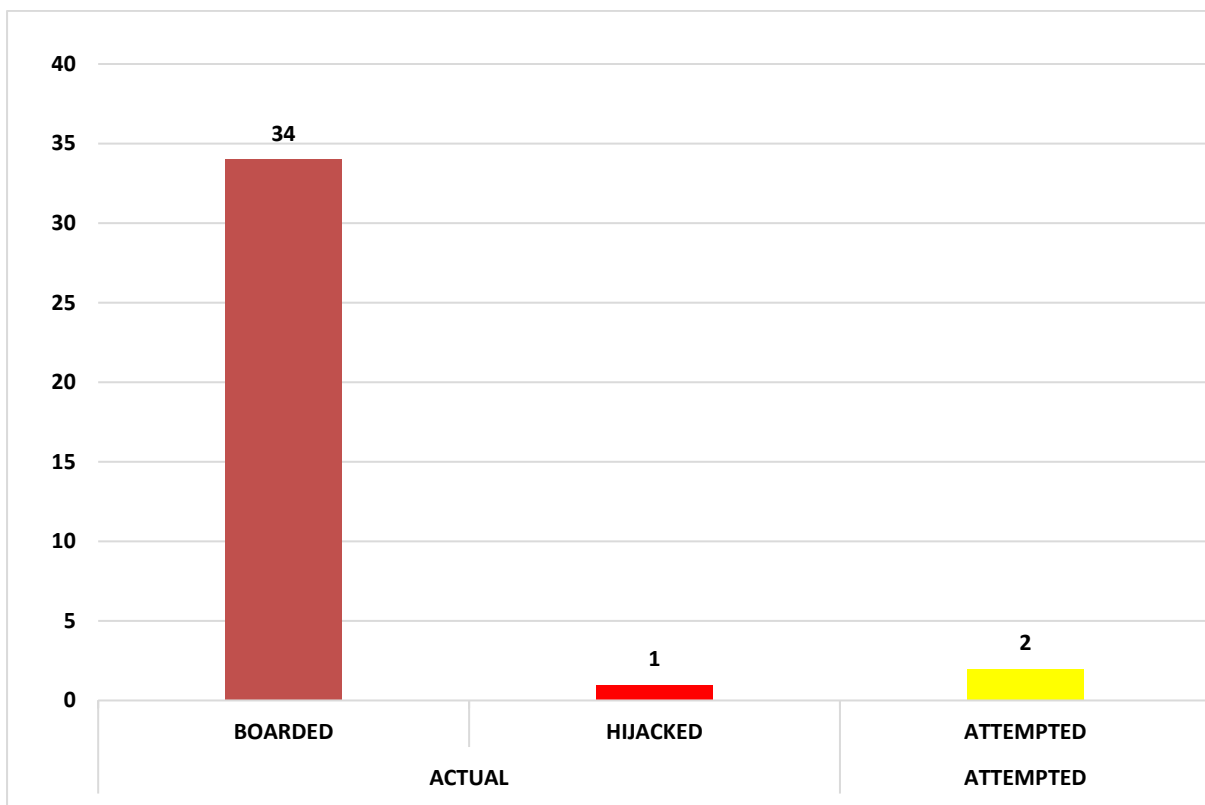
**CHART B: Monthly comparison of incidents during January – March 2022**



**CHART C: Total incidents as per regions of the world January – March 2022**

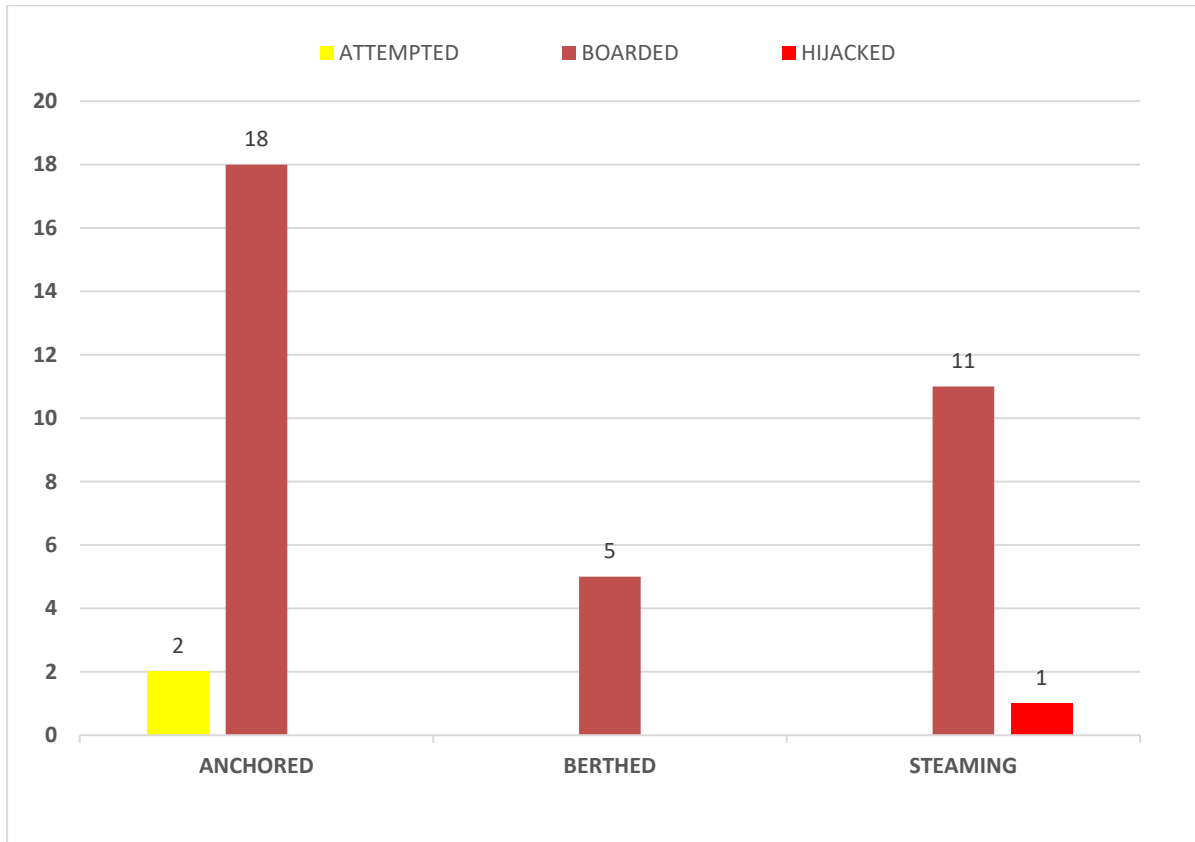


**CHART D: Perpetrators successful in 95% of incidents. January – March 2022**

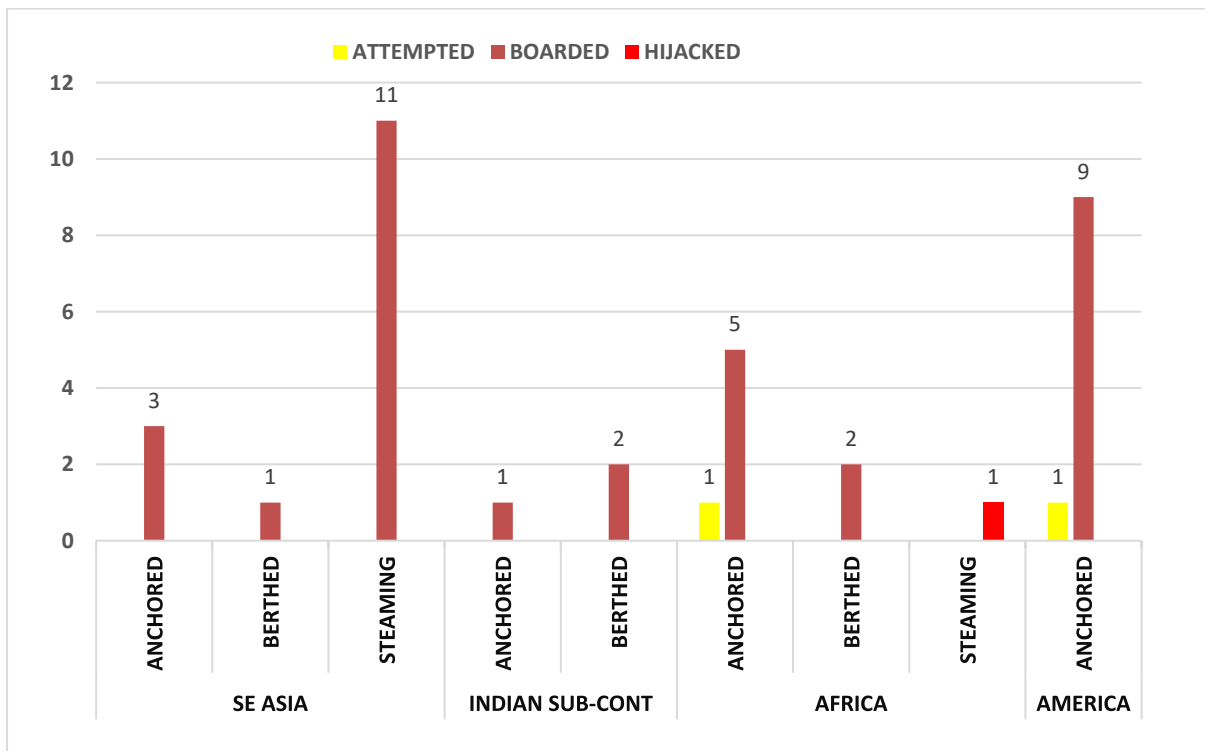




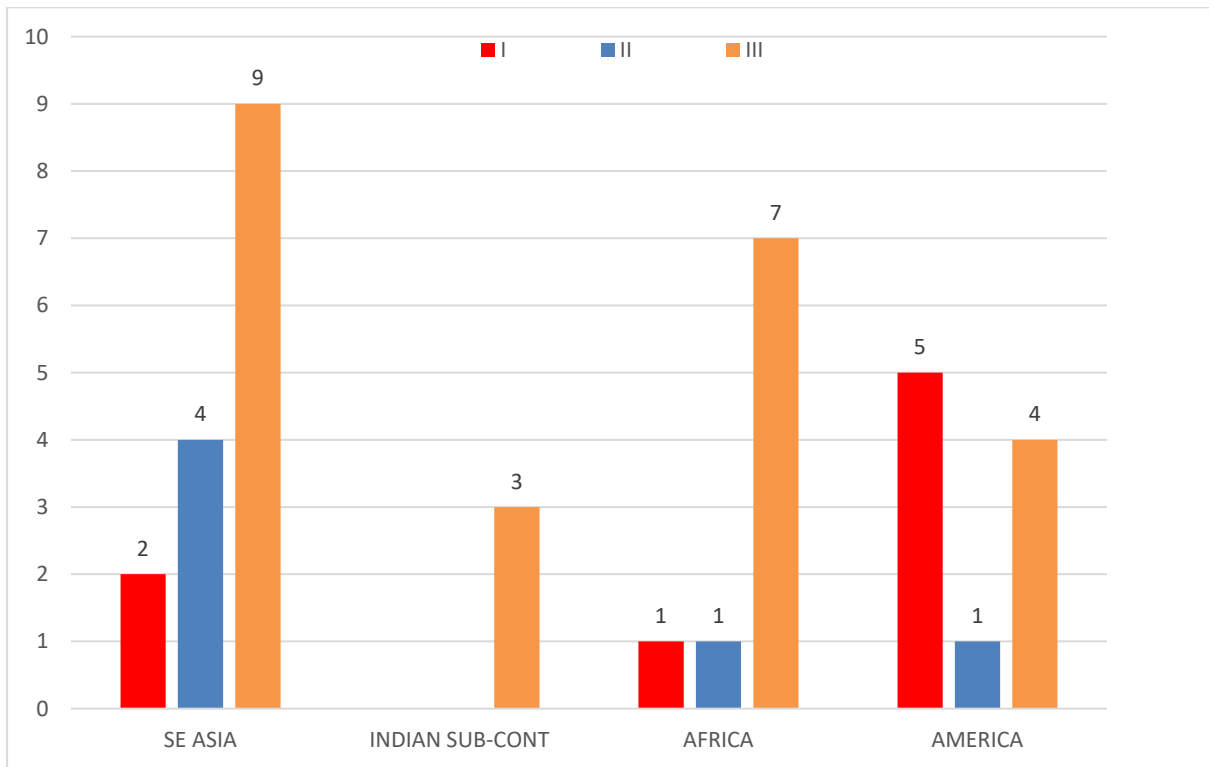
**CHART E: Type of incident in relation to the status of vessel movement  
January – March 2022**



**CHART F: Region specific type of incident in relation to the status of vessel movement  
January – March 2022**



**CHART G: Region specific severity of incident in relation January – March 2022**  
(Severity level I, II, III – see page 4 for clarification)



**TABLE 2: ACTUAL and ATTEMPTED incidents by location, January – March 2022**

Location	Actual attacks		Attempted attacks
	Boarded	Hijacked	Attempted
<b>SE ASIA</b>			
Indonesia	3		
Malaysia	1		
Singapore Straits	11		
<b>INDIAN</b>			
Bangladesh	1		
<b>SUB-CONT</b>			
India	2		
<b>AMERICAS</b>			
Brazil	2		1
Peru	6		
Venezuela	1		
<b>AFRICA</b>			
Angola	4		
Ghana	1		1
Ivory Coast		1	
Liberia	1		
South Africa	1		
<b>Sub total</b>	<b>34</b>	<b>1</b>	<b>2</b>
<b>Total</b>	<b>37</b>		

**TABLE 3: Ports / anchorages, with three or more reported incidents, January – March 2022**

Country	Location	01.01.2022 to 31.03.2022
Angola	Luanda	4
Brazil	Macapa	3
Peru	Callao	6

**TABLE 4: Status of vessels during ACTUAL incidents, January – March 2022**

Location	Berthed	Anchored	Steaming
<b>SE ASIA</b> Indonesia		3	
Malaysia	1		
Singapore Straits			11
<b>INDIAN</b> Bangladesh	1		
<b>SUB-CONT</b> India	1	1	
<b>AMERICAS</b> Brazil		2	
Peru		6	
Venezuela		1	
<b>AFRICA</b> Angola		4	
Ghana		1	
Ivory Coast			1
Liberia	1		
South Africa	1		
<b>Sub total</b>	<b>5</b>	<b>18</b>	<b>12</b>
<b>Total</b>		<b>35</b>	

**TABLE 5: Status of vessels during ATTEMPTED incidents, January – March 2022**

Location	Anchored
<b>AMERICAS</b> Brazil	1
<b>AFRICA</b> Ghana	1
<b>Sub total</b>	<b>2</b>
<b>Total</b>	<b>2</b>

**TABLE 6: Types of arms used during incidents, January - March 2018 – 2022**

Types of Arms	2018	2019	2020	2021	2022
Guns	27	13	13	11	5
Knives	9	5	8	11	13
Not stated	30	18	24	14	18
Other weapons		2	2	2	1
<b>Sub total</b>	<b>66</b>	<b>38</b>	<b>47</b>	<b>38</b>	<b>37</b>
<b>Total at year end</b>	<b>201</b>	<b>162</b>	<b>195</b>	<b>132</b>	

**TABLE 7: Comparison of the type of incidents, January - March 2018 – 2022**

Category	2018	2019	2020	2021	2022
Attempted	12	4	6	2	2

Boarded	39	27	37	33	34
Fired upon	11	7	4	2	
Hijack	4			1	1
<b>Sub total</b>	<b>66</b>	<b>38</b>	<b>47</b>	<b>38</b>	<b>37</b>
<b>Total at year end</b>	<b>201</b>	<b>162</b>	<b>195</b>	<b>132</b>	

**TABLE 8: Types of violence to crew, January – March 2018 – 2022**

Types of Violence	2018	2019	2020	2021	2022
Hostage	100	1	2	2	23
Injured	2		2		
Kidnap/Ransom	14	21	22	40	
Killed				1	
Threatened	3	1		2	4
<b>Sub total</b>	<b>119</b>	<b>23</b>	<b>26</b>	<b>45</b>	<b>27</b>
<b>Total at year end</b>	<b>241</b>	<b>210</b>	<b>191</b>	<b>82</b>	

**TABLE 9: Type of violence to crew by location, January – March 2022**

Location	Hostage	Threatened
<b>SE ASIA</b> Indonesia		1
Singapore Straits	1	2
<b>AMERICAS</b> Brazil	1	1
Peru	4	
<b>AFRICA</b> Ivory Coast	17	
<b>Sub total</b>	<b>23</b>	<b>4</b>
<b>Total</b>	<b>27</b>	

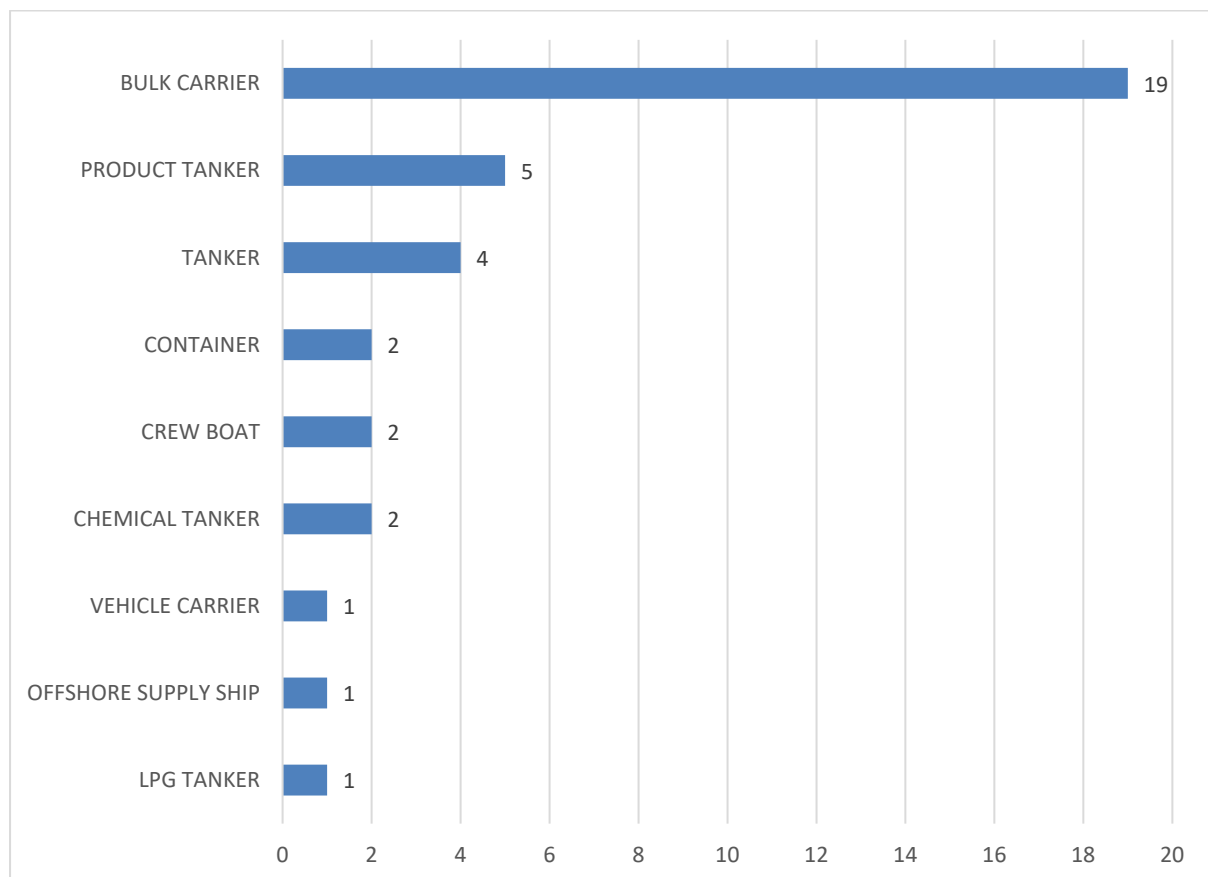
**TABLE 10: Types of arms used by geographical location, January – March 2022**

Locations	Guns	Knives	Other Weapons	Not Stated
<b>S E ASIA</b> Indonesia		2		1
Malaysia		1		
Singapore Straits	1	4		6
<b>INDIAN</b> Bangladesh				1
<b>SUB-CONT</b> India				2
<b>AMERICAS</b> Brazil	2			1
Peru	1	3		2
Venezuela				1
<b>AFRICA</b> Angola		2	1	1
Ghana		1		1
Ivory Coast	1			
Liberia				1
South Africa				1
<b>Sub total</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>18</b>
<b>Total</b>	<b>37</b>			

**TABLE 11: Incidents as per type of vessels, January – March 2018 – 2022**

Type	2018	2019	2020	2021	2022
Bulk Carrier	21	6	7	12	19
Container	5	5	8	9	2
Crew Boat					2
Drilling Ship				1	
General Cargo	3	2		1	
Landing Craft		1			
Offshore Support Vessel		1	1	1	
Refrigerated Cargo Ship	3		1	1	
Supply Ship		1	4	2	1
Tanker Asphalt / Bitumen	2		1		
Tanker Chemical / Product	20	11	13	4	7
Tanker Crude Oil	7	9	5	1	4
Tanker LNG				2	
Tanker LPG		1	2		1
Trawler / Fishing Vessel	3		1	1	
Tug / Offshore Tug	2		4	2	
Vehicle Carrier		1		1	1
<b>Sub total</b>	<b>66</b>	<b>38</b>	<b>47</b>	<b>38</b>	<b>37</b>
<b>Total at year end</b>	<b>201</b>	<b>162</b>	<b>195</b>	<b>132</b>	

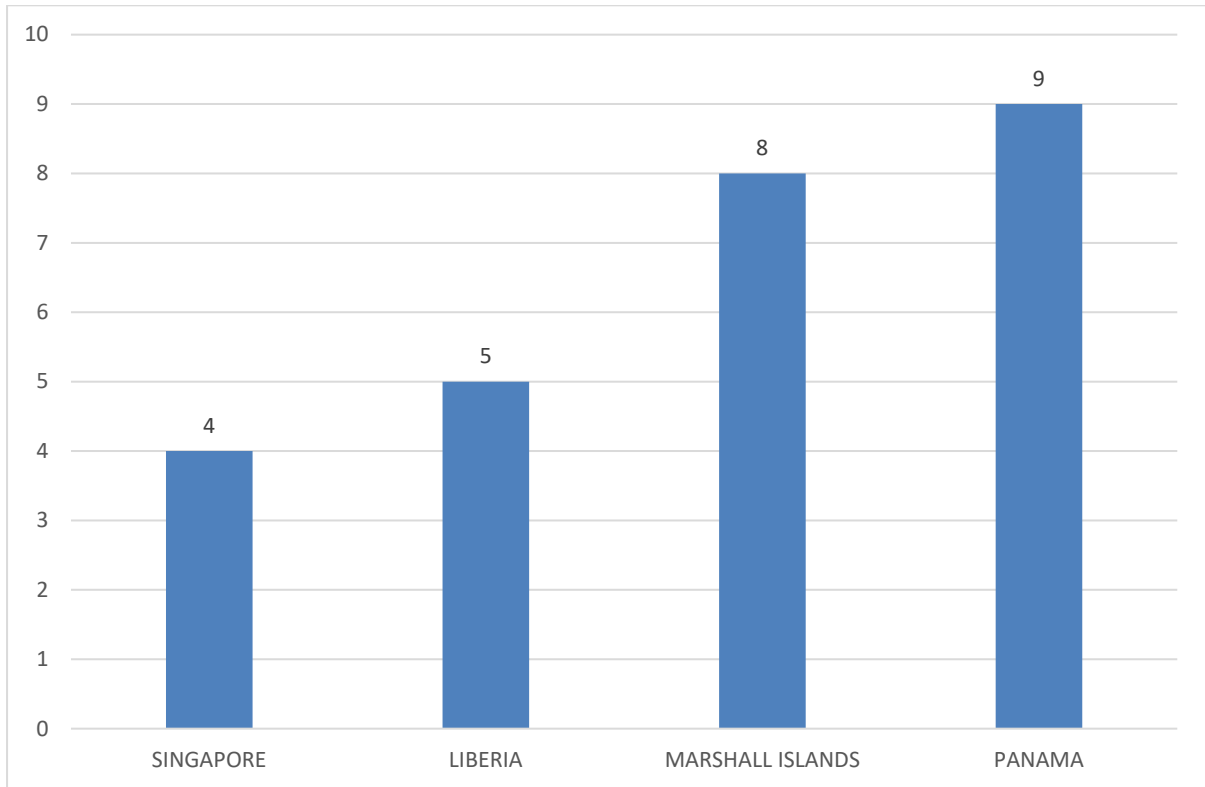
**CHART H: Incidents as per type of vessels, January – March 2022**



**TABLE 12: Nationalities of vessels affected, January - March 2018 – 2022**

<b>Flag State</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Antigua and Barbuda	1	1			
Bahamas	3			3	1
Barbados	1	1		1	
Bermuda				1	
Cayman Islands					1
Chile	1				
China	2			1	
Comoros			1		
Cook Islands	1				
Cyprus	2	1		3	1
Denmark			1	1	
France		1		1	1
Germany				1	1
Ghana	1				
Gibraltar			1		
Greece		1	2		
Hong Kong (SAR)	4	2		1	1
India			2		1
Indonesia			2		
Isle of Man		1	1		1
Jamaica				1	
Liberia	11	8	7	6	5
Luxembourg	1			2	
Malaysia			1	1	
Malta	3	4	2	1	2
Marshall Islands	14	4	10	6	8
Nigeria	1	1			
Norway	1				
Palau			1		
Panama	11	5	8	1	9
Philippines	1		1		
Portugal		1	1		1
Saudi Arabia			1		
Singapore	7	7	5	6	4
Spain				1	
<b>Sub total</b>	<b>66</b>	<b>38</b>	<b>47</b>	<b>38</b>	<b>37</b>
<b>Total at year end</b>	<b>201</b>	<b>162</b>	<b>195</b>	<b>132</b>	

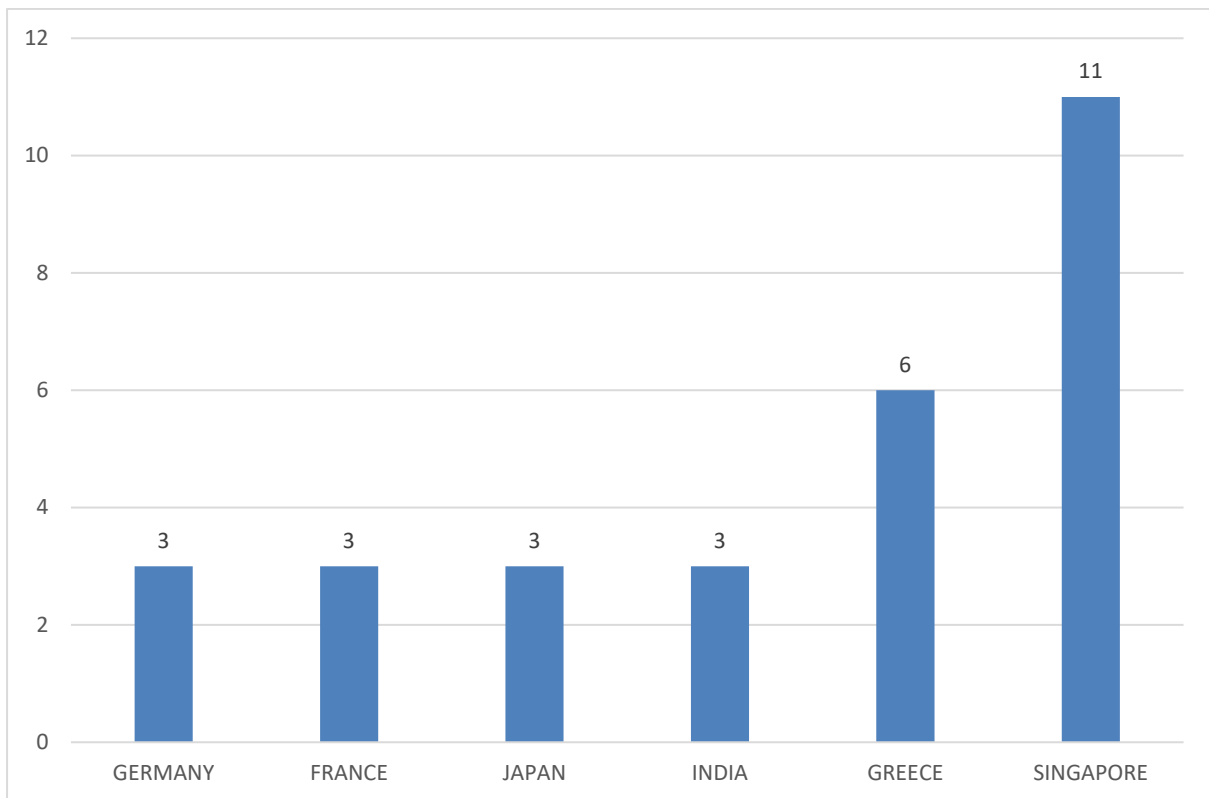
**CHART I: Nationalities of vessels involved in three or more incidents, January – March 2022**



**TABLE 13: Vessels affected – managed or controlled from January – March 2022**

Country	No of Ships
Bahamas	1
Cyprus	1
France	3
Germany	3
Greece	6
India	3
Japan	3
Korea South	1
Monaco	1
Philippines	2
Singapore	11
Taiwan	1
UAE	1
<b>Total</b>	<b>37</b>

**CHART J: Managing countries whose vessels involved in three or more incidents between January – March 2022**





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

**From 1 January to 31 March 2022, no incident reported to the IMB PRC for Gulf of Aden.**

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

**All vessels are advised and encouraged to adhere to the BMP 5 recommendations while transiting these waters. Vessels employing Privately Contracted Armed Security Personnel (PCASP) should be cautious and not mistake fishermen for pirates in some heavy fishing areas.**

**As the IMB PRC continues to monitor the situation in the region, it cautions vessel owners and masters against complacency. Somali pirates still retain the capability and capacity to carry out attacks.**

**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 INMARSAT Safety Net Service.**

***CONTINUED COOPERATION***

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

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

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

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

**In January 2021, the IMB was informed that the successful cooperation resulting in a year on year drop in incidents in almost all areas will continue until further notice.**

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

***ACKNOWLEDGEMENT***

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

**ACKNOWLEDGEMENT**

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

**ACKNOWLEDGEMENT**

The IMB PRC appreciates the strong cooperation from the West African authorities / navies and international navies, 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 in a timely manner. 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, which 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.

The IMB PRC wishes all seafarers safe and secure voyages and remains available to assist in any manner.

## **PIRACY AND ARMED ROBBERY PRONE AREAS AND WARNINGS**

*All ships are advised to report all piracy and armed robbery attacks 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:**

**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 **Fax:** +60 3 2078 5769

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

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

*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:** Robbers normally target ships at anchor. Most incidents reported are at Chittagong anchorages and approaches. Incidents in Bangladesh have fallen significantly over the past few years because of the efforts by the Bangladesh Authorities.

**Indonesia:** Belawan and Tanjung Priok / Jakarta anchorage and surrounding waters. Pirates / robbers are normally armed with guns / knives and / or machetes. Generally, be vigilant in other areas. Many incidents may have gone unreported. Pirates / robbers normally attack vessel during the night. When spotted and alarm is sounded, the pirates / robbers usually escape without confronting the crew. Therefore, a strict anti-piracy watch is recommended.

Meetings and continued dialogue between the Indonesian Marine Police (IMP) and the IMB PRC resulted in very positive actions by the Indonesian Authorities, which have so far brought down the number of incidents significantly. With the assistance and actions of the IMP, the incidents appear to be decreasing each year with great success. Incidents in Indonesian waters has also dropped dramatically since the cooperation begin.

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 their 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 now classified as risky waters).

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

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

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

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

**Malaysia:** Bandar Penawar, Johor - vessels attacked at anchorage. Off Tanjung Piai – vessels attacked while underway. Attacks have stopped and IMB PRC is monitoring and liaising with Malaysian Authorities / MMEA.

In / off Eastern Sabah – Militant activities resulting in several tugs / barges / fishing vessels being attacked and crews kidnapped. There were two kidnapping incidents in 2018 and two in 2019 and one in January 2020 off Tambisan, Sabah. The local Authorities have beefed up patrols. It was reported that several ASG militants have been captured/killed by the Authorities. Militant / kidnapping incidents on merchant ships have stopped due to patrols and actions by both Malaysian and Philippines Authorities. The IMB PRC is monitoring the situation.

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

**Philippines:** Pirates / militants in the southern Philippines conduct attacks on vessels in / off Sibutu passage / off Sibutu island / Tawi Tawi / Sulu sea / Celebes sea / off eastern Sabah. They attacked tugs / barges / fishing vessels / yachts / merchant ships to rob and kidnap crews for ransom. These kidnappings by militants have stopped (for merchant ships) since March 2017. In 2018 there were two incidents where crews were kidnapped off Sabah and two in 2019 and one in 2020 where smaller tugs and fishing boats were targeted. These kidnappers are believed to be affiliated with the ASG. The local Authorities have beefed up patrols. It was reported that several ASG militants have been captured / killed by the Authorities. The IMB PRC is monitoring the situation. Vessels are advised to take precautionary measures and maintain strict anti-piracy watch and measures. Vessels transiting these waters should refer to the Sabah Notice to Mariners NTM 14 of 2017 on the Ship Reporting System. Vessels are also urged to monitor the IMB PRC Warnings on potential incidents locations / targets issued by the Philippines Intel / Malaysian Intel.

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

**Singapore Straits:** A General Warning issued in December 2019 indicating a sudden rise in attacks in Singapore Straits especially during the night is still valid. The incidents are still occurring and increasing. It appears one or more groups are targeting passing ships including tugs / barges to rob them. Authorities have been notified and are aware of the situation. Vessels are advised to remain vigilant and to continue maintaining adequate anti-piracy / robbery watches and measures. Pirates / robbers attack ships while underway or while at anchor especially during the night. Pirates / robbers will abort the attempted attack once spotted and alarm sounded, and Authorities notified. Therefore, a strict watch is necessary.

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

incidents reported in 2017 where two tankers were hijacked off Kuantan / Off Pulau Aur / East coast Malaysia. The IMB is monitoring the situation.

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

- (i) Follow recommendations and guidelines presented in the BMP WA.
- (ii) All crews to keep a vigilant lookout using all available means. Ships to adjust ETA for direct berthing or wait / drift / transit more than 250nm from coast, if appropriate and agreed by all in venture.

**Angola** (Luanda): Incidents of robberies reported.

**Benin** (Cotonou): Recently, incidents have dropped. Past incidents reported in / off Benin. Vessels attacked and crews kidnapped. Incidents showed that the pirates / robbers in the area are well armed and violent. Pirates robbed vessels and kidnapped crews for ransom. In the past, tankers were hijacked and part cargo stolen (gas oil).

**Cameroon** (Douala): Incidents dropped. Past incidents involved kidnapping of crews.

**Equatorial Guinea**: Incidents dropped. Past incidents occurred around 40nm from Luba. One incident involved hijacking and the other boarded with criminal intentions.

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

**Ghana** (Takoradi / Tema): Robberies have been reported at the anchorages.

**Guinea** (Conakry): Robberies have been reported at the anchorages.

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

**Nigeria** (Lagos / Apapa, Off Bayelsa / Brass / Bonny Island / Port Harcourt): Pirates / robbers are often well armed, violent and have attacked and hijacked / robbed ships / kidnapped crews along / far from the coast, rivers, anchorages, ports, and surrounding waters. Incidents have also been reported up to about 212 nm from the coast. Generally, all waters in / off Nigeria remain highly risky. Vessels are advised to be vigilant as many incidents may also have gone unreported. Kidnapping for ransom remains the biggest risk for crews. Vessels are advised to take additional measures in these high-risk waters. In the past, tankers were also hijacked and part cargo stolen (gas oil).

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

**The Congo**: Pointe Noire / Off Point – stay vigilant.

**Sao Tome & Principe**: Vessels hijacked / attacked and crews kidnapped. Vessels advised to maintain strict anti-piracy watch and measures. Waters are considered high risk for fishing and merchant vessels.

**Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean**: No recent reported piracy attacks. There were several suspicious reports. Although the opportunity for incidents has reduced, the Somali pirates continue to possess the capability and capacity to carry out incidents. All merchant ships are advised to 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 Inmarsat EGC Safety Net.

Although no reported incidents, the threat still exists in the 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. In the past, vessels have been attacked off Kenya, Tanzania, Seychelles, Madagascar, Mozambique, as well as in the Indian ocean, and off the west and south coasts of India, and west Maldives. Be vigilant.

Generally, Somali pirates tend to be well armed with automatic weapons, RPGs and sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows. Masters and ship owners are encouraged to register and report their vessels as per the latest BMP procedures and ensure that their vessel is hardened prior to entering the high-risk area. While transiting through these waters it is essential to maintain a 24-hour visual and radar watch. 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:** Security risk due to civil war in Yemen. Vessels have been fired upon and approached. (not piracy related).

**Vessels transiting Straits of Hormuz / Gulf of Oman / Off Iran** – a number of incidents reported in 2021 involving explosions and unauthorised boarding. (not piracy related).

## **SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS**

**Brazil** (Macapa): Incidents increasing. Waters remain risky. Stay vigilant.

**Columbia** (Cartagena): Incidents reported at anchorages, river passage and pilot boarding ground. Stay vigilant.

**Ecuador** (Guayaquil): Anchorage / river passage with pilot. Robbers well-armed. Fired upon.

**Haiti** (Port Au Prince): Armed robberies. Maintain watch and stay vigilant.

**Mexico** (Puerto Dos Bocas): Incidents dropped. Waters remain risky. Pirates / robbers in this area armed with guns.

**Peru** (Callao): Incidents increasing. Robbery incidents continuing. Maintain vigilant watch and anti-piracy measures.

**Venezuela** (Puerto La Cruz / Puerto Jose): Incidents dropped. Vessels are still reminded to maintain strict anti-piracy watch and measures especially at anchor.

***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:

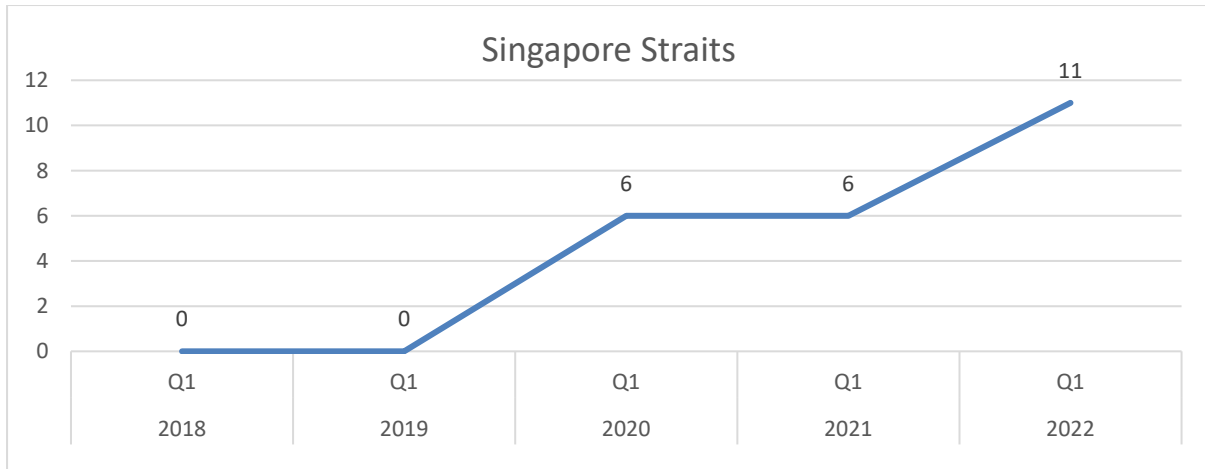
Tel: +60 3 2031 0014 Fax: +60 3 2078 5769 E-mail: [imbsecurity@icc-ccs.org](mailto:imbsecurity@icc-ccs.org)

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

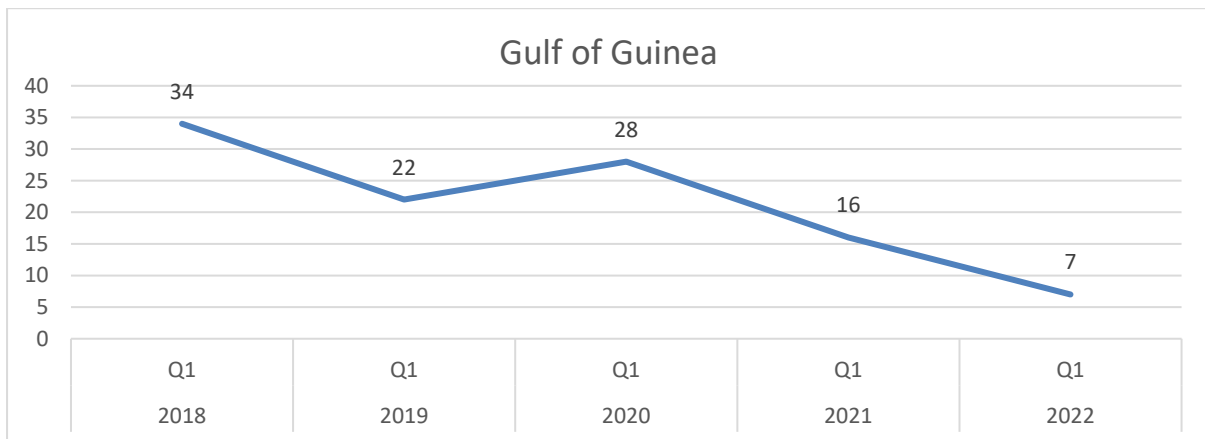
**REMEMBER: Your information may save lives. All information will be treated in strict confidence.**

**Trends within areas of continued concern**

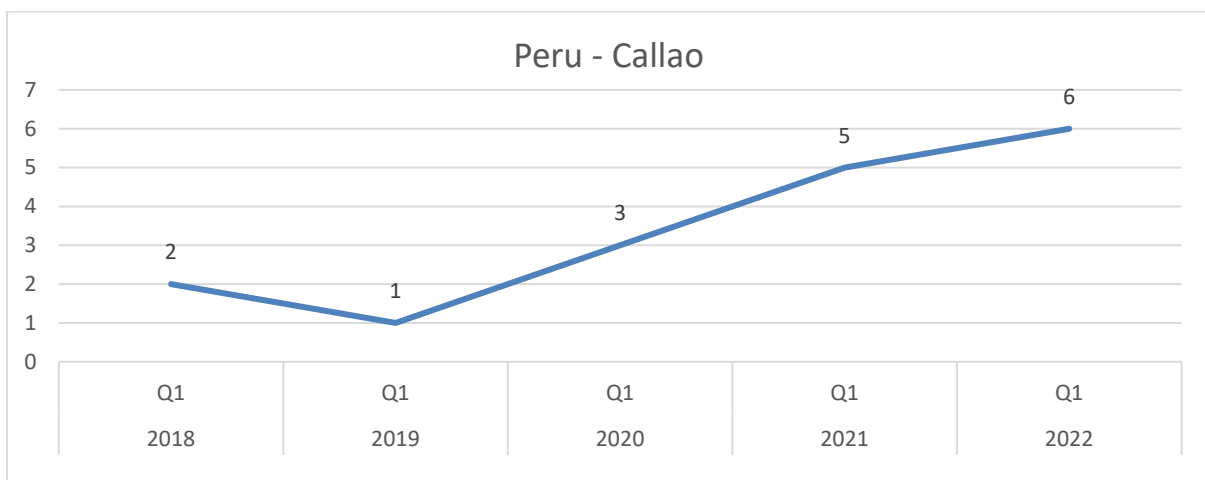
**CHART K: SE Asia – Singapore Straits – Total number of reported incidents**



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



**CHART M: Americas – Callao, Peru – Total number of reported incidents**





## **TRENDS**

Thirty-seven incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre in the first three months of 2022 – compared with 38 incidents in Q1 2021.

The Q1 2022 figures are broken down as 34 vessels boarded, two attempted attacks, and one vessel hijacked.

This is the first quarter since 2010 where no crew kidnappings have been reported. Violence against and the threat to crews continue with 23 crew taken hostage and a further four crew threatened.

Incidents within Gulf of Guinea waters have reduced from 16 reports in Q1 2021 to six reports in Q1 2022. On 24 January 2022 a product tanker was reported hijacked while underway around 59nm SSW of Abidjan, Ivory Coast. The pirates took all 17 crew hostage, navigated the vessel using their own GPS systems to rendezvous with another vessel which was used to steal part of the product tanker's cargo. Reports of incidents under the definition of 'armed robbery' have also been received within the anchorage waters of Angola and Ghana.

The IMB Piracy Reporting Centre urges the Coastal response agencies and independent international navies to continue their efforts to ensure this crime is permanently addressed in these waters.

Vessels transiting the Singapore Straits continue to be targeted and boarded by local perpetrators. Almost 30% of all incidents reported globally in Q1 2022 have been in these waters, with 11 incidents in Q1 2022, compared to six in Q1 2021. While these are considered low level opportunistic crimes, crews continue to be at risk. In the 11 reported incidents two crew were threatened and one taken hostage for the duration of the incident. It has also been reported at in at least one incident a gun was used to threaten the crew.

The information sharing cooperation between the Indonesian Marine Police and the IMB PRC continues with positive results. In Q1 2022, three anchored vessels were boarded and one crew threatened compared to two incidents in the same period in 2021.

As a region, South American ports account for 27% of the global incidents, with 10 reports in these waters. Callao anchorage, Peru remains an area of concern. Six incidents were reported in the first three months of 2022 compared to five incidents during the same period last year.

Three incidents were reported in Macapa anchorage, Brazil. In two incidents, crews were either threatened and / or taken hostage, threatened with knives, tied up with their face covered with burlap for the duration of the incident.

Since 1991 the IMB Piracy Reporting Centre's 24-hour manned center, remains a single point of contact to report the crimes of piracy and armed robbery. The Centre has not only assisted ships in a timely manner it 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 37 attacks for 01 January to 31 March 2022 are listed on pages 27 to 34. The following serious incidents, in chronological sequence are described in more detail.

### **Ivory Coast:**

On 24 January 2022, a Marshall Islands flagged Product Tanker MT B. Ocean was attacked and hijacked by armed pirates while underway at position Latitude 04:22.7 North and Longitude 004:10.5 West, around 59nm SSW of Abidjan, Ivory Coast at approximately 2315 UTC. Around 9 to 11 pirates armed with guns attacked, boarded, and hijacked the drifting tanker.

All crew including two security personnel were taken hostage and detained initially on the bridge and then moved to the crew mess room. All communication and navigation equipment were switched off and the bosun was instructed to paint over the tanker's name written on top of the bridge. The pirates were heard communicating with another vessel. They then navigated the tanker using their own GPS equipment to rendezvous with the offtake vessel. While enroute the bosun was told to prepare the manifold. Once the tanker was alongside the offtake vessel, the chief officer and bosun were told to commence discharge operations.

After around six hours the cargo operations were stopped. The pirates disembarked and stole part of the tanker's cargo as well as ship and crew cash, crew personal belongings and ship's properties before escaping. All 17 crew and two security personnel reported safe.

**1 January – 31 March 2022**

**ACTUAL ATTACKS**

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

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	07.01.2022 1842 UTC Steaming Boarded	Blue Sea Tanker Liberia 55863 9413028	01:16.55N – 104:16.54E, Singapore Straits	Alert crew spotted four robbers armed with a long knife on the poop deck. Alarm raised, PA announcement made, and crew mustered resulting in the robbers escaping. A search was carried out throughout the tanker. Nothing reported stolen. VTIS notified.
2.	01.02.2022 2035 UTC Anchored Boarded	Name Withheld Bulk Carrier Marshall Islands 19789 -	03:54.46N – 098:47.17E, Belawan Anchorage, Indonesia	Three robbers armed with knives boarded an anchored ship using a hook attached to a rope. They chased the duty AB on routine rounds, who managed to escape. Alarm raised and crew mustered. Upon hearing the alarm and seeing the crew alertness, the robbers escaped with stolen ship's properties. Local authorities informed.
3.	01.02.2022 2140 UTC Berthed Boarded	PS Stars Product Tanker Marshall Islands 29562 9930519	05:47.22N – 118:01.52E, MOT Terminal, Sandakan Port, Sabah, Malaysia	Duty AB on routine rounds onboard the berthed tanker noticed an unidentified person near the forecandle store and immediately notified the OOW. Alarm raised and crew mustered. Hearing the alarm and seeing the alerted crew, the person escaped. A search was made throughout the tanker. It was reported that the forecandle store was broken into, and ship's stores stolen. Local authorities informed.
4.	07.02.2022 1714 UTC Anchored Boarded	Avalon Product Tanker Germany 16683 9327097	01:15.6S – 116:47.1E, Balikpapan Inner Anchorage, Indonesia	During anchor watch on the bridge of the tanker, duty lookout saw a rope being thrown over the forecandle. Two robbers were noticed climbing onboard and forcing their way into the bosun store. General alarm activated and crew mustered. Hearing the alarm and seeing the crew alertness, the robbers jumped overboard and escaped in their boat with two other accomplices. A search was carried out throughout the tanker. Ship's stores were reported stolen.
5.	07.02.2022 1726 UTC Steaming Boarded	FPMC C Jade Tanker Liberia 159869 9407316	01:14.4N – 104:04.0E, Singapore Straits	Four robbers boarded the tanker underway. They entered the engine room and attempted to steal engine spares. Duty engineer noticed the robbers, informed the bridge and raised the alarm. Upon hearing the alarm, the robbers escaped without stealing anything. All crew safe.

6.	11.02.2022 1930 UTC Steaming Boarded	Theodor Oldendorff Bulk Carrier Portugal 40097 9291406	01:17.0N – 104:18.4E, Singapore Straits	Robbers boarded the ship underway and entered the engine room. Duty crew on rounds noticed footprints on the deck and immediately raised the alarm resulting in the robbers escaping. Crew mustered and a search was conducted. It was reported that engine spares were stolen. Authorities informed.
7.	16.02.2022 1400 UTC Steaming Boarded	Navios Bonheur Bulk Carrier Panama 92715 9481348	01:14.30N – 104:01.86E, Singapore Straits	Two robbers boarded a ship underway. Alarm raised and crew mustered. Seeing the crew alertness, the robbers escaped empty handed. Incident reported to the Singapore VTS.
8.	18.02.2022 1252 UTC Steaming Boarded	Delta Eurydice Tanker Liberia 81293 9700706	01:14.9N – 104:01.5E, Singapore Straits	Two robbers boarded the tanker underway. Alert crew noticed the robbers and raised the alarm resulting in the robbers escaping in their wooden boat. Nothing reported stolen. Incident reported to the Singapore VTS.
9.	24.02.2022 1840 UTC Steaming Boarded	BW Cheetah Product Tanker Singapore 29737 9635834	01:15.24N – 104:08.78E, Singapore Straits	Two robbers boarded the tanker underway. Duty oiler and engineer noticed the robbers in the engine room and immediately informed the bridge. Alarm raised and crew mustered, resulting in the robbers escaping. A search was carried out and ship's stores reported stolen. VTIS notified.
10.	25.02.2022 1838 UTC Steaming Boarded	Royal Jade Bulk Carrier Panama 35832 9801304	01:03.83N – 103:41.11E, Singapore Straits	Five robbers armed with long knives boarded the ship underway. They broke the steering gear room padlock and entered the engine room, threatened the duty engineer with a knife and took him hostage. They then stole ship's properties from the engine room workshop and escaped. Alarm raised and crew mustered. A search was carried out. VTIS informed. After anchoring the Singapore coast guard boarded the ship for inspection.
11.	27.02.2022 1800 UTC Steaming Boarded	African Merlin Bulk Carrier Bahamas 21521 9701267	01:02.82N – 103:38.11E, Singapore Straits	Duty engineer onboard the ship underway was alerted by the trainee engineer of the presence of robbers in the workshop. He informed the OOW who raised the alarm and made an announcement on the PA resulting in all crew mustering. On hearing the alarm, the robbers tried to escape but were confronted by the oiler and 4th Engineer. The robbers waved their knives at them and escaped. A search was carried out. It was reported that ship's spares were stolen. VTS informed.
12.	01.03.2022 1810 UTC Steaming	Flecha Bulk Carrier Malta	01:14.58N – 104:04.10E,	Three robbers armed with knives boarded the ship underway. Duty AB on routine rounds noticed the robbers

	Boarded	87794 9284570	Singapore Straits	and informed the OOW. Alarm raised and crew mustered. Seeing the crew alertness, the robbers escaped empty handed. Incident reported to the Singapore VTS.
13.	01.03.2022 2125 UTC Steaming Boarded	Daisy 2 Tanker Panama 41589 9255933	01:14.20N – 104:00.17E, Singapore Straits	A tanker underway received a VHF call from VTIS stating that small crafts were following the tanker. The duty watchkeepers directed searchlights and the aldis lamp towards the crafts. At the same time, the junior engineer on routine rounds in the engine room noticed six robbers armed with a gun. Upon seeing the engineer, the robbers escaped. Alarm raised and crew mustered. A naval boat approached to assist the tanker. A search was carried out, nothing reported stolen. Footprints were noticed on the poop deck area. The tanker continued her passage.
14.	03.03.2022 1630 UTC Steaming Boarded	Maha Jacqueline Bulk Carrier India 38667 9185073	01:15.5N – 104:04.6E, Singapore Straits	Five robbers boarded the ship underway. Duty Engineer noticed the robbers and informed the bridge. Alarm raised and crew mustered. Seeing the crew alertness, the robbers escaped empty handed. Incident reported to Singapore VTIS. A Singaporean Navy vessel came to assist and followed the ship until the search by the ship's crew was completed.
15.	23.03.2022 2120 UTC Anchored Boarded	Lampard Bulk Carrier Singapore 36449 9723980	03:55N – 098:46E, Belawan Anchorage, Indonesia	Three robbers armed with knives boarded an anchored ship. Duty crew on routine rounds noticed the robbers near the forecandle and raised the alarm. Crew mustered. Seeing the crew alertness, the robbers escaped with stolen ship's properties. The incident was reported to port authorities.

**INDIAN SUB-CONTINENT**

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	03.01.2022 1715 UTC Anchored Boarded	Mid Eagle Chemical Tanker Cayman Islands 11729 9330795	22:46.75N – 070:03.69E, Kandla Anchorage, India	Duty AB on routine rounds onboard an anchored tanker noticed three unauthorized persons onboard and notified the officer on watch. Alarm raised, PA announcement made, and crew mustered resulting in the persons escaping in their boat. A search was carried out throughout the tanker. Ship's properties were reported stolen. Port control was informed, and coast

				guard officials boarded the tanker for inspection.
2.	24.01.2022 2316 UTC Berthed Boarded	Name Withheld Bulk Carrier Marshall Islands 44276 -	22:01.87N – 088:05.09E, Haldia Port, India	Unnoticed, robbers boarded the berthed ship and escaped with ship's engine spares. The theft was noticed by the duty crew on routine rounds. Incident reported to the local authorities through the local agent.
3.	15.03.2022 1655 UTC Berthed Boarded	Wawasan Topaz Chemical Tanker Panama 11749 9565601	22:14.3N – 091:49.6E, CUFL Jetty, Chittagong, Bangladesh	Six robbers boarded the berthed tanker during cargo operations. Duty crew noticed the robbers near the forecabin store. Alarm raised and crew mustered. Hearing the alarm and seeing the crew alertness, the robbers escaped with stolen ship's stores. Port control and coast guard informed and inspections carried out. Additional watchmen were arranged by the local agent. Later, the coast guard recovered the stolen items and returned it to the tanker.

### AMERICAS

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	10.01.2022 0915 UTC Anchored Boarded	Name Withheld Bulk Carrier Hong Kong 41718 -	00:01.9N – 050:59.7W, Macapa Anchorage, Brazil	Duty crew on routine rounds onboard an anchored ship noticed three robbers armed with guns and knives and immediately informed the D/O. Alarm raised and crew mustered. The robbers pointed their guns at the mustered crew as they lowered ship's stores into a waiting boat. Incident reported to local agent.
2.	23.01.2022 0040 UTC Anchored Boarded	Vega Rose Bulk Carrier Panama 30847 9336866	12:00.8S – 077:12.8W, Callao Anchorage, Peru	Three unidentified persons boarded an anchored ship. General alarm was raised, and crew mustered. Upon hearing the alarm and seeing the alerted crew, the unauthorised persons escaped. A search was made throughout the ship. Nothing reported stolen. Incident reported to TRAMAR and the port authority boarded the ship for investigation.
3.	23.01.2022 0420 UTC Anchored Boarded	KT Birdie Bulk Carrier Singapore 40341 9597343	00:02.1N – 050:59.5W, Macapa Anchorage, Brazil	Four robbers armed with knives and guns boarded an anchored ship. They took the duty OS as hostage, threatened him, tied his hands, and covered his face with burlap. The robbers stole ship's stores and released the OS before escaping. Incident reported to the OOW who raised the alarm. Incident reported to pilot station and port control.

4.	25.01.2022 0610 UTC Anchored Boarded	Berge Galdhopiggen Bulk Carrier Isle of Man 25569 9753284	10:16.3N – 064:34.7W, Guanta Anchorage, Venezuela	Two robbers boarded an anchored ship. Alarm raised and crew mustered. Seeing the crew alertness, the robbers escaped with stolen ship's properties and stores. Incident reported to the Harbour Master and Coast Guard via local agent.
5.	28.01.2022 0710 UTC Anchored Boarded	STH Oslo Bulk Carrier Marshall Islands 34547 9738349	12:01.05S – 077:11.38W, Callao Anchorage, Peru	Seven robbers armed with guns and knives boarded an anchored ship. They took the duty AB as hostage, hit him on the head and tied his hands and legs. When the duty AB did not answer the radio calls from the bridge, the OOW instructed the second duty crew to check. Alarm raised and crew mustered. A search was carried out. Ship's properties and stores were reported stolen. Incident reported to TRAMAR and the coast guard boarded the ship for inspection.
6.	04.02.2022 0700 UTC Anchored Boarded	Atlantic Elm Bulk Carrier Malta 32376 9558244	12:01.5S – 007:13.2W, Callao Anchorage, Peru	Three robbers armed with knives boarded an anchored ship. They took hostage the duty crew and tied him up. Duty officer noticed the robbers and raised the alarm. Seeing the alerted crew, the robbers escaped in a waiting boat. Ship's stores reported stolen.
7.	10.03.2022 0800 UTC Anchored Boarded	Daido Ambition Bulk Carrier Marshall Islands 23226 9908358	12:00.0S – 077:12.7W, Callao Anchorage, Peru	Around seven robbers armed with long knives in a small boat approached and boarded an anchored ship during dense fog. They took hostage the duty AB and stole ship's stores. The bridge duty officer tried to contact the AB. When no response was received, he instructed the duty bosun and OS to investigate. Alarm raised and crew mustered. Hearing the alarm and seeing the crew's alertness, the robbers released the duty AB and escaped in their boat. The incident was reported to the port authorities, local agent, and CSO.
8.	13.03.2022 0100 UTC Anchored Boarded	Aries Leader Vehicle Carrier Panama 69931 9676864	12:01.0S – 077:12.0W, Callao Anchorage, Peru	Unnoticed, robbers boarded an anchored ship and escaped with ship's properties. The theft was noticed by the duty crew on routine rounds. Incident reported to port authorities.
9.	14.03.2022 0100 UTC Anchored Boarded	Algol Container Liberia 16162 9339612	12:01.61S – 077:11.83W, Callao Anchorage, Peru	Seven robbers armed with knives boarded an anchored ship. They too hostage the duty crew, threatened him with a knife and tied his hands. Alarm raised, PA announcement made and crew mustered. Seeing the alerted crew the robbers escaped with stolen ship's properties and stores. Incident reported to TRAMAR and the port authorities boarded the ship for investigation.

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

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	09.01.2022 0500 UTC Berthed Boarded	Largo Evolution Product Tanker Marshall Islands 29429 9687942	06:21.1N – 010:47.8W, BMC Pier, Monrovia, Liberia	Unnoticed, robbers boarded the berthed tanker, stole ship's properties, and escaped. The theft was discovered by the duty officer on routine rounds. Incident reported to the Port Authorities and local agent.
2.	23.01.2022 0025 UTC Anchored Boarded	Surfer 3602 Crew Boat Panama 211 9566332	08:47S –013:14E, Luanda anchorage, Angola	Two robbers boarded an anchored crew boat, stole ship's equipment, and escaped with their accomplices in a canoe. Port authorities notified.
3.	24.01.2022 2315 UTC Steaming Hijacked	B. Ocean Product Tanker Marshall Islands 3978 9377834	04:22.7N – 004:10.5W, Around 59nm SSW of Abidjan, Ivory Coast	Around 11 pirates armed with guns boarded and hijacked the drifting tanker. All crew taken as hostage and detained initially on the bridge and then moved to the crew mess room. All communication and navigation equipment switched off and the bosun was instructed to paint over the tanker's name written on top of the bridge. The pirates were heard communicating with another vessel. They then navigated the tanker using their own GPS equipment to rendezvous with the offtake vessel. While enroute the bosun was told to prepare the manifold. Once the tanker was alongside the offtake vessel, the chief officer and bosun were told to commence discharge operations. After around six hours the cargo operations were stopped. The pirates disembarked and escaped with part of the tanker's cargo as well as ship's and crew cash, crew personal belongings and ship's properties before escaping. All crew reported safe.
4.	29.01.2022 0110 UTC Anchored Boarded	Surfer 3601 Crew Boat Panama 211 9566320  Surfer 3602 Crew Boat Panama 211 9566332	08:47.5S – 013:15.2E, Luanda Anchorage, Angola	Two crew boats alongside each other were boarded by three unauthorised persons while at anchored. Duty crew on routine rounds noticed the unauthorised persons and immediately raised the alarm. Upon hearing the alarm and seeing the alerted crew, the unauthorised persons escaped with their accomplices in a canoe. Nothing reported stolen. Incident was reported to the Port Authorities.
5.	02.02.2022 1915 UTC Berthed Boarded	Isabella M Bulk Carrier Panama 31226	29:52.25S – 031:01.98E, Berth N, Durban Port,	Unnoticed, robbers boarded the berthed ship, stole cash and crew personal belongings, and escaped. Incident reported to the local agent.



		9311490	South Africa	
6.	08.02.2022 0315 UTC Anchored Boarded	BW Thor LPG Tanker Marshall Islands 47197 9346134	08:44.3S – 013:17.7E, Luanda Anchorage, Angola	Unnoticed, robbers boarded an anchored tanker and escaped with ship's properties and stores. The theft was noticed by duty crew on routine rounds. It was identified that the perpetrators had gained access via the hawse pipe. Incident reported to port control.
7.	18.02.2022 0050 UTC Anchored Boarded	AG. Nektarios Bulk Carrier Liberia 31117 9387334	04:54.1N – 001:41.2W, Takoradi Anchorage, Ghana	Duty crew onboard an anchored ship noticed four robbers armed with knives. Alarm raised and crew mustered. Upon hearing the alarm and seeing the alerted crew, the robbers escaped. A search was carried out. Ship's stores were reported stolen. Incident reported to local authorities.
8.	23.02.2022 0200 UTC Anchored Boarded	Bourbon Explorer 517 Offshore Supply Ship France 3147 9654323	08:46S – 013:15E, Luanda Anchorage, Angola	Unnoticed, robbers boarded an anchored offshore supply vessel and escaped with ship's stores and properties. The theft was noticed by the duty crew on routine rounds. Incident reported to port authorities.

**ATTEMPTED ATTACKS**

**1 January – 31 March 2022**

**AMERICAS**

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	25.01.2022 2240 UTC Anchored Attempted	KT Birdie Bulk Carrier Singapore 40341 9597343	Macapa Anchorage, Brazil	Chief Officer onboard an anchored ship noticed two small boats in the vicinity of the ship and notified the duty AB. While checking the forecandle deck the duty AB noticed two unauthorised persons attempting to board via the anchor chain. Alarm raised and crew mustered. Hearing the alarm, the unauthorised persons escaped. A search was made throughout the ship. Nothing reported stolen. Incident was reported to the Port Authorities.

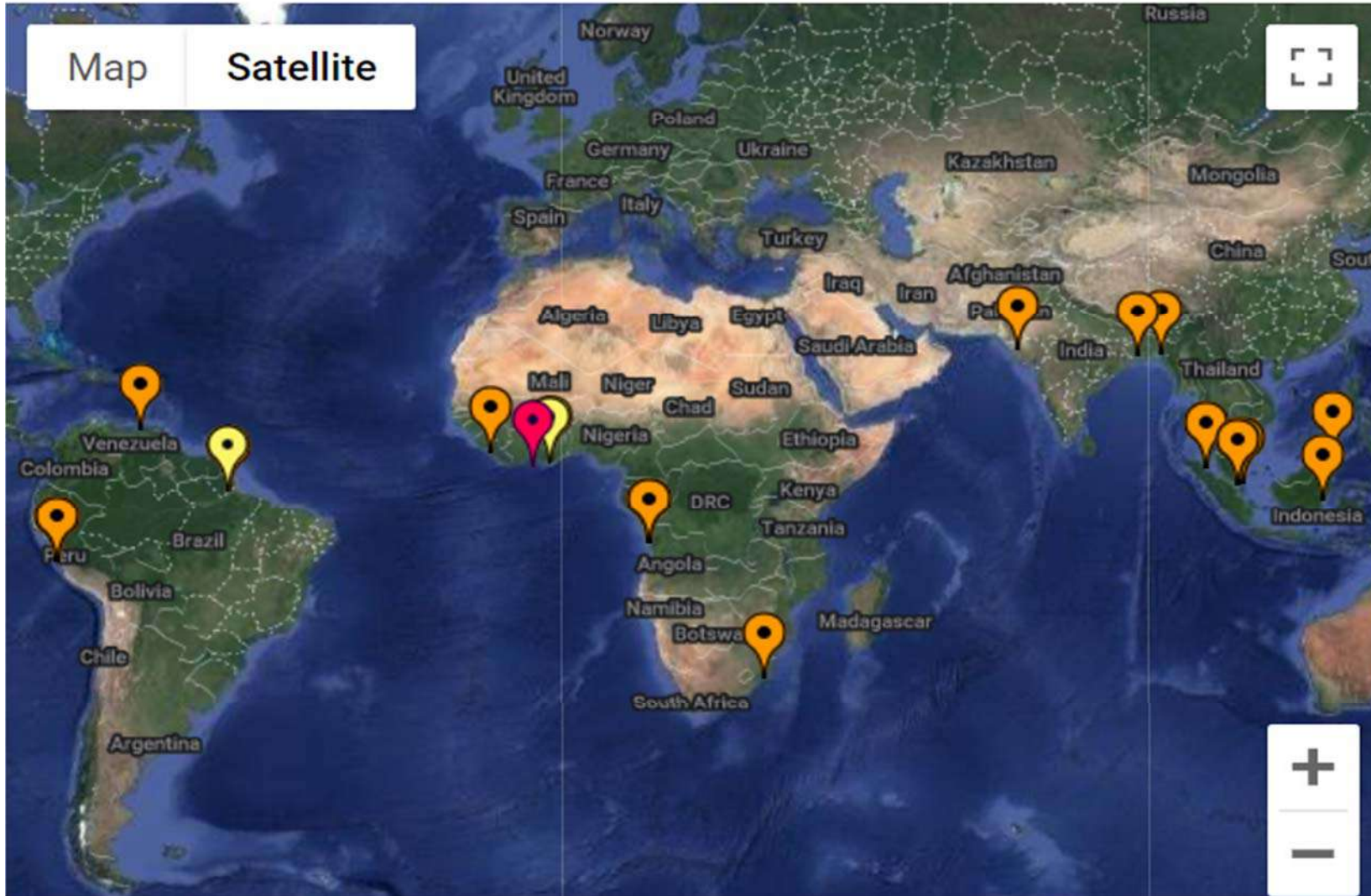
**AFRICA (EXCLUDING SOMALIA / GULF OF ADEN / RED SEA)**

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	02.02.2022 0116 UTC Anchored Attempted	Warnow Mate Container Cyprus 17068 9509786	04:43.98N – 001:41.69W, Takoradi Anchorage, Ghana	Duty crew onboard an anchored ship heard a sound near the hawse pipe. Upon checking, a person was seen in the hawse pipe attempting to board the ship. The crew shouted at the person and notified the OOW who raised the alarm. Seeing the alerted crew and hearing the alarm the person aborted the boarding and escaped. Incident reported to Takoradi Port Control.



# IMB Piracy Report – January to March 2022

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



**Total number of attacks – 37**



# IMB Piracy Report – January to March 2022

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



**Total attacks Indian Sub-Continent – 3**

**Total attacks East & SE Asia – 15**





# IMB Piracy Report – January to March 2022

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



**Total attacks Gulf of Guinea - 7**



# IMB Piracy Report – January to March 2022

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



**Total attacks South America - 10**