ICC INTERNATIONAL MARITIME BUREAU

PIRACY AND ARMED ROBBERY AGAINST SHIPS

REPORT FOR THE PERIOD OF

1 January – 30 June 2012

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INTRODUCTION

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

This report is an analysis of world-wide reported incidents of piracy and armed robbery against ships from 1 January to 30 June 2012.

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

The key services of the PRC are:

- Issuing daily status reports on piracy and armed robbery to ships via broadcasts on the Inmarsat-C SafetyNET service
- Reporting piracy and armed robbery at sea incidents to law enforcement and the IMO
- Helping local law enforcement apprehend pirates and assist in bringing them to justice
- Assisting shipowners whose vessels have been attacked or hijacked
- Assisting crewmembers whose vessels have been attacked
- Providing updates on pirate activity via Internet, twitter and email alerts
- Publishing comprehensive quarterly and annual reports detailing piracy statistics

The services of the PRC are provided free of charge to all ships irrespective of their ownership or flag.

The IMB also locates lost ships or ships seized by pirates, recovers stolen cargoes and prepares customised reports on a chargeable basis.

The IMB Piracy Reporting Centre is located at:

ICC International Maritime Bureau (Asia Regional Office)
PO Box 12559, 50782 Kuala Lumpur, Malaysia
Tel ++ 60 3 2078 5763
Fax ++ 60 3 2078 5769
E-mail: imbkl@icc-ccs.org
24 Hours Anti Piracy HELPLINE Tel: ++ 60 3 2031 0014

Piracy report on the Internet: The IMB posts updates of attacks on the Internet at www.icc-ccs.org. By posting the information on the Internet, ship owners and authorities ashore as well as ships at sea can access these updates regularly and make informed decisions on the risks associated with certain sea areas. Incidents reported to the IMB can now be followed on Twitter at www.twitter.com/IMB_Piracy

Sometimes, incidents occurring in the previous quarter(s) are reported to the Centre after a time lag. This late reporting of incidents results in changes to the figures in the tables. The Centre has, as at 30 June 2012, received reports of 177 incidents but may receive details of more in the coming months relating to the same period.

Because of the recent debate concerning Malacca Straits, narrations of incidents in this area are shown as separate categories. Similarly because of the increasing serious incidents off Somalia, incidents in this area are also shown as separate categories.

Attacks in the Gulf of Aden / Red Sea and off the east coast of Somalia have been grouped together in the narrations for easy reading.

DEFINITIONS OF PIRACY & ARMED ROBBERY

Piracy is defined in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) and Armed Robbery defined by the International Maritime Organisation (IMO) in its 26th Assembly session as Resolution A.1025 (26).

Article 101 of UNCLOS defines Piracy as:

Definition of Piracy consists of any of the following acts:

a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed-
(i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
(ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;

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

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

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

"Armed robbery against ships" means any of the following acts:

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

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

FUNDING

The Piracy Reporting Centre is financed by contributions from the following:

- Assuranceforeningen Skuld
- Britannia Steam Ship Insurance Association Limited
- Den Norske Krigsforsikring for Skib
- European Commission
- Japan P&I Club
- Standard Steam Ship Mutual P&I Association
- Steam Ship Insurance Management Services Limited
- The North of England P&I Association Ltd
- Taipei Economic & Cultural Office in Malaysia
- Tsakos Shipping

TABLE 1: Locations of ACTUAL and ATTEMPTED attacks, January - June, 2007 – 2012

	Locations	2007	2008	2009	2010	2011	2012
S E ASIA	Indonesia	24	13	3	16	21	32
	Malacca Straits	2	2	2	1		1
	Malaysia	6	6	9	9	11	4
	Myanmar (Burma)		1	1		1	
	Philippines	1	4	1	2	1	3
	Singapore Straits	3	2	2	1	7	3
	Thailand / Gulf of Thailand	2		1	1		
FAR EAST	China / HK / Macau				1		
	South China Sea	1		7	15	11	1
	Vietnam	3	3	5	7	4	4
INDIAN SUB	Bangladesh	5	7	5	8	4	6
CONTINENT	India	5	7	6	4	5	4
	Sri Lanka	2	1				
AMERICAS	Brazil	1		3		1	1
	Colombia			4	1	1	2
	Costa Rica			1		3	1
	Ecuador				2	1	2
	Guyana	1			1	1	
	Haiti		1	3	2		1
	Peru	2	2	10	6	1	2
	Suriname	1					
	Venezuela	1	1	1	3	1	
AFRICA	Algeria						1
	Angola	1	2				
	Benin					12	1
	Cameroon			2	2		
	Congo		1		1		
	Democratic Rep. of Congo	2	1	1	1	4	2
	Egypt	1				1	5
	Equatorial Guinea		1				
	Eritrea	1					
	Ghana	1	3	2		2	2
	Guinea Bissau			1			
	Guinea				1	2	
	Gulf of Aden*	7	19	100	33	20	13
	Ivory Coast		1	1	3	1	3
	Kenya	3	1	1			1
	Liberia	1	1		1		
	Morocco		1				
	Mozambique		2				1
	Nigeria	19	18	13	6	6	17
	Red Sea**				14	18	12
	Somalia******	17	5	44	51	125	44

Tanzania	7	7	5	1		1
The Congo						2
Togo		1	2			5
REST OF Arabian Sea***	4		1	2		
WORLD Indian Ocean****			1			
Med. Sea					1	
Oman*****	2		2			
Sub total for six months	**126**	**114**	**240**	**196**	**266**	**177**
Total at year end	**263**	**293**	**406**	**445**	**439**	

*Gulf of Aden
**Red Sea
***Arabian Sea
****Indian Ocean
***** Oman
****** Somalia – attacks include waters off Somalia/off Oman/Arabian Sea/Indian Ocean/off Kenya/off Tanzania/off Mozambique/off Madagascar/off Seychelles/off west India and off west Maldives.
All incidents for countries with * above are attributed to Somali pirates

CHART A: The following five locations contributed to 66% of the total of 177 incidents reported in the period January – June 2012

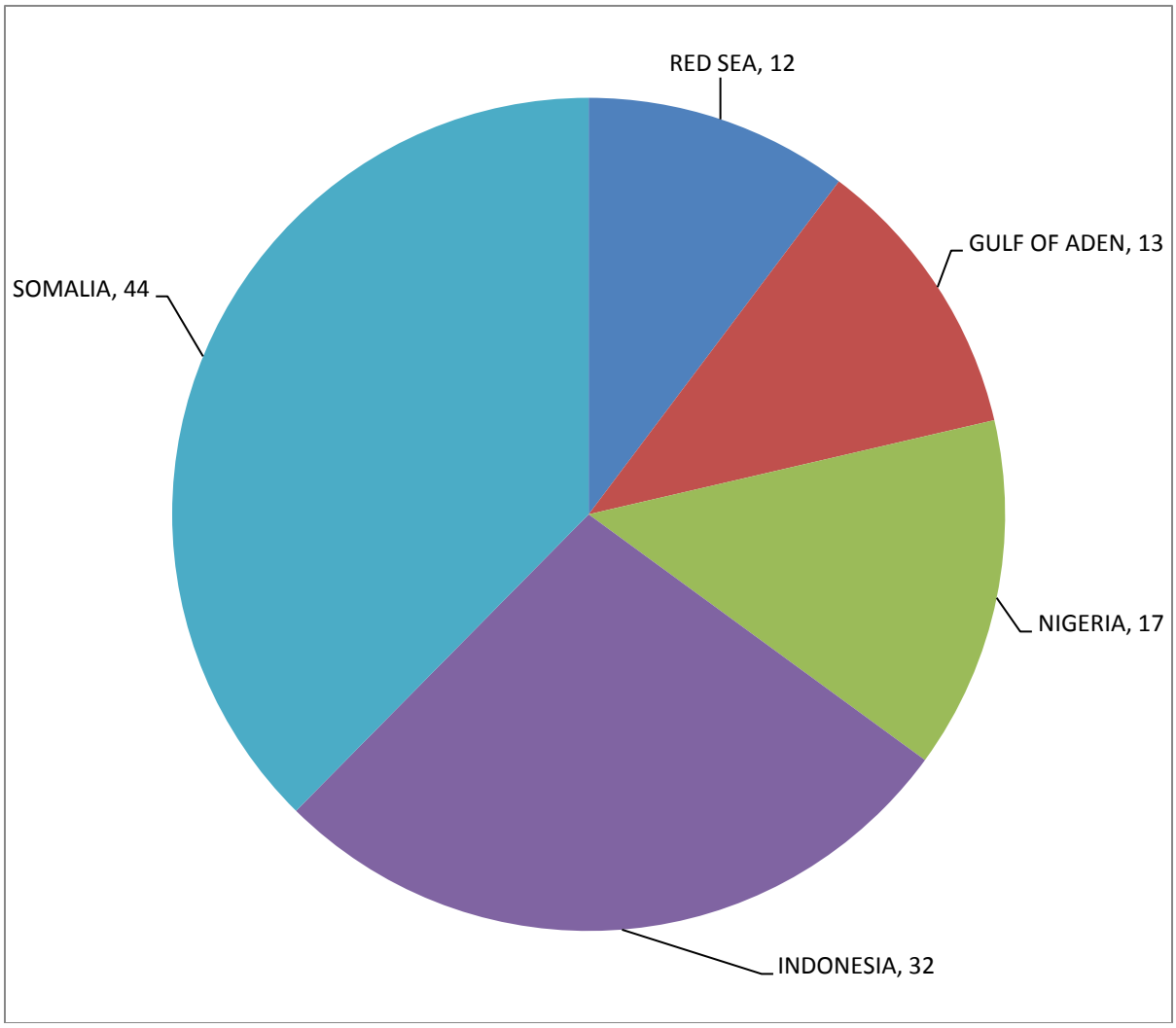


CHART B*:* Monthly comparison of incidents during January – June 2012

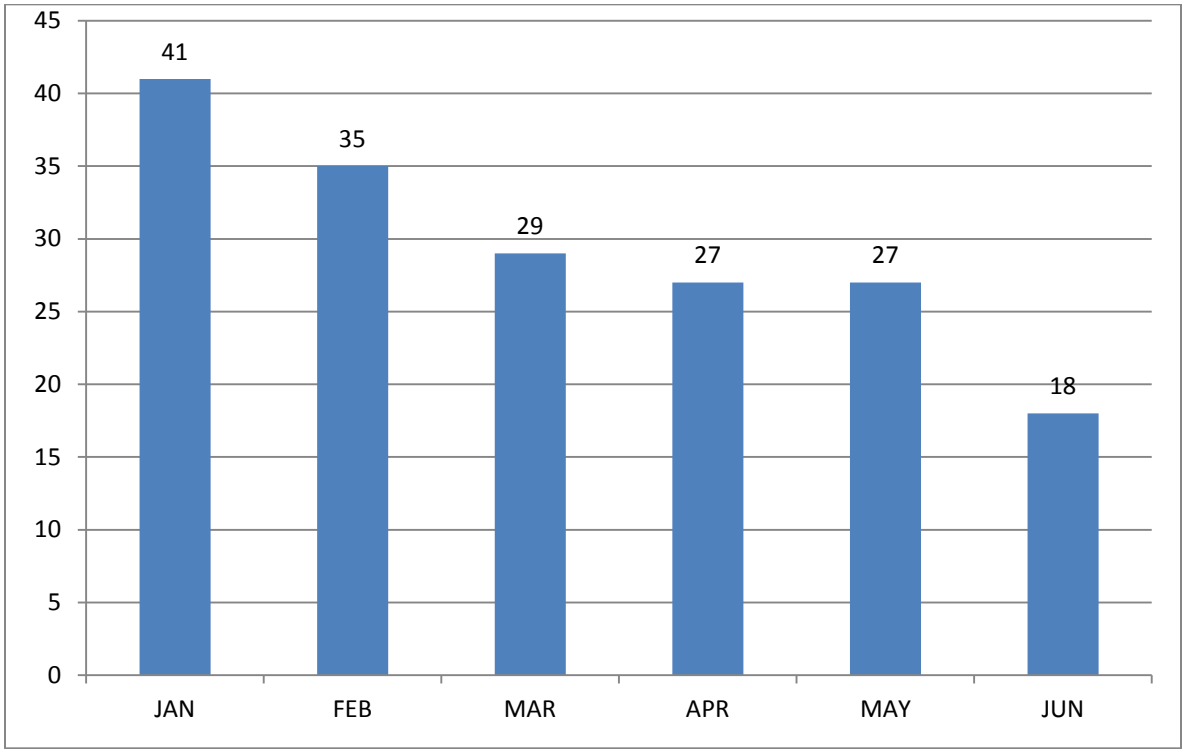


CHART C*:* Total incidents as per Regions of the world January – June 2012

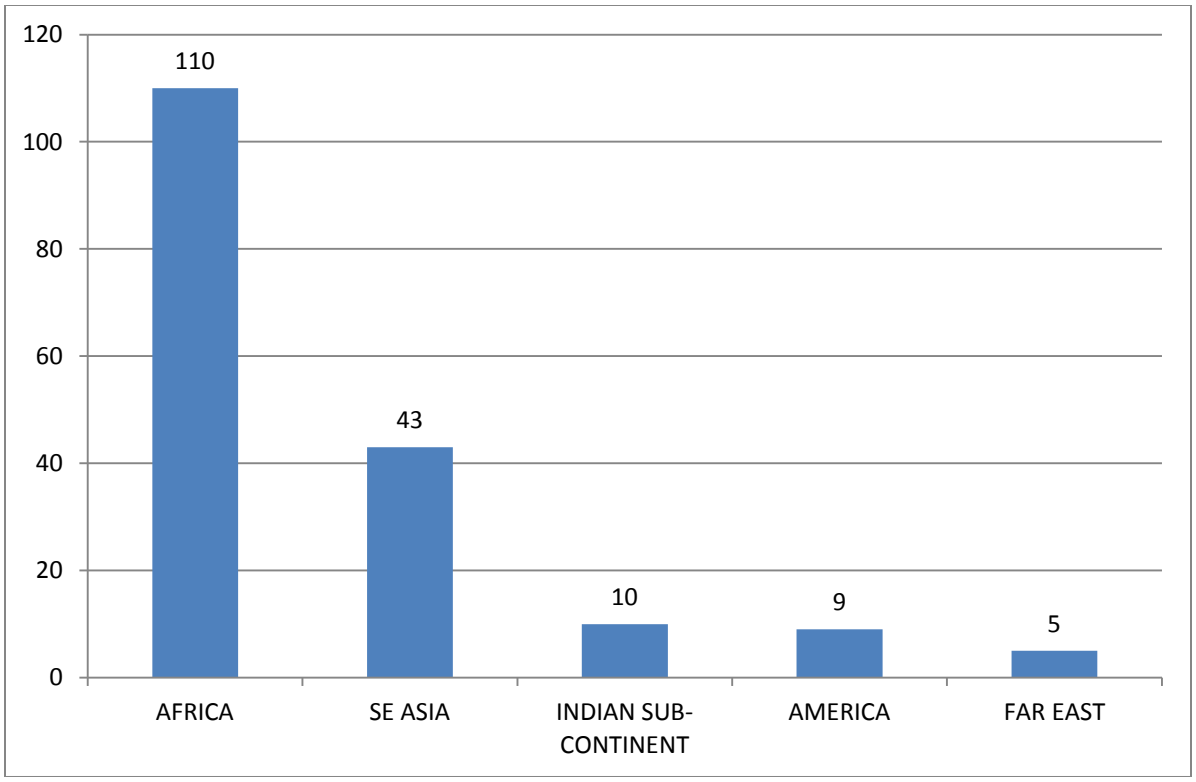


TABLE 2: ACTUAL and ATTEMPTED attacks by location, January – June 2012

		ACTUAL ATTACKS		ATTEMPTED ATTACKS	
	Location	**Boarded**	**Hijacked**	**Fired Upon**	**Attempted**
S E ASIA	Indonesia	28			4
	Malacca Straits		1		
	Malaysia	4			
	Philippines	3			
	Singapore Straits	3			
FAR EAST	South China Sea		1		
	Vietnam	3			1
INDIAN	Bangladesh	6			
SUB CONT	India	3			1
AMERICAS	Brazil				1
	Colombia	1			1
	Costa Rica				1
	Ecuador	1			1
	Haiti	1			
	Peru	1			1
AFRICA	Algeria	1			
	Benin		1		
	Democratic Rep. of Congo	2			
	Egypt	5			
	Ghana	2			
	Gulf of Aden*		4	4	5
	Ivory Coast	3			
	Kenya	1			
	Mozambique	1			
	Nigeria	7	3	6	1
	Red Sea**				12
	Somalia***	1	9	15	19
	Tanzania				1
	The Congo	2			
	Togo	1	1		3
Sub total		**80**	**20**	**25**	**52**
Total		**177**			

*Gulf of Aden
**Red Sea
*** Somalia – attacks include waters off Somalia/off Oman/Arabian Sea/Indian Ocean/off Kenya/off Tanzania/off Mozambique/off Madagascar/off Seychelles/off west India and off west Maldives.
All incidents for countries with * above are attributed to Somali pirates

TABLE 3: Ports and anchorages, with three or more reported incidents, January – June 2012

Location	Country	01.01.2012 – 30.06.2012
Abidjan	Ivory Coast	3
Chittagong	Bangladesh	6
Dumai	Indonesia	8
El Dekheila	Egypt	3
Lagos	Nigeria	5
Lome	Togo	5
Taboneo	Indonesia	3
Sub Total		**33**

TABLE 4: Status of ships during ACTUAL attacks, January – June 2012

	LOCATION	BERTHED	ANCHORED	STEAMING
S E ASIA	Indonesia	2	23	3
	Malacca Straits			1
	Malaysia		2	2
	Philippines		2	1
	Singapore Straits		1	2
FAR EAST	South China Sea			1
	Vietnam	1	2	
INDIAN	Bangladesh		6	
SUB CONT	India		3	
AMERICAS	Colombia			1
	Ecuador	1		
	Haiti		1	
	Peru		1	
AFRICA	Algeria	1		
	Benin			1
	Democratic Rep. of Congo		2	
	Egypt		5	
	Ghana		2	
	Gulf of Aden*			4
	Ivory Coast		3	
	Kenya	1		
	Mozambique	1		
	Nigeria		3	7
	Somalia**			10
	The Congo		2	
	Togo		2	
Sub Total		**7**	**60**	**33**
Total		**100**		

*Gulf of Aden
** Somalia – attacks include waters off Somalia/off Oman/Arabian Sea/Indian Ocean/off Kenya/off Tanzania/off Mozambique/off Madagascar/off Seychelles/off west India and off west Maldives.
All incidents for countries with * above are attributed to Somali pirates

TABLE 5: Status of ships during ATTEMPTED attacks, January – June 2012

LOCATION		BERTHED	ANCHORED	STEAMING
S E ASIA	Indonesia		4	
FAR EAST	Vietnam	1		
INDIAN SUB CONT.	India		1	
AMERICA	Brazil		1	
	Colombia			1
	Costa Rica		1	
	Ecuador			1
	Peru		1	
AFRICA	Gulf of Aden*			9
	Nigeria			7
	Red Sea**			12
	Somalia***			34
	Tanzania			1
	Togo		3	
Sub Total		**1**	**11**	**65**
Total		**77**		

*Gulf of Aden
**Red Sea
*** Somalia – attacks include waters off Somalia/off Oman/Arabian Sea/Indian Ocean/off Kenya/off Tanzania/off Mozambique/off Madagascar/off Seychelles/off west India and off west Maldives.
All incidents for countries with * above are attributed to Somali pirates

TABLE 6: Types of arms used during attacks, January – June, 2007 – 2012

Types of Arms	2007	2008	2009	2010	2011	2012
Guns	37	39	151	100	160	78
Knives	29	31	36	35	35	39
Other weapons	5	2	-	2	3	2
Not stated	55	42	53	59	68	58
Total	**126**	**114**	**240**	**196**	**266**	**177**

TABLE 7: Comparison of the type of attacks, January – June, 2007 – 2012

Category	2007	2008	2009	2010	2011	2012
Attempted	33	20	56	47	62	52
Boarded	71	71	78	70	99	80
Fired upon	9	11	75	48	76	25
Hijack	13	12	31	31	29	20
Sub total	**126**	**114**	**240**	**196**	**266**	**177**
Total at year end	**263**	**293**	**406**	**445**	**439**	

TABLE 8: Types of violence to crew, January – June, 2007 – 2012

Types of Violence	2007	2008	2009	2010	2011	2012
Hostage	152	190	561	597	495	334
Kidnapped	41	6	7	3	13	3
Threatened	3	4	6	9	21	10
Assaulted	20	5	3	1	4	1
Injured	19	19	19	16	39	9
Killed	3	7	6	1	7	4
Missing		7	8		0	
Total	**238**	**238**	**610**	**627**	**579**	**361**

TABLE 9: Type of violence to crew by location, January – June 2012

Location		Hostage	Threatened	Assault	Injured	Killed	Kidnap
SE ASIA	Indonesia	5	2	1			
	Malacca Straits	6					
	Malaysia				1		
	Philippines				1		
	Singapore Straits	11					
FAR EAST	South China Sea	7					
	Vietnam	1			1		
INDIAN SUB CONT.	Bangladesh		1		1		
AMERICAS	Haiti		1				
AFRICA	Dem. Rep. of Congo				1		
	Egypt		3				
	Ghana		2		1		
	Gulf of Aden	38					
	Ivory Coast	1	1				
	Kenya	1					
	Nigeria	61			2	2	3
	Somalia	179			1	2	
	Togo	24					
Sub total		**334**	**10**	**1**	**9**	**4**	**3**
Total		**361**					

TABLE 10: Types of arms used by geographical location, January – June 2012

LOCATIONS		Guns	Knives	Not Stated	Other Weapons
S E ASIA	Indonesia	1	15	14	2
	Malacca Straits	1			
	Malaysia	2	1	1	
	Philippines		1	2	
	Singapore Straits	1		2	
FAR EAST	South China Sea			1	
	Vietnam	1	1	2	
INDIAN	Bangladesh		4	2	
SUB CONT	India		1	3	
AMERICAS	Brazil			1	
	Colombia	1		1	
	Costa Rica			1	
	Ecuador		1	1	
	Haiti	1			
	Peru		2		
AFRICA	Algeria			1	
	Benin	1			
	Democratic Rep. of Congo		2		
	Egypt		2	3	
	Ghana		2		
	Gulf of Aden*	12		1	
	Ivory Coast		2	1	
	Kenya		1		
	Mozambique		1		
	Nigeria	17			
	Red Sea**	5		7	
	Somalia***	33		11	
	Tanzania			1	
	The Congo		2		
	Togo	2	1	2	
Sub total		**78**	**39**	**58**	**2**
Total		**177**			

*Gulf of Aden
**Red Sea
*** Somalia – attacks include waters off Somalia/off Oman/Arabian Sea/Indian Ocean/off Kenya/off Tanzania/off Mozambique/off Madagascar/off Seychelles/off west India and off west Maldives.
All incidents for countries with * above are attributed to Somali pirates

TABLE 11: Types of ships attacked, January – June, 2007 – 2012

Type	2007	2008	2009	2010	2011	2012
Barge / Barge carrier	1	1				
Bulk carrier	12	14	64	30	61	39
Catamaran			2			
Cement Carrier		1				
Container	19	21	36	33	35	26
Crane Ship				1		
Dhow	3		1	3	1	5
Diving Support Vsl					1	
General Cargo	18	16	36	23	20	8
Guard Vessel						1
Heavy Load carrier					1	
Landing Craft				1		
Lift Barge		1				
Livestock carrier		1			2	
Naval Auxiliary Ship						1
OBO			1			
Offshore Barge		1				
Passenger		2	1	1	1	
Pipe Layer Vessel						1
Refrigerated	2	4	1	3	3	2
Research Ship	2	1	1	1		1
Rig/Platform / FPSO	4					
RORO	2		6	2	2	2
Seismographic Res.				1	1	
Supply Ship		2	1		1	5
Tanker Bitumen	1		2		1	
Tanker Chem / Prod	22	21	39	51	56	46
Tanker Crude Oil	18	10	24	18	41	22
Tanker LNG	1		1			2
Tanker LPG	2	1	3	4	2	6
Trawler/Fishing	8	6	9	12	5	4
Tug	4	7	7	7	21	6
Vehicle carrier	1	1	1	3	6	
Warship				1		
Wood Chip carrier					1	
Yacht	4	2	4		3	
Not stated	2	1		1	1	
Six Month Total	**126**	**114**	**240**	**196**	**266**	**177**
Total for year	**263**	**293**	**406**	**445**	**439**	

CHART D: Type of vessels attacked January – June 2012

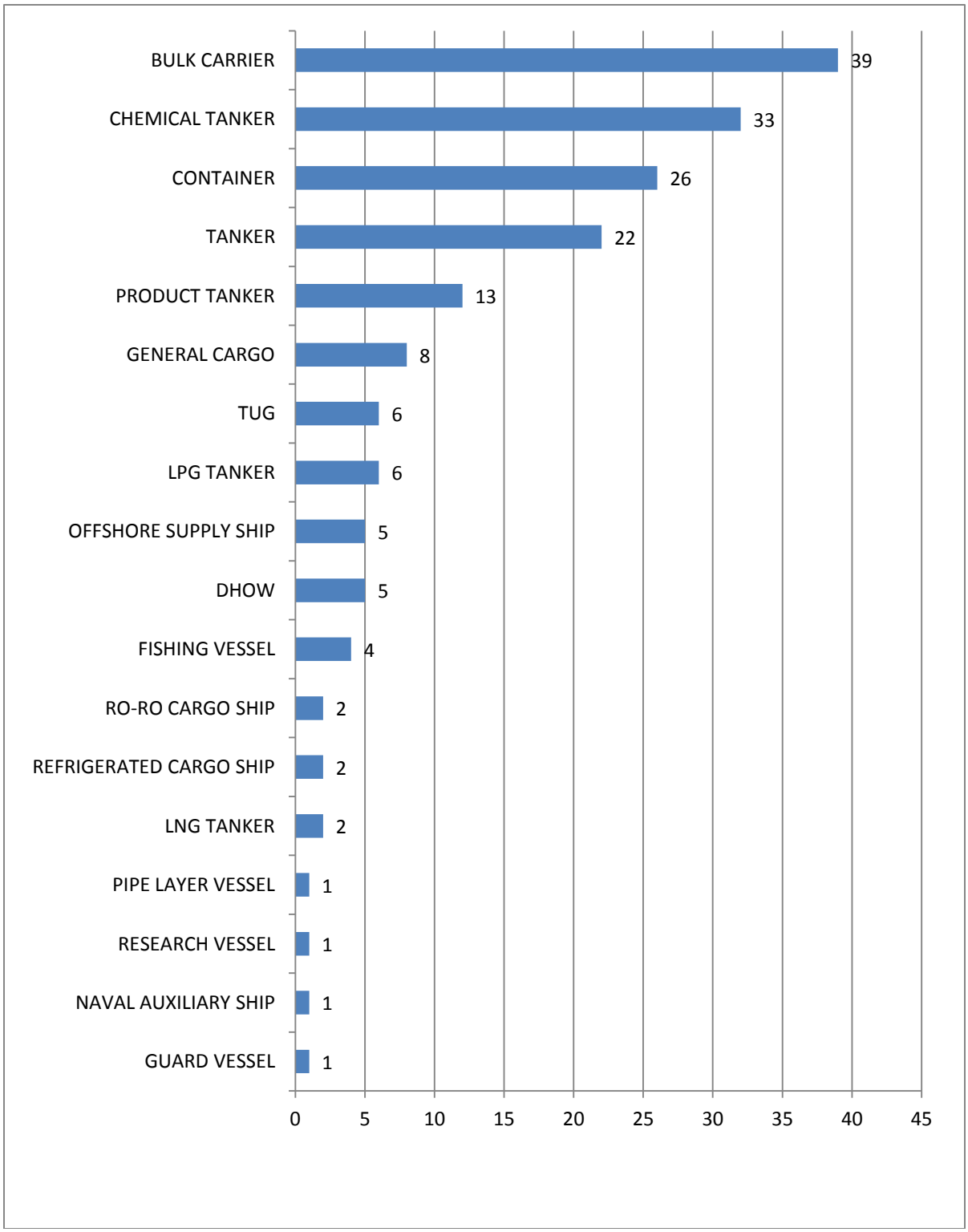


TABLE 12: Nationalities of ships attacked, January – June, 2007 – 2012

Flag State	2007	2008	2009	2010	2011	2012
Algeria					1	
Antigua Barbuda	3	8	12	6	9	2
Austria					1	
Bahamas	1	3	9	3	7	12
Barbados		1			1	
Belgium			1		2	
Belize		1				
Bermuda				1		
Bolivia						1
Brazil	1		1			
Bulgaria				1		
Cambodia	1					
Canary Island		1				
Cayman Island			1		1	1
China	1		1	1	2	
Comoros	1				2	1
Croatia			1			
Curacao						2
Cyprus	5	9	8	3	3	1
Denmark	3	1	2	1	5	4
Dominica Republic					1	
Egypt	1		3			
Ethiopia			1		1	1
France		3	1	2	2	
Germany		1	5	1	3	2
Gibraltar	1	2	1		1	2
Greece			5		6	3
Guyana	1					
Honduras	1					
Hong Kong (SAR)	3	2	12	5	11	11
India	3	1	4	5	4	4
Indonesia	1	1	1	2	4	
Iran				1		
Isle Of Man	1	4	1	2	2	3
Italy			6	3	5	3
Jamaica				1		
Japan	1	2			1	
Jordan	1	1				
Liberia	12	7	22	28	29	33
Libya			1		2	
Lithuania				1		
Luxemburg	1				1	
Malaysia	2	3	1	7	7	5
Malta	4	2	16	10	19	6
Marshall Islands	8	10	18	18	28	9
Myanmar	1	1				
Mongolia					3	
Netherlands Antilles				3		

Netherlands	2	2	2	3		1
Nigeria		1	1			
North Korea				4		
Norway	1	3	4	2	5	2
Oman	1					3
Pakistan				2		
Panama	20	26	14	40	42	26
Philippines	2		4	1	2	4
Portugal		1				
Qatar		2				
Russia	1			1		
Saudi Arabia				1		
Seychelles Islands				2	1	
Singapore	12	12	9	15	21	24
South Korea	3		2	1		1
Spain				1	2	1
St. Kitts & Nevis		2		2	1	1
St. Vincent Grenadines	5	3	3	5	2	
Suriname		1				
Switzerland	1					
Taiwan		1	1	1		
Tanzania		2		1		
Thailand	1	2	1	2	1	1
Togo				1	1	
Turkey	2	2	1	4	3	1
Tuvalu	1					1
UAE		3	1		5	
Ukraine			1			
United Kingdom	3		1	3	3	1
USA	1		4	2	3	1
Vanuatu	2				1	
Vietnam				3	3	
Yemen			2	5	5	3
Not Stated	4	4		1	1	
Total for six months	**127**	**126**	**114**	**240**	**266**	**177**
Total year end	**239**	**263**	**293**	**406**	**439**	

CHART E: Flag States whose vessels attacked six or more times January – June 2012

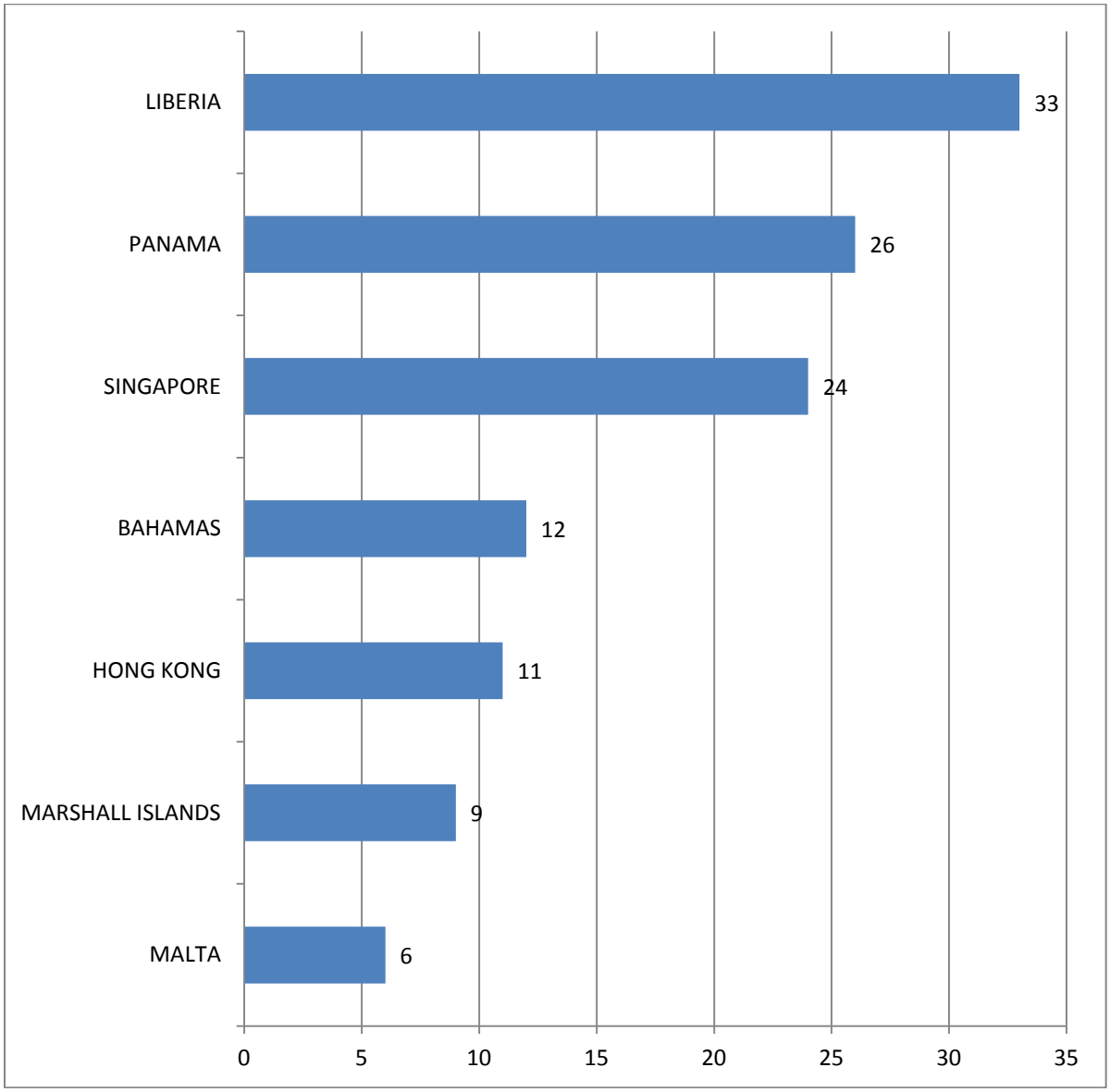
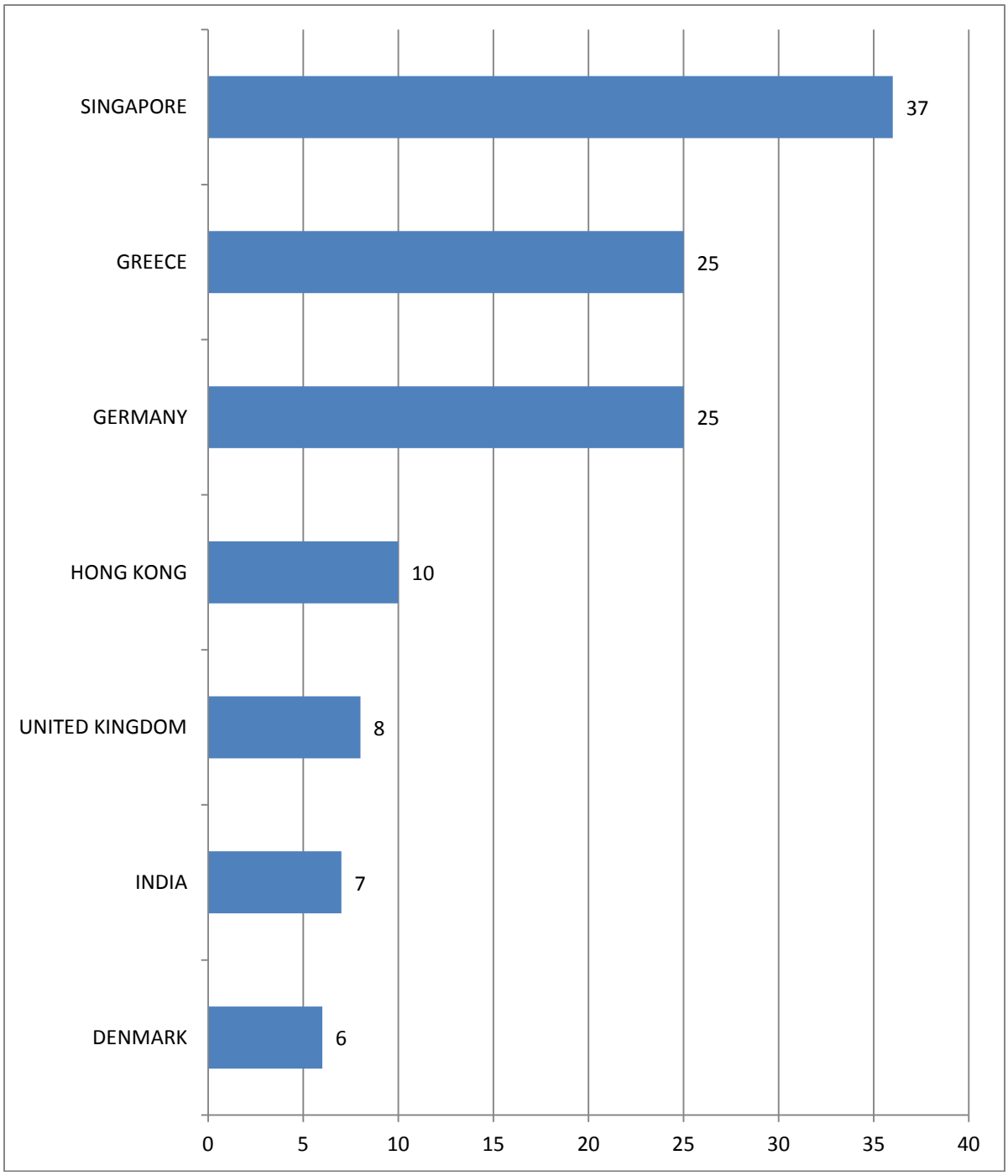


TABLE 13: Countries where victim ships were controlled or managed: January – June 2012

Country	**No of Ships**
Bahamas	1
Bangladesh	1
Belgium	1
China	2
Croatia	1
Cyprus	2
Denmark	6
Egypt	1
Ethiopia	1
Germany	25
Greece	25
Hong Kong	10
India	7
Iran	2
Israel	1
Italy	1
Japan	3
Malaysia	4
Monaco	1
Netherlands	5
Norway	3
Oman	4
Philippines	4
Russia	1
Singapore	37
South Korea	4
Spain	1
Taiwan	1
Thailand	1
Turkey	2
UAE	4
United Kingdom	8
USA	2
Vietnam	1
Yemen	3
Not Stated	1
Total	**177**

CHART F: Managing countries whose ships have been attacked six or more times from January – June 2012



OFF SOMALIA / GULF OF ADEN ATTACK FIGURES UPDATE

Since January to June 2012 the IMB PRC has received a total of 69 incidents attributed to Somali pirates who continue to threaten an extended geographical region - from the southern part of the Red Sea in the west to 70° East longitude. Incidents have also been reported in the Gulf of Oman from 25° North. Past incidents have been as far east as 76° East extending southward to 22° South.

A total of 217 seafarers have been taken hostage. Two seafarers have been killed and one injured. The east and south coast of Somalia and Arabian Sea have recorded 44 attacks. A further 13 attacks in the Gulf of Aden and 12 attacks in the southern Red Sea have been reported. In this period 13 vessels have been hijacked.

As of 30 June 2012, suspected Somali pirates held 11 vessels for ransom with 174 crew members of different nationalities as hostages. In addition, these pirates are also holding 44 kidnapped crew members as hostage.

The Somali pirates are quite opportunistic and have attacked General Cargo vessels, Bulk Carriers, all types of Tankers, Ro Ro vessels, Container vessels, Fishing Vessels, Sailing yachts, tugs and Dhows.

Most of the attacks involve the use of weapons which is a cause of great concern, to the merchant navy fleet, as it poses a serious threat not only to injury and death of seafarers but also to the ship, cargo and environment.

The Somali pirates continue to use hijacked ocean going fishing vessels, and dhows as mother vessels to conduct piracy operations. Skiffs are launched from these hijacked vessels which quickly intercept and attack innocent vessels resulting in some being successfully hijacked. With pirates in control of these hijacked vessels, there is no boundary that the pirates could not sail to with enough fuel onboard. All vessels are advised to monitor not only small boats but also dhows, fishing vessels and merchant ships that are seen lowering skiffs onto the sea.

Successful hijackings have reduced due to the efforts and actions of the naval forces and preventive measures used by the merchant vessels including the use of citadels and employment of Privately Contracted Armed Security Personnel (PCASP).

Currently and until early September, due to the SW Monsoons, pirate activities in the Indian Ocean and Arabian Sea will decline as the weather conditions are not conducive and favourable for small boat activities. Areas not affected by the SW monsoon may continue to see a higher number of attacks as the weather in these areas remain conducive for small boat activities.

Somali pirate attacks cover a vast area which include the Gulf of Aden, southern Red Sea, off Yemen, off Oman, Arabian Sea, off Somalia, off Kenya / off Tanzania / off Seychelles, off Madagascar, off Mozambique, Indian Ocean and off Maldives west coast.

PIRACY AND ARMED ROBBERY PRONE AREAS AND WARNINGS

Mariners are warned to be extra cautious and to take necessary precautionary measures when transiting the following areas:

SOUTH EAST ASIA AND INDIAN SUB CONTINENT

Bangladesh: Attacks continue but with reduced numbers. Robbers are seen targeting ships preparing to anchor. Most attacks reported at Chittagong anchorages and approaches. Attacks in Bangladesh have fallen significantly over the past few years because of the efforts by the Bangladesh Authorities.

Indonesia: Anambas / Natuna / Mangkai / Subi / Merundung islands / Tanjung Priok – Jakarta / Dumai / Taboneo waters. Pirates / robbers are normally armed with knives and / or machetes. Guns have also been reported on occasion. Generally be vigilant in other areas. Many attacks may have gone unreported. Pirates / Robbers normally attack vessels during the night. When spotted and alarm sounded, pirates / robbers usually abort the attack and move away.

Malacca Straits: Although the number of attacks has dropped substantially due to the increase and aggressive patrols by the littoral states authorities since July 2005, ships are advised to continue maintaining strict anti piracy / robbery watches when transiting the straits. Currently, there are no indications as to how long these patrols will continue or reduce.

Singapore Straits: Vessels are advised to continue maintaining adequate anti piracy watch and measures. Pirates / robbers attack ships while underway or while anchored at the Straits.

South China Sea: in the vicinity off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung area.

AFRICA AND RED SEA

Nigeria: **Lagos/Port Harcourt -** Pirates / Robbers are often violent and have attacked, hijacked and robbed vessels / kidnapped crews along the coast, rivers, anchorages, ports and surrounding waters. Attacks reported up to 120nm from the coast. In some incidents, pirates hijacked the vessels for several days, ransacked it and stole part cargo usually gas oil. A number of crew members have been injured as these criminals are very violent. Generally all waters in Nigeria remain risky. Vessels are advised to be vigilant as many attacks have gone unreported.

Benin: Cotonou - Although the number of attacks has dropped significantly, the area remains risky. Past attacks showed that the pirates / robbers in this area are well armed and very violent. In some incidents, pirates / robbers have fired at ships. Many tankers have been attacked and hijacked. Pirates / robbers forced Masters to sail to unknown locations where ships properties and sometimes cargo has been stolen (gas oil). A number of crew members were also injured in the past. Recent patrols by Benin and Nigerian Authorities has resulted in a decrease in the number of attacks. However, vessels are advised to continue to be vigilant and maintain strict anti piracy watches and harden their vessel.

Togo: Lome - Attacks are increasing. Pirates in the area are well armed, violent and dangerous. Attacks can occur at anchorages and off the coast and usually at night. Some attacks resulted in the vessel being hijacked for several days where the vessel was ransacked and part cargo stolen (gas oil).

Gulf of Aden / Red Sea : Somali pirates continue to attack vessels in the northern Somali coast in the Gulf of Aden and southern Red Sea in the Bab El Mandeb TSS despite presence of warships. The pirates fire automatic weapons and Rocket Propelled Grenades (RPG) at merchant vessels in an attempt to board and hijack them. Once the attack is successful and the vessel hijacked, they would sail the vessel towards the Somali coast and thereafter demand a ransom for the release of the vessel and crew. All vessels transiting the area are advised to take additional precautionary measures and maintain strict 24 hours visual and radar anti piracy watch using all available means. Watch keeping crews should lookout for small suspicious boats converging to own vessel. Early sightings / detection and accurate assessment will allow Master to increase speed and take evasive manoeuvres to escape from the pirates and at the same time request for assistance from various Authorities / Agencies including the IMB PRC. Monitor and keep clear of all small boats if possible. Adhere to the latest BMP recommendations.

Since 1 February 2009, MSCHOA (www.mschoa.org) has established the Internationally Recommended Transit Corridor (IRTC). Military assets (Naval and Air) will be strategically deployed within the area to best provide protection and support to merchant ships.

Masters using the IRTC are not relieved of their obligation and should continue to maintain a strict 24 hour lookout using all available means to get an early warning of an approaching threat. Some vessels have been attacked/hijacked in the corridor.

Ships / Owners are advised to register their details on the MSCHOA website www.mschoa.org and obtain further information regarding the close support protection details for ships transiting the Gulf of Aden. Ships are encouraged to conduct their passage through the IRTC in groups based on their transit speed of 10, 12, 14, 16 and 18 kts.

Masters are also advised to maintain a listening watch on CH 16, CH 8 and CH 72 in order to hear the Maritime Advisory Calls from the warships in the area who will make general security broadcasts and in turn also listen to merchant ships calling them. Masters are also advised to monitor the IMB Piracy Reporting Centre (PRC) broadcast and Warnings via Inmarsat C EGC Safety Net. All attempted and actual attacks and suspicious sightings reported to warships should also be reported to the IMB PRC.

Somalia: Somali pirates continue aggressively to attack vessels in the northern, eastern and southern coast of Somalia. The attacks have spread and taken place very far reaching up to off Kenya, off Tanzania, off Seychelles, off Madagascar, off Mozambique / Mozambique Channel and in the Indian Ocean and Arabian Sea / off Oman, the Gulf of Oman and off west coast India and off western Maldives. Somali pirates are dangerous and are prepared to fire their automatic weapons and RPGs at vessels in order to stop them. Pirates are believed to be using “mother vessels” to launch attacks at very far distance from coast. These "mother vessels" are usually hijacked dhows or ocean going fishing vessels. In the past the Somali pirate has tried to use hijacked merchant vessels to conduct piracy operations. The “mother vessel” is able to proceed very far out to sea to launch smaller boats or skiffs to attack and hijack unsuspecting passing vessels. Many attacks have taken place more than 1,000nm from the Somali coast (towards Indian west and south coast in the Indian Ocean). These pirates have attacked vessels close to the coast of Tanzanian, Kenya, Somalia, Yemen and Oman. Masters are cautioned that attempted attacks and suspicious approaches have taken place as far east as 76°E, as far south as 22°S and as far north as 25 °N (just south of the Straits of Hormuz).

Monitor and keep clear of all small boat, dhows and fishing vessels if possible. A 24hour visual and radar watch must be maintained at all times while transiting these waters. Early sightings / detection and most importantly accurate assessment, keeping in mind the warnings and alerts for the area will

allow Masters and PCASP to make informed decisions for evasive actions, increasing speed, requesting assistance as well as engaging the pirates. Adhere to the latest BMP recommendations.

Egypt: Attacks reported at Suez and El Dekheila anchorages.

SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS

Ecuador: Guayaquil. Attacks are increasing.

Reporting of incidents on Piracy and Armed Robbery occurring on vessels anywhere in the world:

Ships are advised to maintain strict anti-piracy watches and report all piratical and armed robbery incidents (actual and attempted) and suspicious sightings to the IMB Piracy Reporting Centre, Kuala Lumpur, Malaysia.

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

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

The Centre's 24 Hours Anti Piracy HELPLINE is: + 60 3 2031 0014

IMB Maritime Security Hotline

A 24hour Maritime Security 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 relating to maritime crime, safety and security including terrorism, piracy, stowaways and other illegal activities anywhere in the world has been made available.
All information received will be treated in strict confidence and will be passed on to relevant Authorities for further action.

Maritime crime and security concerns us all. With your help, we can help minimize the risks to save lives and property.

The Maritime Security Hotline can be contacted 24 hours a day:

Email: imbsecurity@icc-ccs.org

Tel: +603 2031 0014 Fax: +603 2078 5769

All information received will be treated in strict confidence and will be passed on to relevant authorities for further action. Remember: Your information may save lives.

TRENDS

A total of 177 incidents have been reported to the IMB Piracy Reporting Centre (PRC) in the first six months of 2012, compared to 266 incidents for the corresponding period in 2011.

Globally, 20 vessels were hijacked and 334 crew taken hostage. A further 80 vessels were boarded, with 52 attempted attacks and 25 vessels fired upon. At least four crew members have been killed in 2012.

The decrease in the overall number is welcomed and primarily due to a noticeable decline in Somali piracy activity – down from 163 in the first six months of 2011 to 69 in 2012. The number of vessels hijacked by Somali pirates has also dropped from 21 in 2011 to 13 in 2012. In 2012, 217 crew members have been taken hostage by Somali pirates. Somali piracy continues to remain a serious threat. As at 30 June 2012, Somali pirates were holding 11 vessels and 218 crew, 44 of which were held ashore in unknown locations and conditions. These attacks have occurred in the Southern Red Sea, Gulf of Aden, Gulf of Oman, Arabian Sea and Somali Basin threatening all shipping routes in the north west Indian Ocean.

The reduction in the number of reported Somali piracy incidents is the result of the efforts of the international navies, effective deployment of Best Management Practices, ship hardening and particularly the increased use of Privately Contracted Armed Security Personnel (PCASP). The pre-emptive and disruptive tactics – including the first land based attack – employed by the navies have played a vital role in deterring the pirates. Naval assets are essential to region-wide counter piracy tactics, including interdicting motherships before they can get into a position to threaten merchant vessels.

Disproportionate increases have been observed in other parts of the world.

In the Gulf of Guinea, 32 incidents – including five hijackings - were reported in 2012 compared to 25 in 2011. Unacceptable levels of violence have been used against crew members. Guns were reported in at least 20 of the 32 incidents. At least one crew member was killed and another died as a result of an attack.

Seventeen reports are recorded for Nigeria compared to six in 2011. In 2012, three vessels were hijacked and 61 crew members were taken hostage. Seven vessels were boarded, six fired upon and one attempted attack was reported. The attacks by armed pirates in skiffs are occurring at greater distances from the coast suggesting the possible use of fishing or other vessels to reach their targets. Three vessels were fired upon on 30 June 2012 – with a tanker and a container vessel each reporting coming under fire in a five minute period, approximately 135 NM from Port Harcourt.

Elsewhere in the Gulf of Guinea, there has been a noticeable increase in pirate activity off Togo, attributed to Nigerian pirates. Five incidents have been reported in 2012 compared to zero in 2011. All five incidents occurred in April and culminated with the hijacking of a Panamax sized product tanker.

Attacks elsewhere in the world are mainly armed robberies. Indonesia accounts for almost 20% of the global numbers with 32 reported incidents compared to 21 in the same period in 2011. Twenty eight of the vessels targeted in 2012 were boarded and included 23 anchored vessels, two berthed and three that were underway.

The IMB PRC remains the world's only, manned centre to receive and disseminate reports of piracy and armed robbery 24 hours a day across the globe. As part of the ICC it is an independent body set up to monitor these attacks free of political interference. IMB strongly urges all shipmasters and owners to report all actual, attempted and suspicious piracy and armed robbery incidents to the IMB Piracy Reporting Centre. This is an essential first step in the response chain. The statistics and reports of the IMB PRC act as a catalyst to encourage firm response by government and law enforcement.

OBSERVATIONS

Narrations of the 177 attacks for 1 January to 30 June 2012 are listed on pages 34 to 66. The following serious incidents, in chronological sequence are described in more detail.

Somalia:
(Off Kenya, Off Tanzania, Off Mozambique, Off Madagascar, Off Seychelles, Indian Ocean, Off India west coast , Off West Maldives, Arabian Sea, Off Oman, Off Yemen, Off Iran)
On 15 February 2012, a Panamanian flagged Ro Ro Cargo Ship MV Leila was attacked by armed pirates while underway at around 25nm SE of Sadh, Oman, (off Somalia) at approximately 1500 UTC. The pirates boarded and successfully hijacked the vessel. All 15 crew members were taken hostage. Pirates then sailed the vessel to Somalia. Negotiations are currently in progress for the release of the crews and vessel.

On 28 February 2012, a dhow Al Assma was attacked and boarded by armed pirates while underway in position Latitude 15:01 North and Longitude 054:56 East around 130nm SSE of Salalah, Oman, (off Somalia) at approximately 1200 UTC. Around 12 pirates armed with AK47 in a skiff boarded and hijacked the dhow. All 17 crews were taken hostage. On 07 March 2012, it was confirmed that the pirates had released the dhow.

On 02 March 2012, a Panamanian Chemical Tanker MT Royal Grace was attacked by armed pirates while underway in position Latitude 21:27 North and Longitude 062:37 East around 211nm ENE of Masirah Island, Oman, (off Somalia) at approximately 1219 UTC. Armed pirates in a skiff attacked, boarded and successfully hijacked the tanker and took all 22 crew members as hostage. The pirates sailed the vessel to Somalia. Negotiations are currently in progress for the release of the crews and vessel.

On 26 March 2012, a Bolivian flagged Bulk carrier MV Eglantine was attacked and hijacked by armed pirates while underway in position Latitude 07:00 North and Longitude 069:45 East around 200nm SW of Minicoy Island, India, (off Somalia) at approximately 0330 UTC. Armed pirates attacked and successfully boarded the vessel. They took hostage all 23 crew members and sailed the vessel towards Somalia. Later, an Iranian naval warship intercepted and rescued the crew and vessel. Two crew members were killed and one injured. All the pirates were detained.

On 26 March 2012, an Omani flagged Fishing Vessel FV Naham 3 was attacked and boarded by armed pirates while underway off Somalia. The pirates hijacked the Fishing Vessel and took all 15 crew members as hostage. The last known position of the fishing vessel was Latitude 06:18.50 North and Longitude 050:13.04 East, around 115nm NE of Hobyo.

On 06 April 2012, a Pamananian flagged General Cargo Ship MV Xiang Hua Men was attacked by armed pirates while underway in position Latitude 25:28 North and Longitude 057:32 East, around 16nm SW of Bandar-E-Jask, Iran, Off Somalia at approximately 0505 UTC. Armed pirates attacked and successfully boarded the ship. The Master raised the alarm, activated the Alert and crew mustered in the citadel. The pirates managed to take some crew members as hostage and hijacked the ship. An Iranian warship responded to the Alert and proceeded to the ship. The warship then moved closer to the hijacked ship resulting in an exchange of gunfire between the pirates and the Iranian Navy. The Navy team managed to board the hijacked ship and detained nine pirates and save all 28 crew members.

On 10 May 2012, a Liberian flagged Tanker MT Smyrni was attacked by armed pirates while underway in position Latitude 15:58 North and Longitude 061:02 East, around 250nm SE of Ras Al

Madrakah, Oman, off Somalia at approximately 0923 UTC. Ten pirates in two skiffs armed with automatic weapons chased the tanker underway. The tanker enforced anti piracy measures, razor wires in place, fire hoses activated, increased to maximum speed and made evasive manoeuvres thus managing to evade the attempted boarding. The skiffs then regrouped with their mother vessel and launched a second attack on the tanker. The pirate skiffs approached the tanker at a speed of about 24knots and this time managed to successfully board and hijack the tanker. The pirates took all 26 crew members as hostage and sailed the tanker towards Somalia.

On 20 June 2012, an Omani Dhow Shamsi was attacked and boarded by armed pirates while underway at position Latitude 20:29 North and Longitude 059:03 East, around 13nm East of Masirah, Oman, off Somalia at approximately 1200 UTC. Armed pirates attacked and managed to successfully board the dhow and took all seven crew members as hostage. The pirates hijacked the dhow and sailed to unknown destination. The dhow was released on 29 June 2012.

Gulf of Aden:
On 02 January 2012, an Indian dhow Safina Al Salam was attacked by armed pirates while underway at position around 60nm off Bosaso, in the Gulf of Aden at approximately 0130 UTC. Pirates armed with machine guns in a boat attacked and successfully boarded the dhow. The pirates took hostage all 16 crew members and four passengers. Naval warships later arrived and their presence resulted in the pirates leaving the dhow after a few days.

On 14 January 2012, a Yemeni dhow Al Wasil was attacked by armed pirates while underway at position about 38nm from Mukalla Port, Yemen, in the Gulf of Aden. Five pirates armed with guns attacked and successfully boarded the dhow. The pirates took hostage all eight crew members. Later, the pirates released five crew members at Ras Hafoon and maintained control of the dhow and remaining three crew members.

On 02 March 2012, a Yemeni dhow Ghazal Howlf was attacked by armed pirates while underway at position Latitude 12:56N and Longitude 049:10 East around 95nm south of Mukalla, Yemen, in the Gulf of Aden. Armed pirates attacked and hijacked the dhow that was sailing from Mukalla to Socotra Island. The pirates took hostage all six crew members and sailed the dhow to Somalia.

On 21 April 2012, a Yemeni Fishing Vessel FV Alabass was attacked and hijacked by armed pirates while underway at position Latitude 15:20 North and Longitude 052:12 East about 17nm south of Ras Fartak, Yemen, in the Gulf of Aden. Armed pirates attacked and successfully boarded the dhow. The pirates took hostage all crew members. The hijacked dhow together with the crew members were later released on 19 May 2012. The dhow and crew safely arrived at a port in Yemen.

Nigeria:
On 09 January 2012, a Norwegian Bulk Carrier MV Spar Rigel was attacked by armed pirates while drifting at position Latitude 03:21.4 North and Longitude 007:12.9 East, around 80nm south of Bonny River Fairway Buoy, Nigeria at approximately 2015 LT. Armed pirates in a boat approached the vessel. Duty crew onboard spotted the boat and raised the alarm. The boat closed in and then fired at the vessel. The pirates continued to fire indiscriminately at the vessel and all crew retreated into the citadel. After about 12 hours, the crew emerged from the citadel and found that the pirates had left the vessel. However, the pirates had ransacked the crew cabins and stole cash and valuables.

On 16 January 2012, a Bahamas Chemical Tanker was attacked by armed pirates while anchored at position Latitude 06:18 North and Longitude 003:20 East, Lagos Anchorage, Nigeria at approximately 0350 LT. The Master and OOW onboard an anchored tanker noticed two heavily armed pirates on deck and quickly raised the alarm. Master contacted the Navy on VHF Ch 16 but

received no response. Non essential crew locked themselves in a safe location. The pirates made their way to the bridge and fired warning shots at the Master and gained entry into the bridge. They assaulted the Master and stole his personal effects. In the meantime, another 10 pirates arrived and ordered the Master to heave up anchor and Chief Engineer to start the engines. The pirates were very aggressive and highly agitated and forced all crew members to lie on the bridge floor. Under the pirate's orders and command, the tanker sailed to a location approximately 80 to 100nm south of Lagos. The pirates changed the tanker's name to "OSA MASO". The crews were forced to prepare the tanker for lightering operations. On 20 January 2012, all the crew members were locked in the smoke room and the lightering operation commenced. None of the crew members were able to see the lightering tanker. On 21 January 2012, the pirates disembarked at position Latitude 06:04 North and Longitude 004:28 East after stealing crew cash, personal effects, ship's cash and part cargo. The Master then sailed the tanker back to Lagos anchorage where the local Authorities boarded for investigation. The tanker sustained damage during the lightering operation.

On 13 February 2012, a Panamanian Bulk Carrier MV Fourseas SW was attacked by armed pirates while drifting awaiting berthing instructions at position Latitude 04:43 North and Longitude 003:44 East, around 110nm south of Lagos, Nigeria at approximately 0250 UTC. Eight armed pirates successfully boarded the vessel and took hostage the Chief Cook. The pirates forced the Chief Cook to take them to the Master's cabin. The pirates then ordered the Master to open the door. As there was no response from the Master, the pirates fired about 20 rounds to force open the Master's cabin door. When the door opened, the pirates fired two shots at the Master and removed the safe from the cabin. The pirates then tried to enter the Chief Engineer cabin. During this time, the Chief Engineer tried to escape through the cabin window by using two bed sheets to descend down from the port hole. During this attempt, the Chief Engineer fell and as a result of the fall he sustained serious injuries and later died. The pirates escaped in two speed boats waiting alongside the vessel. A French warship which was in the area received the IMB Piracy Reporting Centre's broadcast warning and went to the aid of the vessel. A naval boarding team from the warship boarded the ship and provided necessary assistance and escorted the vessel to Lagos port. On arrival at Lagos port, the local Authorities boarded the vessel and provided medical assistance to the crews. Later all 18 crew members and the bodies of the Master and Chief Engineer were taken ashore.

On 28 February 2012, a Curacao flagged Refrigerated Cargo Ship MV Breiz Klipper was attacked by armed pirates while anchored at position Latitude 04:12 North and Longitude 006:56 East, 3nm from Fairway Buoy, Port Harcourt, Nigeria at approximately 1510 UTC. About eight pirates armed with guns in a wooden boat attacked and started firing towards the bridge and galley of the vessel. The pirates managed to board the vessel and ransacked the vessel and stole crew's cash and personal effects and ship's cash and properties. They then kidnapped the Master and Chief Engineer and escaped. One crew was wounded and another unaccounted for and may have also been taken by the pirates. The local Authorities were informed and the ship sailed to a safe distance without the presence of the Master and Chief Engineer. Later on 28 February 2012, the Master, Chief Engineer and the crew were safely released.

On 07 May 2012, a Singapore Offshore Supply Vessel Ark Charly was attacked and hijacked by armed pirates while underway at position Latitude 04:26.19 North and Longitude 004:58.44 East, Nigeria at approximately 0640 UTC. Armed pirates attacked and managed to board the vessel successfully. They hijacked the vessel and took all 17 crew members as hostage. The pirates released the crew and vessel later the same day at 1755 UTC. The vessel and crew safe.

On 25 June 2012, a Liberian flagged Chemical Tanker (Name Withheld) was boarded and hijacked by 12 Nigerian pirates approximately 50nm south of Lagos. The pirates boarded via a small speed boat and mustered the crew in the mess room with the exception of the Master and the Chief Engineer

who were made to remain on the bridge and engine room respectively. The vessel was made to sail towards Togo and back. In the 45 hours that the pirates were onboard the vessel they raided all 20 crew cabins and stole crew cash, property and ships cash. The pirates later disembarked off Escravos Terminal. All crew safe.

Benin:
On 09 February 2012, a Panamanian Product Tanker MT Saphina was attacked and hijacked by armed pirates while drifting in position Latitude 04:57.5 North and Longitude 002:16.7 East, around 83nm south of Cotonou, Benin at approximately 1402 UTC. Armed pirates boarded and hijacked the tanker that was drifting awaiting orders. The pirates took hostage all 18 crew members and sailed the vessel to an unknown location. The IMB Piracy Reporting Centre was notified and had contacted and liaised with the Nigerian Authorities who sent a rescue team from the Navy. The Nigerian navy intercepted the tanker and rescued all crews and tanker.

Togo:
On 30 April 2012, a Panamanian Product Tanker MT BW Rhine was attacked and hijacked by armed pirates while anchored at position Latitude 06:01.14 North and Longitude 001:20.2 East at Lome Anchorage, Togo at approximately 1608 UTC. Armed pirates attacked and successfully boarded the tanker at anchor. They took hostage all 24 crew members and sailed the tanker to an unknown location. The IMB Piracy Reporting Centre contacted and liaised with the relevant Authorities to search for the tanker. On 04 May 2012, all the crew and tanker were released.

South China Sea:
On 17 April 2012, a Malaysian tugboat TB Wantas 6 and barge Wantas VII were attacked by armed pirates while underway from Singapore Straits to Tawau. The tug towing the barge was attacked and hijacked and all seven crew members were taken hostage. The tug sailed from Langkawi, Malaysia on 12 April 2012 bound for Tawau, East Malaysia. The last contact the Owners had with the tug was on 16 April 2012 after transiting Singapore Straits. The seven crew members were later set adrift by the pirates and were rescued by a Vietnamese fishing vessel. All crew members were then safely landed in Vietnam. The barge was later located in the vicinity of Palawan Island, Philippines on 26 April 2012 by the Philippine Coast Guard.

Malacca Straits:
On 23 May 2012, a Malaysian fishing vessel PKFB 1340 (C) along with its six crewmembers was attacked and hijacked by armed pirates while steaming in position Latitude 04:50 North and Longitude 099:04 East, in the Malacca Straits at approximately 2200 LT. The Malaysian Authorities / MMEA / Navy were notified and immediately dispatched their patrol boat and a helicopter to the location to provide assistance. The rescue mission was also assisted by the Indonesian Authorities / Navy. All crew were later rescued safely along with their vessel. Pirates had left before the Authorities arrived.

ACKNOWLEDGEMENT

The IMB appreciates the assistance and vital cooperation provided by the Coalition naval forces / EU naval force (EUNAVFOR ATALANTA) / MSCHOA / US Navy / French Alindien / NATO / UKMTO / Indian Navy / Iranian Navy / Malaysian Navy / Russian Navy / Chinese Navy / South Korean Navy / Japanese Maritime SDF / Singapore Navy / Royal Thai Navy and Yemeni Coast Guard and Navy for assisting the many vessels that have been attacked by suspected Somali pirates both in the Gulf of Aden and off eastern / southern Somali coast, Indian Ocean, Arabian Sea and other areas. Although, regrettably some vessels have been hijacked, many have managed to also deter the pirates due to timely intervention of the navies.

The IMB congratulate the Navies that have successfully intercepted and detained a number of Somali pirates.

The positive actions by the Navies had resulted in the drop in the number of successful attacks.

PIRACY NEWS

IMB: Human Cost of Somali Piracy Updated Report Released

A report highlighting the latest details of the plight of seafarers at the hands of Somali pirates was launched on Friday 22 June 2012 at the IMO headquarters in London. The report entitled "The Human Cost of Piracy 2011" has been written jointly by the One Earth Future for its Oceans Beyond Piracy project and by the International Maritime Bureau. This report is a direct consequence of the Washington Declaration on "Condemning Acts of Violence Against Seafarers" signed by the flag states of the Republic of Liberia, Republic of Marshall Islands, Republic of Panama, the Commonwealth of the Bahamas and most recently the Federation of St. Kitts and Nevis.

The report, which can be downloaded free of cost at
http://www.icc-ccs.org/images/stories/pdfs/hcop_2011_version1.4.pdf
http://oceansbeyondpiracy.org/sites/default/files/hcop_2011.pdf is divided into two parts; the first giving statistics on the violence faced by the seafarers and the second on the treatment of seafarers onboard 23 of the 77 vessels hijacked by the Somali pirates between 2010 and 2011. The report highlights the treatment of the captured seafarers to be in violation of basic human rights of life, liberty and security of person. Nearly all the captured seafarers suffered psychololologically; at least 50% were subject to a mild form of physical violence while 10% were subject to severe violence, which in normal parlance could be termed as torture.

IMO raises the issue of Armed Guards onboard merchant vessels in MSC90 (16 -25 May 2012)

Piracy and Armed Robbery was once again the highest priority at the MSC90 held at the IMO headquarters in London between 16 and 25 May 2012. In the first ever high level segment discussion the Secretary General called upon all Member States representing flag, port and coastal States and States of seafarers, and shipowners to express their views on the issue of arms onboard vessels and to address the three issues of:

1. Guidance and standards for private maritime security companies (PMSC) providing privately contracted armed security personnel (PCASP),
2. Issues related to PCASP of concern to littoral States; and
3. Guidelines on the use of firearms.

Among various discussions on Maritime piracy and armed robbery the Working Group established by the Committee at the MSC90 indicated need for standardisation of guidance and guidelines for PMSC and PCASP and established that the International Organization for Standardization (ISO) would be best suited to create these guidelines.

Dutch and Indonesian Government says no to private armed guards' onboard ships

Recently, the Dutch Government said that there will be no armed guards permitted onboard Dutch ships when they sail off the coast of the pirate infested seas in the east and west of Africa. Defence Minister Hans Hillen told this to the Dutch Parliament. However, the Dutch Government allows and provides Marines as protection.

The Indonesian Government also said that they opposed private armed guards' onboard Indonesian flagged vessels. The Indonesian Transport Minister E.E. Mangindaan said that his government will consistently be oppose to private armed guards due to the absence of national and international legal instruments. He said "In addition, we must also comply with the Maritime Safety Convention circulars 1333 and 1334 which stipulates that flag states should try to prevent the use of firearms

among sailors. Moreover, the use of private armed security guards could raise security problems and crimes onboard ships."

EU Military strike at Pirate Base in Somalia

In May, EU forces launched an air strike on a pirate base in Somalia. The attack destroyed pirate equipment / skiffs on the beach. The strike involved combat helicopters without landing ashore and all forces returned safely to EU warships on completion. The air strike was carried out with the support of the Somali Transitional Government. EU officials said that there will likely be more strikes in the future.

Somali President Request for weapons to fight pirates

Somali Transitional Federal Government had called upon the international community to provide arms to their Marine Force. The President, Sheikh Sharif Sheikh Ahmed said "These pirates do not live at sea; they live in Somalia. Who better to battle them than the people of the land? We are completely ready to combat this problem. Despite our limited funds we are ready to train and set up a marine force that would attack and dispel all pirate activities." The President also said that he had between 5,000 to 6,000 men ready to be trained as the marine force to fight pirates. He said "We want the international community to provide them with arms, materials and equipment." The President also mentioned that his country requires the international community to protect Somalia's maritime rights and illegal fishing and dumping of chemical waste must stop. In addition, the Police Force in Somalia required upgrading, to reform the judicial system including infrastructure for jails to be developed.