STATE OF MARITIME PIRACY 2014 AREAS OF INTEREST:

REGIONAL PIRACY TREND COMPARISON:

HUMAN COST OF PIRACY IN 2014:

1035 SEAFARERS ATTACKED
Gulf of Guinea

320 SEAFARERS ATTACKED
Western Indian Ocean Region

3654 SEAFARERS ATTACKED
Southeast Asia

RISKS:
- Violent initial attack
- Opportunistic kidnap and ransom

RISKS:
- Long-term hostage taking
- Regional seafarers more vulnerable

RISKS:
- High percentage of pirate boarding
- No regard for seafarer welfare

TOTAL SEAFARERS ATTACKED BY PIRATES IN 2014 5009

ECONOMIC COSTS OF PIRACY IN 2014:

$983 MILLION
Gulf of Guinea

$2.3 BILLION
Western Indian Ocean Region

Economic costs of Southeast Asia were not calculated for this year’s report.
THE STATE OF MARITIME PIRACY IN SE ASIA

OVERVIEW

HUMAN COST KEY FINDINGS:

- Over 3000 seafarers experienced direct contact with pirates.
- 800 seafarers subjected to violence or threat of violence.
- 51% of attacks involved weapons.

- OBP estimates that 40% of the seafarers affected by piracy were from countries within the SE Asia region.
- Physical abuse of seafarers was reported in 28% of incidents.
- The kidnapping for ransom model is absent in SE Asia. Pirates show a callous disregard for seafarers.

PIRATE ACTIVITY KEY FINDINGS:

- 185 total attacks.
- 64% of attacks occurred near the Malacca or Singapore Strait.
- 173 successful boarding rate.

- The complex nature of maritime jurisdictions in the region presents many challenges for the reporting and classification of events.
- SE Asia recorded the highest rate of successful attacks of the three regions OBP assessed in this year’s report.
- 93% boarding rate in SE Asia could be affected by reporting ambiguities and vulnerable shipping patterns.

HUMAN COST BREAKDOWN:

- 3,654 total estimated number of seafarers exposed to attacks.
- 227 estimated number of seafarers exposed to attempted boardings.
- 3,427 number of seafarers exposed to successful boardings.
- 289 known number of seafarers held hostage in 2014.

- 165 held for less than a day.
- 109 held for 2-13 days.
- 15 held of unknown period of time.

PIRATE ACTIVITY BREAKDOWN:

- 185 piracy & armed robbery incidents in SE Asia 2014.
- 93% of 173 attempted (unsuccessful) boardings.
- 7% of 12 involved hostage-taking and cargo theft.
THE STATE OF MARITIME PIRACY IN THE WESTERN INDIAN OCEAN REGION

OVERVIEW

International navy coalition mandates remain unchanged, but fewer assets have been committed to the missions.

The International Bargaining Forum’s High Risk Area was adjusted in mid-2014, reducing the estimated number of transits - and therefore seafarers - eligible for hazard pay by 50%.

Industry Best Management Practices (BMP), the defined High Risk Area (HRA) and the Joint War Committee (JWC) Listed Area for war risk insurance have not changed since 2012, but re-routing and observed speeds continue to decline and insurance premiums have dropped steadily since the height of the piracy crisis.

Percentage of vessels employing armed guards remained stable, but teams are getting smaller and more diverse due to cost pressures.

Accounts from released hostages in 2014 (11 hostages from MV Albedo held for 1,288 days & 7 hostages from MV Asphalt Venture held for 1,492 days) revealed the full extent of torture and mistreatment inflicted on seafarers.

26 hostages (all taken from FV Naham 3 - hijacked 26 March 2012) remain at very high risk due to poor conditions of confinement ashore and slow negotiations.

Reports of “Suspicious Activity” are still common, accounting for 87% of all reported pirate activity in the Western Indian Ocean Region (WIOR); they are often classified as “False Alarms” by reporting centers.

Restrictive reporting definitions and frameworks could mask important warning indicators and precursors.

Incident reports for regional vessels are unreliable due to intimidation and lack of local reporting agencies.

ECONOMIC COST KEY FINDINGS:

$2.3 BILLION TOTAL COST
64% OF COST BORNE BY INDUSTRY
2.5% OF TOTAL COST ATTRIBUTED TO LONG-TERM INVESTMENT

HUMAN COST KEY FINDINGS:

320 SEAFARERS SUBJECTED TO ATTACKS
18 HOSTAGES RELEASED IN 2014
26 HIGH RISK HOSTAGES REMAIN IN CAPTIVITY HELD OVER 1,150 DAYS

PIRATE ACTIVITY KEY FINDINGS:

18 PIRATE ATTACKS
2 DHOWS SUCCESSFULLY HIJACKED
0 COMMERCIAL VESSELS HIJACKED
**ECONOMIC COST BREAKDOWN:**

**Total Economic Cost of Piracy in the Western Indian Ocean Region 2014**

$2.2 - $2.3 Billion

- **Government & Civil Society Costs**
  - $805 Million
  - 36%
  - Naval Operations
  - Ransom & Associated Payments
  - Prosecutions & Imprisonment
  - Counter-Piracy Organizations

- **Other Industry Costs**
  - $175 Million
  - 8%
  - Insurance
  - Labor

- **Industry-Employed Vessel Protection Measures**
  - $1.2 Billion
  - 56%
  - Armed Guards
  - Security Equipment
  - Increased Speed
  - Recruiting

---

**HUMAN COST BREAKDOWN:**

**2014 Human Cost of Piracy in the Western Indian Ocean Region**

- **Total Estimated Number of Seafarers Exposed to Attacks**
  - 320

- **Estimated Number of Seafarers Exposed to Attempted Boardings**
  - 302

- **Number of Seafarers Exposed to Successful Boardings**
  - 18

- **Number of Seafarers Held Less Than 24 Hours**
  - 6

- **Number of Seafarers Held for 8 Days**
  - 11

- **Number of Seafarers Killed**
  - 1

---

**PIRATE ACTIVITY BREAKDOWN:**

- **Suspicious Activity**
  - 124
  - 87%

- **Pirate Attacks**
  - 18
  - 13%

- **Successful Hijackings**
  - 2
  - 1%
  - 11% Rate of Success

**EMER DENT: MERCHANT VESSELS Successfully Pirated in 2014**

- **ZERO**

Note: Both successful hijackings were dhows
THE STATE OF MARITIME PIRACY IN THE GULF OF GUINEA

OVERVIEW

**ECONOMIC COST KEY FINDINGS:**

- Region significantly increased priority for developing its maritime security infrastructure, but capacity still lacking.
- Over half of the total economic cost attributed to military operations.
- Ransom costs estimated at $1.6 Million, but confidential systems of payment make true cost difficult to obtain.
- OBP estimations show 29% of total costs attributable to regional states.

- $983 MILLION TOTAL COST
- $314 MILLION SPENT ON VESSEL PROTECTION MEASURES
- 47% BORNE BY INDUSTRY

**HUMAN COST KEY FINDINGS:**

- Information related to the impact of piracy attacks on seafarers is limited due to reporting challenges.
- Seafarer awareness and advocacy more challenging in the Gulf of Guinea.
- Regional seafarers at greater risk due to intimidation from local perpetrators.
- No piracy prosecutions/No accountability for criminals.

- 1035 SEAFARERS SUBJECTED TO ATTACKS
- 170 SEAFARERS DETAINED OR HELD HOSTAGE
- 55% INVOLVED WEAPONS

**PIRATE ACTIVITY KEY FINDINGS:**

- Decline in reported attacks in 2014, but consistent with historical patterns of fluctuation in the region.
- As many as 70% of attacks go unreported (Pottengal Mukundan - Director, International Maritime Bureau - IMB).
- Increase in number of attacks in international waters represents piracy’s expanding geographical range.
- 60% of piracy incidents occurred in the waters off Nigeria.

- 67 TOTAL ATTACKS
- 58% OF ATTACKS OCCURRED IN INTERNATIONAL WATERS
- 26/67 39% ATTACK SUCCESS RATE
GULF OF GUINEA OVERVIEW

ECONOMIC COST BREAKDOWN:

Government & Civil Society Costs $380 - 530 Million
- Naval Operations
- Prosecutions & Imprisonment
- Counter-Piracy Organizations

Industry Employed Vessel Protection Measures $231 - 314 Million
- Armed Guards
- Security Liaisons
- Lagoons Escort Vessels
- Delta Port Escort Vessels
- Secure Zones
- Security Equipment

Other Industry Costs $136 - 139 Million
- Cargo Theft
- Stolen Goods
- Ransoms & Associated Payments
- Insurance
- Labor

Total Economic Cost of Piracy in the GULF OF GUINEA 2014
$747 - $983 Million

HUMAN COST BREAKDOWN:

2014 HUMAN COST OF PIRACY IN THE GULF OF GUINEA

Total Estimated Number of Seafarers Exposed to Attacks 1035
- Number of Seafarers Exposed to Successful Boardings 597
- Number of Seafarers Exposed to Attempted Boardings 438

1 Seafarer Killed
170 Seafarers Held Hostage in 2014
- 26 Held for Kidnap and Ransom
- 66 Held during Robbery
- 78 Held while vessel used as mothership

PIRATE ACTIVITY BREAKDOWN:

39 58% ATTACKS OCCURRED IN INTERNATIONAL WATERS
- Cargo (Oil) Theft 4
- Hostage Kidnapping 11

67 West Africa Piracy & Armed Robbery Attacks in 2014
- Successful 12

28 42% ATTACKS OCCURRED IN TERRITORIAL WATERS
- Robbery 6
- Cargo (Oil) Theft 1
- Hostage Kidnapping 4