THE STATE OF

MARITIME PIRACY 2016

ASSESSING THE ECONOMIC AND HUMAN COST

REPORT

one earth FUTURE

Peace Through Governance

OCEANS BEYOND PIRACY

Reducing Violence at Sea
a program of One Earth Future
Authors:
Maisie Pigeon, Dirk Siebels, Emina Sadic, John Hoopes, Kelsey Soeth, Sean Duncan

Contributors:
Jon Huggins, Jérôme Michelet, Greg Clough, Ben Lawellin, Michaela Monahan, Simon Williams, John Steed, Admiral Sir James Burnell-Nugent

With special thanks to Peter Kerins, Matthew Walje, Chirag Bahri of ISWAN/MPHRP, Glen Forbes of Oceanus and many others who provided us with valuable information, but wish to remain unnamed.

Graphics, Web, and Video Production:
Timothy Schommer, Andrea Kuenker, Michael Stadulis, Jean-Pierre Larroque

Release Date/Location:
Wednesday, 3 May 2017 – London, UK
Originally released as an interactive, web-based report under One Earth Future’s Oceans Beyond Piracy (OBP) program.
Oceans Beyond Piracy was a program of One Earth Future from 2010 to 2018.

For Comments and Questions on the Report:
info@oneearthfuture.org

Citation:
The State of Maritime Piracy 2016, One Earth Future, Broomfield, CO, USA 2017

Cover photo by Jean-Pierre Larroque, One Earth Future
Berbera Port, Somaliland
exactEarth is a data services company providing advanced information on global maritime traffic. Their exactAIS® service delivers an unrivaled view of the recognized maritime picture at a global scale, delivering operational efficiencies, enhancing security, safeguarding the environment, and assisting in saving lives.

For more information, visit their website at www.exactearth.com
# TABLE OF CONTENTS

AUDITOR’S STATEMENT ....................................................................................................................................................i
EDITORIALS ...........................................................................................................................................................................ii
INTRODUCTION .................................................................................................................................................................1

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN EAST AFRICA 2016

- OVERVIEW EAST AFRICA .................................................................................................................................................2
- HUMAN COST EAST AFRICA .................................................................................................................................................6
- ECONOMIC COST EAST AFRICA .........................................................................................................................................9

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN WEST AFRICA 2016

- OVERVIEW WEST AFRICA ..................................................................................................................................................17
- HUMAN COST WEST AFRICA ..............................................................................................................................................24
- ECONOMIC COST WEST AFRICA .......................................................................................................................................27

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA 2016

- OVERVIEW ASIA ..............................................................................................................................................................34
- HUMAN COST ASIA ............................................................................................................................................................44
- ECONOMIC COST ASIA ......................................................................................................................................................47

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN LATIN AMERICA AND THE CARIBBEAN 2016

- OVERVIEW LATIN AMERICA & THE CARIBBEAN .............................................................................................................52
- HUMAN COST LATIN AMERICA & THE CARIBBEAN ........................................................................................................57
- ECONOMIC COST LATIN AMERICA & THE CARIBBEAN .................................................................................................59
AUDITOR’S STATEMENT

The annual State of Maritime Piracy Report from Oceans Beyond Piracy (OBP) is always eagerly received by industry, governments, security service providers and politicians, to gauge the current state of and costs associated with worldwide piracy. The message portrayed in the 2016 report is irrevocably clear – piracy has not gone away and costs slightly more in 2016 than it did in 2015 – again, with the shipping industry bearing the brunt of the costs. The brunt of the continued trend in reduction being due to the reduction in Bunker costs and, the reduction in the number of armed guards deployed and their actual costs.

The 2016 State of Maritime Piracy Report from OBP once again confirms piracy continues almost unabated and the costs involved in tackling the issues are as high now as they have ever been. The report provides unambiguous evidence of the need for industry to carry out voyage risk assessments and to adhere to recommended best practices, to protect their assets when conducting operations at sea and alongside, in all areas which are prone to piracy and armed robbery. Having evidence in the form of statistics and collated reports allows value added information to be passed on to CSOs, and Masters of ships to continually review and update best practices, many of which are common to all areas prone to this maritime crime.

The 2016 report is once again clearly thought out and well-structured. It captures regional nuances and exposes the huge costs associated with protecting merchant ships and seamen across the globe. The calculations used throughout the report have been double checked within BIMCO and are as accurate as can be deemed possible. Assumptions when made, have been calculated at a modest rate taking a lower than mean average whenever required. This is considered more than adequate for accuracy but still portrays the precise scale of economic and human costs.

BIMCO’s ambition remains the minimisation and eventual eradication of piracy and armed robbery at sea. Only then will freedom of navigation be assured without the need for additional self-protective measures and additional insurance premiums. By identifying the cost of piracy in all its forms, and its impact, attention is drawn to the plight of seafarers and the continued need of governments, and all other stakeholders in counter piracy, to remain focused on dealing with what remains a global scourge.

There is no doubt that the 2016 OBP annual report carries some heavy punches but many attacks continue to go unreported, therefore the true cost of maritime piracy may continue to rise on discovery for many years to come.

Angus Frew
Secretary General & CEO, BIMCO
2017 started with cheerful prospects for the coordination of maritime safety and security in the Gulf of Guinea. Operationalizing the Interregional Coordination Center (ICC) and the assumption of duties by the team headed by the new Chief Executive of ICC, Mr. Eninam Christian TRIMUA, former Inspector General of Security Services and former Minister of Togo, give a face to the maritime safety and security architecture that was a result of the June 2013 Yaoundé summit, for which the ICC provides the strategic interregional coordination.

The headquarters agreement for the Regional Marine Security Center for West Africa (CRESMAO), between Côte d’Ivoire and ECOWAS, was signed on 29 March 2017 and an interim team was set up, substantiating the activation of CRESMAO in West Africa, similarly as for CRESMAC, its counterpart in Central Africa.

To this progress, the operationalization of Zone F, expected before the end of 2017, and Cape Verde’s approval to host the MCC for Zone G must be added. The participation of Zone A in the OBANGAME 2017 exercise and the ongoing preparation of the second edition of MEGALOPS exercise in Central Africa, the synergy established with the Gulf of Guinea Inter-regional Network (GOGIN) project under European funding, and the fruitful exchanges with many other international partners, including Oceans Beyond Piracy (OBP), are signs of the gradual empowerment of the Yaoundé architecture.

For its first mandate in 2017-2021, the ICC has developed four (4) priority programs around information exchange, harmonization and cooperation in legal and judicial affairs, education and training, and maritime governance, about which it will mobilize all its partners, in order to create the conditions for joint action.

The Donor Conference, to be held for that purpose during the second half of 2017, with the support of ECCAS, ECOWAS, CGG, and the sponsorship of the State of Cameroon, provides a framework for mobilizing resources, for deepening the above-mentioned programs, and for exchanges and follow-up with international partners interested in maritime safety in the Gulf of Guinea.

The Yaoundé architecture and all the regional and international strategies for safety and security in the Gulf of Guinea are reliant on the contribution from all.

It is therefore under the auspices of these cheerful prospects for a new cooperation for safe navigation, safe waters, and a prosperous Blue Economy in the Gulf of Guinea that the ICC will place its opening mandate 2017-2021.
As is often said “Where there is lawlessness ashore there is lawlessness at sea”. For many there is a view that piracy is ever present and never goes away but merely moves around the oceans looking for the easiest prizes with the largest rewards. The 21st Century however has seen simultaneous piracy activity across the globe and particularly in regions where there is instability and economic difficulty. For some pirates that can be no more than the theft of video recorders and mobile phones, others, the theft of commodities such as fuel products but for the largest of rewards – kidnap and ransom of the crew and ship has become a successful business model where it can be achieved.

It is only by collating and portraying accurate statistics such as the OBP Report that governments and other stakeholders in the global supply chain can see the true financial and human cost of piracy and utilise this information to take decisions on necessary action. This can and often does take the form of deterrence through the provision of military and/or law enforcement efforts or capacity building ashore. Unfortunately, as has been seen recently in events off the coast of Somalia, deterrence must be visible and credible, and anyway, will not defeat piracy.

At the same time the maritime domain is prone to threats from other sectors due to global instability ashore in many parts of the world. It is vitally important however to remember that Piracy affects global trade but other maritime crimes do not; concentrating on too many maritime crimes in general can water down the mandates of all or any military force provided in the regions (and make cooperation more complicated). Equally importantly, it is even more the role and responsibility of Governments to deal with the effects of war and terror on the maritime supply chain and these should not be confused with piracy.

The piracy statistics however rely on constant and accurate reporting of events to the authorities. The paradigm change of registering and reporting ships by industry, in piracy vulnerable areas, needs to be as well actioned elsewhere around the world, as in the Indian Ocean. By drawing attention to the plight of seafarers accurately and realistically it can only be hoped that the international community capacity building efforts will continue and the rule of local and regional maritime law become respected – as this is the only way to defeat piracy in the longer term. Such capacity building however should not be in the form of protection payments by industry in the territorial waters of coastal states. That is inappropriate and contrary to the requirements of UNCLOS.
INTRODUCTION

THE STATE OF MARITIME PIRACY 2016

This 2016 study represents the seventh year that Oceans Beyond Piracy began the State of Maritime Piracy report series. Since the beginning of the series, the scope of our research has expanded to include analyses of the economic and human costs of piracy in the Western Indian Ocean Region, West Africa, Asia, and—for the first time this year—Latin America and the Caribbean.

Maritime piracy and armed robbery at sea impacts a wide range of stakeholders in a multitude of ways. OBP believes that it is possible to end violence at sea and that identifying and explaining the significance of these crimes is an important step in achieving this mission.

- Decreased vigilance and deterrence in high risk areas is providing pirate networks with the opportunity to attack vulnerable vessels, especially off the Horn of Africa.
- Kidnap for ransom attacks in the Sulu and Celebes Seas in South East Asia have significantly increased in 2016.
- West Africa, and particularly the waters off Nigeria, continues to be an area of concern as the number of piracy attacks almost doubled from 2015.
- The first ever analysis of the human cost of piracy and armed robbery in Latin America is included in this year’s study.
PIRACY AND ARMED ROBBERY AGAINST SHIPS IN EAST AFRICA 2016

MAIN MESSAGES

• In 2016, no hijackings were recorded, but the capability and intent of pirate groups remain, and the opportunity to commit acts of piracy continues to increase as vigilance by the shipping community decreases. This trend has been underlined by recent events and attacks in early 2017.

• Independent deployers now represent the majority of naval assets involved in counter-piracy operations as coalition forces end or decrease their commitments.

• Despite lower piracy numbers over the past year, pirate gangs and kingpins have continued their involvement in other illicit maritime activities, such as arms smuggling and human trafficking.

EAST AFRICA OVERVIEW

Since their peak in 2011, piracy and armed robbery around the Horn of Africa have decreased considerably; this reduction is thanks in large part to the presence of international and regional forces, the successful prosecution and imprisonment of perpetrators, ship self-protection measures being taken (including Best Management Practices Version 4 guidelines, or “BMP4”), and the use of private maritime security onboard vessels transiting the region. However, while at-sea efforts have mitigated the threat of piracy, it has not been entirely eliminated.

Pirate networks in Somalia still possess the intent and capability to commit acts of piracy, as demonstrated by the attack on CPO Korea in October 2016 and the hijackings of MT Aris 13 and Asayr 2 in early 2017. The tumultuous socio-political environment in Somalia that initially allowed piracy to flourish remains largely unchanged, particularly in the original pirate safe havens. Among a number of other factors, deficiencies in governance, lack of economic opportunity, and an unstable security situation persist and continue to provide the impetus for piracy and potentially other maritime crimes.

According to the United Nations Office on Drugs and Crime (UNODC), central Somalia does not possess maritime law enforcement capacity, providing would-be pirates with a coastline to hold ships on with relatively little risk of interference from law enforcement. Secure maritime spaces have developed in pockets along the coast. In one instance in the former piracy hotbed of Puntland, the Puntland Maritime Police Force successfully demonstrated their capability to interdict illegal fishing vessels, resolve piracy incidents, and combat human and weapons trafficking. In Hobyo, another former piracy hotspot, the Galmudug Coast Guard, despite limited capabilities, intercepted Iranian fishing dhows in late September 2016, exhibiting the capacity to counter illegal fishing. Their effectiveness in combating piracy in their area of responsibility remains untested.

For the time being, the need for continued vigilance against piracy and other forms of maritime crime in the region remains essential.

Dataset And Methodology

Oceans Beyond Piracy (OBP) collected incident reports from multiple sources, including the International Maritime Organization (IMO), the International Maritime Bureau (IMB), the Office of Naval Intelligence (ONI), and others, to create the most comprehensive outlook possible. This dataset excludes incidents where vessels were berthed in port and incidents where the perpetrators did not use a boat to approach the victim vessel.
In the 2016 analysis, OBP opted to include incidents that took place off India’s west coast in the section about the Western Indian Ocean region (WIOR). While this section historically focused on incidents of Somali piracy, for the purposes of geographic clarity, OBP now includes instances of anchorage crime off the western coast of India as well as piracy and armed robbery at sea in the Arabian/Persian Gulf. The rationale for this is rooted in the history of piracy in the region: at the peak of Somali piracy, it was not uncommon to observe attacks as far east as the Indian exclusive economic zone, which was reflected in the parameters of the High Risk Area at the time.

It is important to note, however, that the nature of attacks off India’s coast in the present day varies considerably from that of the attacks in 2010–2012. OBP data shows that all incidents off the west Indian coast in 2016 were anchorage crime—not piracy—and can be attributed to entirely different actors. However, OBP has noted that pirate groups originating in Somalia continue to possess capability and intent to carry out attacks against merchant vessels, and resources to counter piracy in the region continue to dwindle; therefore, OBP believes that a resurgence of piracy remains a possibility.
Incident Breakdown

OBP recorded 27 incidents related to piracy and armed robbery in the Western Indian Ocean region during 2016. In total, there were five failed attacks/boardings, five instances of armed robbery, four instances of unarmed robbery, and 13 cases of suspicious activity. Of the 27 total incidents, eight occurred on the west coast of India, the majority of which took place at the Kandla anchorage.

Incident Types

Suspicious Activity
Incidents of suspicious activity include cases where a vessel reports a close encounter or direct approach from another vessel which feels threatening in nature. The perceived threat is determined by the vessel master based upon the actions of the approaching vessel or from observation of weapons or ladders; this can include incidents where approaches were deterred by armed guards onboard. However, the approaching vessel may not have actually taken any overtly hostile action.

Failed Attack/Failed Boarding
Failed attacks and boardings refer to incidents in which actors were thwarted by self-protective actions taken by crew or embarked security teams.

Robbery
Robbery covers incidents where the perpetrators were reportedly unarmed and attempted to steal ship stores and/or crew belongings. This type of incident frequently occurs onboard vessels that are at anchor or drifting close to a port or anchorage, and poses a minor threat to the crew.

Armed Robbery
Armed robbery occurs when perpetrators are reportedly armed and attempt to steal ship stores and/or crew belongings. These incidents can occur on vessels that are moving or anchored, both near the coast and at sea.

Hijacking/Kidnap for Ransom
The kidnap for ransom model employed by Somali pirates is unique compared to kidnap and ransom models elsewhere in the world. Unlike in the Gulf of Guinea and the Sulu-Celebes Seas regions, Somali pirates will hijack a ship and steer it toward a coastline where they will hold the ship and crew captive for a long period of time—sometimes even years—until a ransom is paid. Somali pirates have also been known to use motherships to launch attacks farther out at sea. These attacks are more sophisticated and generally require a relatively large investment. Patrols by local and international actors have reduced the amount of coastline available for use as “safe havens” by groups who successfully hijack a ship. However, stretches of coastline which could be used to hold a vessel for an extended period remain.
The Case of CPO Korea

One of the most high-profile attacks in 2016 involved CPO Korea, a UK-flagged chemical tanker. On 22 October at roughly 9:55 local time, the vessel was approached by a skiff with five to seven armed pirates onboard. The armed security team on CPO Korea fired warning shots in an attempt to deter the attackers but the skiff continued its approach.

The armed security team engaged in a brief firefight with the pirates, after which the pirates aborted their attack. According to reports by EUNAVFOR, up to 20 rounds were fired at the security team. Luckily, no injuries or damage were reported.

2016 Incidents by Month

What The State Of Piracy Report Focuses On

Oceans Beyond Piracy has released the State of Piracy report annually beginning with the first Economic Cost of Piracy analysis of Somali piracy in 2010. Since that time, the report has expanded to include new regional areas of interest as well as other topical issues related to the central issue. Throughout this period, however, the State of Piracy report has always focused solely on the issue of piracy and armed robbery at sea.

However, it is important to note that the myriad of maritime security threats in the region are not happening in isolation; numerous reports indicate that former pirates are moving to other opportunistic maritime crimes such as human trafficking, for example. OBP has similarly noted with concern the spillover of the civil war in Yemen into the maritime domain, as demonstrated by the various incidents in the Bab-el-Mandeb and lower Red Sea in the last quarter of 2016.

OBP believes that the evolving threats in the Western Indian Ocean region, while clearly reflecting broader maritime security issues and of interest to stakeholders, are not directly related to piracy and will therefore not be included in this study.
**Trends**

For most of 2016, monthly incidents averaged between zero and four. No successful hijackings were recorded by OBP in 2016; the last known hijacking incident before 2016 was the attack on Muhammadi in November 2015.

Pirate groups continue to test the defensive capabilities of ships transiting the region, as evidenced by the 11 reported incidents deterred by armed security teams. While deterrence by armed teams can normally be accomplished by a show of force rather than actual engagement, in two of these cases, the attackers fired on the vessel before eventually aborting.

The 2016 incidents demonstrate that pirate groups still possess both capability and desire to carry out acts of piracy, as evidenced by the March 2017 hijacking of MT ARIS 13. The political and economic conditions onshore which allowed and encouraged piracy off the coast of Somalia to flourish less than a decade ago have seen negligible improvements.

**HUMAN COST EAST AFRICA**

In 2016, 27 incidents of piracy and armed robbery at sea occurred in the Indian Ocean region, affecting 545 seafarers. As in 2015, the majority of seafarers—approximately 266—were aboard vessels subject to suspicious activity—incidents where attackers approached vessels but did not board. Incidents of failed attack and failed boarding affected 117 seafarers, while robberies affected 79 and armed robberies affected 83 seafarers.

**Injuries and Deaths**

In 2016, one seafarer was killed, 16 sustained injuries, and 17 were threatened during attacks. Representing an outlier for the Indian Ocean region, the incident involving a crew fatality occurred near the Arabian Gulf, where attackers beat crew members with wooden planks before stealing their fish catch and escaping.
**Incidents of Seafarers Affected by Violence Type**

<table>
<thead>
<tr>
<th>Violence Type</th>
<th>Number of Incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killed</td>
<td>1</td>
</tr>
<tr>
<td>Injury</td>
<td>15</td>
</tr>
<tr>
<td>Threatened</td>
<td>17</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>33</strong></td>
</tr>
</tbody>
</table>

**Weapons**

Perpetrators were armed in 26% of incidents in 2016 (eight incidents). Of these, four were armed robberies, two were failed attacks, and two were classified as suspicious activity. Approximately 178 seafarers were onboard vessels with armed perpetrators; 17 seafarers were threatened. Perpetrators were armed with knives 50% of the time and guns 25% of the time.

**Hostages**

FV Siraj was hijacked by Somali pirates on 26 March 2015. Shortly after the escape of its sister vessel, FV Jaber, on 27 August 2015, the Siraj crew was brought onshore, where it has been held since. Of the 19 original crewmembers, eight Iranian crewmembers are still being held in Somalia.

**Hostages Held (by duration)**

*The number of days held shown in these graphics only represents days held in 2016.*
The Case of Naham 3

After nearly four and half years in dire conditions in the hands of Somali pirates, the crew of Naham 3 was finally released on 22 October 2016. Through the cooperative efforts of the Hostage Support Partnership, the Galmudug authorities, and the local community, the remaining 26 crewmembers were reunited with their families after 1,672 days in captivity. The fishing vessel was hijacked on 26 March 2012, 65 nautical miles south of the Seychelles. From the onset of the ordeal, the crew suffered immensely; the captain was killed during the hijacking and two more crewmembers succumbed to illness.

Initially, the vessel was tethered to MV Albedo, another hijacked vessel. Following the sinking of MV Albedo about a year after Naham 3’s capture, the crew was transferred to a remote area onshore in Somalia. The circumstances of their captivity grew more dire with each passing year. The crewmembers were given very little food by the pirates, forcing them to survive on rats and insects they caught on their own. One Filipino crewmember recalls how he and his companions felt “like walking dead” during their captivity. Others recount the pirates withholding adequate medical treatment: “I almost died during an outbreak of cholera; I have no idea what medicine the pirates gave me.” Even toward the final days of their captivity, the crew continued to suffer. Shortly before their release, crewmembers experienced a bout of malaria and ongoing hunger resulting from protest strikes, and one captive was shot in the foot after a quarrel with one of the pirates.

Hostages frequently experience significant challenges following their arrival back home due to PTSD, psychological trauma, and difficulties finding a job. The Taiwan, Province of China company that owned the Naham 3 has yet to pay the crew, either for their time in captivity or for their work prior to capture. Despite all of this, the account of one former hostage suggests hope for the future: “I’ve learned what pirates can do, I’ve seen beyond what is shown in the videos. It’s so cruel, but I’m still hopeful for a bright future for my family.”

“We plunged into a world of black-and-white after [we were] pirated, losing connection with anything colorful outside in the world.”
- Wang Yibo, Xu Liuwei, Interview by Huang Yuan, 2017, transcript.

Nationalities

The known nationalities of 160 seafarers onboard vessels involved in incidents in 2016 in the WIOR have been reported to the IMB. Majority of seafarers came from the following five countries: India, Philippines, Ethiopia, Bangladesh, and Croatia. By calculating the average number of crewmembers per vessel-type for incidents where the exact number of crewmembers is unavailable, OBP calculated that in total 545 seafarers were affected by piracy and armed robbery in WIOR in 2016.

Nationality of Seafarers Exposed to Incidents

*Note: This graphic represents 160 of the 209 known seafarers exposed to piracy and armed robbery at sea in 2016. The nationalities of the other 49 are unverified.
ECONOMIC COST EAST AFRICA

OBP estimates the total 2016 costs related to Somali piracy in the Western Indian Ocean Region to be $1.7 billion.

Total Economic Cost of Piracy and Robbery in East Africa

Costs of Deterring Piracy

According to OBP estimates, the international community spent roughly $1.5 billion on measures aimed at deterring, denying, and delaying piracy. Such measures include the use of embarked guards, naval deployments, vessel hardening, increased speed and rerouting, and prosecution and imprisonment.

Total Costs Related to Deterring Piracy

<table>
<thead>
<tr>
<th>Type of Deterrence</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>International Naval Activities</td>
<td>$228,361,072</td>
</tr>
<tr>
<td>Vessel Protection Measures</td>
<td>$6,585,930</td>
</tr>
<tr>
<td>Embarked Contracted Maritime Security</td>
<td>$726,112,524</td>
</tr>
<tr>
<td>Counter Piracy Organizations</td>
<td>$14,455,209</td>
</tr>
<tr>
<td>Increased Speed</td>
<td>$533,348,039</td>
</tr>
<tr>
<td>Rerouting</td>
<td>$-</td>
</tr>
<tr>
<td>Prosecution and Imprisonment</td>
<td>$6,491,090</td>
</tr>
<tr>
<td>Total</td>
<td>$1,515,353,864</td>
</tr>
</tbody>
</table>

International Naval Activities

When calculating the cost of International Naval Activities, OBP took into account the costs of Naval and Aerial Counter-piracy Operations, Administrative Budgets, SHADE Conferences, and Ship Protection Detachments, all totaling $228,361,072.
Naval & Aerial Counter-piracy Operations

OBP estimates that the total cost of naval and aerial counter-piracy–related operations in 2016 amounted to $204,519,569. The analysis conducted by OBP divides international naval forces into two categories: Coalition forces and independent deployers. Coalition forces include Combined Maritime Forces CTF-151, NATO Operation Ocean Shield, and EUNAVFOR Operation Atalanta, while independent deployers include China, Russia, India, etc. As coalition forces have started refocusing their efforts toward other areas of the world, such as the Mediterranean Sea, independent deployers have stepped in to fill the void. In 2016, coalition forces allocated 31 vessels toward counter-piracy in the Western Indian Ocean Region, totaling 2402 days on station. Independent deployers, however, only had 25 ships engaged in counter-piracy patrols but accounted for 2657 days on station.

It is worth noting that the mandates for coalition forces and independent deployers vary. Coalition forces have generally been responsible for deterring and disrupting pirate activity, as well as escorting humanitarian aid actors, whereas independent deployers have traditionally focused on protecting commercial traffic moving through the Internationally Recommended Transit Corridor (IRTC). As a result, independent deployments alone may well not be enough to provide adequate deterrence and interdiction with relation to piracy and armed robbery at sea.

Administrative Budgets

The cost of maintaining coalition operational headquarters, theater headquarters aboard flagships, and personnel transportation—separate from national operational expenditures—amounted to $17,116,825.

SHADE Conferences

Deconfliction between coalition forces and independent deployers has been achieved through the Shared Awareness and Deconfliction (SHADE) conferences that are hosted regularly in Bahrain. With an average of 110 delegates from at least 30 countries, travel and accommodations for the two SHADE conferences held in 2016 are estimated to have cost $332,186.

Ship Protection Detachments

EUNAVFOR provides Autonomous Vessel Protection Detachments (AVPDs) in addition to conducting aerial and naval patrols. AVPDs are teams of soldiers that protect certain merchant vessels while they transit the High Risk Area (HRA) defined in BMP4. Most AVPDs are contracted by the World Food Programme (WFP) to deliver aid to African ports in the BMP4 HRA. However, EUNAVFOR also provides AVPDs to the African Union Mission in Somalia (AMISOM). In 2016, AVPDs escorted 45 WFP vessels and 10 AMISOM vessels at a cost of roughly $6,392,492. By contrast, in 2015 WFP vessels were escorted a total of 36 times and an AMISOM vessel once. This represents a 23% increase over 2015, which can be attributed to the rise in the number of WFP and AMISOM vessels that employed AVPDs.
Vessel Protection Measures

Since the release of the first version of the Best Management Practices (BMP) in 2009, the recommendations for vessel hardening have been refined and expanded upon in updated editions. Over the last seven years, these ship protection measures (SPMs) have become among the most basic and common procedures for transiting the WIOR. As such, OBP assumes that existing vessels operating in the region have already been outfitted with ship protection measures prior to this year. However, since passive defense measures such as sandbags and razor wire need to be replaced over time, OBP has attempted to calculate the necessary replacement cost. The estimated cost of refitting vessels and replacing corroded or damaged SPMs was approximately $6.5 million in 2016.

Embarked Contracted Maritime Security

Due to the threat of piracy and armed robbery in the Western Indian Ocean, many shipping companies have taken up the use of privately contracted armed security personnel (PCASP) from private maritime security companies (PMSCs) to deter attacks. The decision to hire armed guards is up to individual shipowners and operators according to BMP4, but the document suggests that guards be used as part of a layered set of security measures and not as a replacement for BMP4 recommendations.

As was the case in 2015, PMSC teams were utilized less often as the year went on, and shipping companies and operators increasingly turned toward smaller and less expensive teams. In total, OBP estimates that the shipping industry spent around $726 million on guards for cargo and tanker vessels.

Rate of Employment

The percentage of vessels that reported embarked armed guards declined 12.5% during throughout 2016, falling from 36% in January to 31.5% in December. In total, PCASP teams were onboard for about 34% of all transits through the HRA.
Team Size Throughout 2016

The trend toward three man teams which was noticeable in 2013, 2014, and 2015 continued in 2016. From the start of the year to the end of the year, the number of ships employing three man teams increased steadily—while the use of four man teams steadily declined. In a few instances, eight man teams were used. OBP has also received anecdotal evidence that some flag states have allowed the use of two-man teams—which is in direct conflict with BIMCO’s GUARDCON contract and others. Similarly, reports indicate that former Somali pirates are being hired to protect foreign fishing vessels. However, due to the lack of hard data, these factors were excluded from OBP’s calculations.

Team Composition

UK personnel are involved in roughly 28% of teams—with UK only teams making up roughly 5% of all teams. While the number of non-UK multinational teams decreased, the number of Greek, Indian, and other single nationality teams grew in 2016—potentially a cost saving measure as UK personnel are grouped with less costly counterparts or bypassed completely.
Floating Armories

The logistical footprint available for Private Maritime Security Companies (PMSCs) operating in the Red Sea and Indian Ocean has become constrained over the last few years. Several coastal and port states prohibited fly-in/fly-out of security guards with controlled equipment including firearms and ammunition. Other states require security teams to bond their weapons onboard or store them in land-based armories during port calls. As a result of these growing compliance obstacles, emerging concerns on regional instability, and increasing costs for shore-side operations, PMSCs have pursued an alternative option—keeping their equipment and personnel offshore. By utilizing the services of “floating armories”—vessels which have been repurposed for accommodating maritime security guards and storing their equipment in international waters—PMSCs can provide a more streamlined service to ship operators without subjecting their personnel or equipment to the jurisdiction of port states.

The number of commercially available vessels operating as static or mobile floating armories or providing similar offshore security support services in the region at the beginning of 2016 was at least eight in the Red Sea and at least seven around the Gulf of Oman. By the end of 2016, that number was reduced by at least one vessel in each region.

Based on approximate rates across the market of floating armory operators, the average fee charged to PMSCs for embarking or disembarking personnel and equipment from a floating armory vessel in 2016 was around $1,590 per movement on or off, on average. If security guards were housed on a floating armory, some operators charged roughly $55 per person per day, on average, after several days which may have been included in the embarkation movement charge.

Cost of Counter-Piracy Organizations

Counter-piracy organizations and programs work alongside military and other security operations to build capacity, support information-sharing and situational awareness, coordinate initiatives, and aid victims. OBP has attempted to capture all the organizations whose mission is to counter piracy in the WIOR, but the list is not meant to be exhaustive; rather, it provides another measurement of the cost of countering piracy.

<table>
<thead>
<tr>
<th>Organization</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>CGPCS Meetings</td>
<td>$548,951</td>
</tr>
<tr>
<td>CGPCS Trust Fund</td>
<td>$492,980</td>
</tr>
<tr>
<td>CRIMARIO</td>
<td>$1,520,681</td>
</tr>
<tr>
<td>EUCAP Somalia</td>
<td>$3,317,850</td>
</tr>
<tr>
<td>MASE</td>
<td>$8,294,625</td>
</tr>
<tr>
<td>OBP Western Indian Ocean</td>
<td>$280,121</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$14,455,208</strong></td>
</tr>
</tbody>
</table>
Djibouti Code of Conduct and the Jeddah Amendment

In early 2017, in response to the growing concern about illicit maritime crime other than piracy, the scope of the Code of Conduct Concerning the Repression of Piracy and Armed Robbery Against Ships in the Western Indian Ocean and the Gulf of Aden (also referred to as the Djibouti Code of Conduct) was expanded. In a meeting in Jeddah, Saudi Arabia, signatories of the Djibouti Code of Conduct agreed to broaden its remit to include arms trafficking, trafficking in narcotics and psychotropic substances, illegal trade in wildlife, crude oil theft, human trafficking and smuggling, and illegal dumping of toxic waste.5

The expansion of the code’s mandate will allow for signatories to employ its original framework—cooperation in information-sharing; the interdiction and seizure of suspect ships and property onboard such ships; thorough investigation, apprehension, and prosecution of suspected perpetrators; and the rescue and care of vessels and their crews subject to such acts—in order to address this longer list of maritime crimes.

Increased Speed

Steaming at increased speeds through the High Risk Area is a recommended procedure under BMP4. While this cuts transit times and makes vessels less vulnerable to pirate attacks, speeding also increases fuel consumption. In the past, speeding has represented a significant portion of counter-piracy-related costs. In 2016, OBP estimates that the costs of speeding in the HRA amounted to $533,348,039.

Contrary to expectations, OBP analysis showed a substantial increase in speeding costs during 2016 compared to 2015. In 2016, the average global speed of commercial vessels underway was approximately 0.5 knots lower than the 2015 calculated global average. Therefore, the “speeding threshold” used to categorize a vessel as speeding in the HRA (0.5–1.0 knot above the global average, depending on vessel classification) decreased accordingly. Thus, the calculations included a broader range of vessels underway. Furthermore, the average observed speed of vessels classified as “speeding” in the HRA increased by an average of 8%.

Combined with an observed increase in daily transits and the possibility that the conflict in Yemen encouraged ship operators to increase speeds while transiting the region, this explains the increase in total speeding costs. Additionally, OBP noticed that the number of vessels larger than 300 meters transiting the region increased. Given that vessels of this size use more fuel at higher speeds, this also contributed to an increase in overall speeding costs.

Rerouting

During the height of piracy, many vessels transiting through the Gulf of Aden chose to reroute along the coastlines of the Arabian Sea in order to avoid moving close to Somalia. This detour uses extra time and fuel, and could add as much as 600nm to the route. However, as with the 2013–2015 State of Piracy reports, OBP did not find any statistically significant rerouting in 2016.

As in past reports, OBP found that most vessels are adhering to the IRTC as instructed in BMP4 instead of taking a shorter route, such as cutting the Socotra Gap. As was the trend in 2015, traffic appears to have returned to pre-piracy shipping patterns. The main shipping lane off the east coast of Africa through the Mozambique Channel has moved back to within 300nm of the coast. Consequently, more ships are traveling close to the Somali coast despite the fact that pirates retain the ability to attack vessels at sea.

Prosecution and Imprisonment

A single piracy trial unaffiliated with UNODC began in 2016. The trial involved seven men accused of attacking the catamaran Tribal Kat more than four years ago. They were sentenced in April to six to 15 years in prison by a French court after 13 days and nine hours of deliberation by a jury. An appeal for Abduwali Abdukhadir Muse, convicted for his involvement in the hijacking of Maersk Alabama, was rejected by the 7th U.S Circuit Court of Appeals.

Additionally, the highly publicized trial of the pirate kingpin “Afweyne” Mohamed Abdi Hassan and his accomplice, “Tiiceey” Mohamed Moalin Aden, ended in 2016. The two were accused of involvement in over 24 hijacking and kidnapping cases, including MS Pompei in April 2009. A Belgian court sentenced Afweyne to 20 years in jail. He was also required to pay €20,000 to the Pompei’s captain and family. Tiiceey was sentenced to five years in jail by the same court for his involvement with Afweyne’s organization, but was acquitted of all charges related to the Pompei.
The case involving 119 accused pirates captured by the Indian Coast Guard and Navy in 2011–2012 is coming to a close. All of the accused were convicted under the Unlawful Activities Prevention Act. In response to the verdict and sentencing, hundreds of Somalis in Galkayo and El Buur held a peaceful protest to demand Somali government intervention.

In total, OBP estimates that the 2016 cost of prosecutions and imprisonment unaffiliated with UNODC amounted to roughly $6,491,090. This represents a slight 7% decrease from last year, likely attributable to the decreased number of trials in 2016. In 2015, by contrast, four trials were conducted.

Along with support from the EU Programme to Support Regional Maritime Security (EU-MASE), the UNODC’s Global Maritime Crime Programme oversaw a number of piracy and armed robbery trials in 2016. The 12 men accused of attacking MSC Jasmine on 5 January 2013 were convicted by a Mauritian Court on 18 July and sentenced to five years in prison. However, given their time on remand and a reduction in their sentences for good behavior, the men’s sentences were deemed completed and they were repatriated to Somalia. Additionally, the Seychellois court convicted seven men accused of attacking MV Nave Atropos in January 2014. Finally, in December 2016, the Appeals Court of Seychelles acquitted five Somalis suspected of piracy.

Last, the case involving 119 accused pirates captured by the Indian Coast Guard and Navy in 2011–2012 is coming to a close. All of the accused were convicted under the Unlawful Activities Prevention Act. In response to the verdict and sentencing, hundreds of Somalis in Galkayo and El Buur held a peaceful protest to demand Somali government intervention.

In total, OBP estimates that the 2016 cost of prosecutions and imprisonment unaffiliated with UNODC amounted to roughly $6,491,090. This represents a slight 7% decrease from last year, likely attributable to the decreased number of trials in 2016. In 2015, by contrast, four trials were conducted.

### UNODC Supported Piracy Trials

<table>
<thead>
<tr>
<th>Prosecution Center</th>
<th>Cases Heard</th>
<th>Individuals Tried</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenya</td>
<td>17</td>
<td>164</td>
</tr>
<tr>
<td>Mauritius</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td>Seychelles</td>
<td>13</td>
<td>152</td>
</tr>
</tbody>
</table>

* From: the UNODC Global Maritime Crime Programme Annual Report 2016 the other 49 are unverified.

Along with support from the EU Programme to Support Regional Maritime Security (EU-MASE), the UNODC’s Global Maritime Crime Programme oversaw a number of piracy and armed robbery trials in 2016. The 12 men accused of attacking MSC Jasmine on 5 January 2013 were convicted by a Mauritian Court on 18 July and sentenced to five years in prison. However, given their time on remand and a reduction in their sentences for good behavior, the men’s sentences were deemed completed and they were repatriated to Somalia. Additionally, the Seychellois court convicted seven men accused of attacking MV Nave Atropos in January 2014. Finally, in December 2016, the Appeals Court of Seychelles acquitted five Somalis suspected of piracy.

### Labor

Seafarers working on ships that transit the WIOR undertake increased personal risk due to the threat of piracy. As a result, several collective bargaining agreements developed through the International Bargaining Forum (IBF), International Transport Workers’ Federation (ITF), and national seafarers’ unions have identified specific areas within which seafarers are entitled to additional pay. They also enjoy the right to refuse passage without penalty. Between the IBF HRA, the Warlike Operations Area, and the Extended Risk Zone, OBP estimates that seafarers were entitled to $66 million in hazard pay in 2016. The 32% increase in labor hazard pay from 2015 is explained by a similar increase in eligible transits in 2016.

In addition to the mental, physical, and emotional toll that hostages and their families experience, they also endure a significant financial burden. Most seafarers come from developing nations, where their entire household often subsists on their earnings at sea. Since seafarers do not receive payment for their time in captivity, this dependence can be crippling. Using the Maritime Labour Convention-mandated minimum wage of $23 a day, the 8 remaining crewmembers of Siraj lost $100,000 in expected income in 2016 alone, bringing their total loss to $243,225. The crew of Naham 3 was released in late October having accrued a total of $1 million in lost wages over the course of their captivity. If the lost wages of the three seafarers who died during their captivity are included, the total loss to the families of the Naham 3 crewmembers is well over $1 million. Over the course of 2016 alone, seafarers lost more than $500,000 in wages due to hostaging in the WIOR.
Insurance

OBP used premiums paid in 2015 by the Hellenic War Risk Club (HWRC) members to estimate the total War Risk Added Premiums (WRAPs) paid for transiting the WIOR Listed Area in 2016. Assuming that the Indian Ocean Listed Area accounted for 50% of all WRAPs in 2016, and that the change in net premiums was −20%, the additional premiums paid by vessels transiting the WIOR Listed Area totaled around $62 million. Importantly, this 4% decline in premiums from 2015 reflects market pressures rather than a reduced perception of risk.

Piracy may also result in higher cargo insurance premiums. Cargo insurance is not purchased by the shipping company, but rather by the cargo owners. There is significant variation across the types of policies and coverage, so a comprehensive estimate of piracy-related costs is impossible. However, the trajectory of costs can be determined based on a comparison of the risk scores assigned by the Joint Cargo Committee from year to year. Over the course of 2016 in the Gulf of Aden, the assigned risk score maintained 2015’s low of 2.4 until August, when it spiked to 2.6 as a result of a failed pirate attack against an Iranian vessel, the Sea Star. This is still lower than 2015’s high of 2.8, so the cost of cargo insurance has likely either slightly declined or remained steady. Furthermore, since Somalia’s addition as a risk area in July 2015, its risk score has significantly decreased from a high of 6.0 to a low of 3.9. While there was a slight uptick from 3.9 to 4.0 in June 2016, this was not related to the maritime situation. Cargo insurance costs can therefore be assumed to be the same or lower in 2016 than in previous years.

A significant number of vessel operators take out kidnap & ransom (K&R) insurance as additional protection for the vessel’s crew. OBP estimates that in 2016, approximately 12% of all vessels transiting the HRA bought K&R insurance at an average cost of $1,500 per transit, totaling $7.6 million.

Stolen Ship Stores and Crew Belongings

Ship stores and equipment were stolen on seven different occasions during 2016, amounting to between $52,500 and $183,750 in losses. Crew belongings, on the other hand, were taken only once.

<table>
<thead>
<tr>
<th>Item Stolen</th>
<th>Cost Estimate (Low)</th>
<th>Cost Estimate (High)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship Stores and Equipment</td>
<td>$52,500</td>
<td>$183,750</td>
</tr>
<tr>
<td>Crew Belongings</td>
<td>$9,707</td>
<td>$18,828</td>
</tr>
<tr>
<td>Total</td>
<td>$62,207</td>
<td>$202,578</td>
</tr>
</tbody>
</table>

3. Author’s personal communication with Naham 3 crewmember
PIRACY AND ARMED ROBBERY AGAINST SHIPS IN WEST AFRICA 2016

MAIN MESSAGES

• Kidnap for ransom attacks increased by more than one-third from 2015 to 2016, while the average duration of captivity remained consistent with past years.

• The number of incidents of piracy and armed robbery at sea that OBP recorded in West Africa increased by 76% from 2015 to 2016.

• Violent attacks were more concentrated in Nigerian waters than in previous years, highlighting that piracy and armed robbery at sea in West Africa is strongly influenced by the domestic security situation in Nigeria.

WEST AFRICA OVERVIEW

Piracy and armed robbery at sea in West Africa markedly increased in 2016. Oceans Beyond Piracy (OBP) recorded 95 incidents overall, compared with 54 in 2015. That also led to a significant increase in the human cost, with 1,921 seafarers being affected compared with 1,225 in 2015.

One notable development was the increase in kidnap for ransom attacks. OBP recorded 18 incidents during which seafarers were kidnapped from merchant vessels. Several failed attacks were likely attempts to kidnap seafarers as well. All of these attacks could be traced back to groups operating from Nigeria.

Security agencies in the region, particularly in Nigeria, continued to improve their capacities throughout 2016. This was underlined by a quick response to several attacks off Nigeria during which the Nigerian Navy averted potential kidnappings. Furthermore, the response to the hijacking of the product tanker Maximus—including the opposed boarding of the ship by Nigerian Navy personnel—underlined improvements in terms of regional cooperation and response capabilities.

The geographical distribution of kidnap for ransom attacks underlined another trend that OBP has observed for several years. Almost two-thirds of all incidents recorded in 2016 were reported off Nigeria in the exclusive economic zone (EEZ) and territorial waters, and violent attacks in particular were concentrated almost exclusively in that area.

For most countries in West Africa, limited maritime capacities remain a challenge for law enforcement agencies. The absence of robust legal frameworks, the insufficient effectiveness of domestic justice systems, and other factors inhibit the legal finish of prosecutions related to criminal activities at sea. This is emphasized by the fact that to date, there have been no successful prosecutions for maritime piracy in West Africa.
Incidents By Location

OBP aggregated incident reports from media reports, relevant reporting agencies, and other sources to create as comprehensive an outlook as possible. The dataset excludes reports of incidents occurring while vessels were berthed and incidents not requiring the perpetrators to utilize a boat to approach the target vessel.

Fifteen attacks in the riverine environment of the Niger Delta were also recorded by OBP, but these are not included in the overall statistics. The overall number of attacks against local traffic in the region is likely much higher, as explained in more detail below.

Out of 95 total incidents, 55 occurred in international waters, but all fell within the EEZs of states in West Africa. While the nature of incidents within and outside territorial waters may frequently be indistinguishable, the key element is jurisdictional. Incidents which occur outside of territorial waters fall under universal jurisdiction, regardless of whether they happen within a state’s EEZ.
Incident Types

Suspicious Activity
Incidents of suspicious activity include cases where a vessel reports a close encounter or direct approach from another vessel which feels threatening in nature. The perceived threat is determined by the vessel master based upon the actions of the approaching vessel or from the observation of weapons or equipment that can be used to board a vessel. However, the approaching vessel may not have actually taken any overtly hostile action.

Failed Attack/Failed Boarding
Failed attacks and boardings refer to incidents in which actors are thwarted by self-protective actions taken by crew or embarked security teams.

Robbery
This report defines robbery as any incident in which the intent is to board the vessel and steal ship stores, equipment, or the crew’s personal effects. While these incidents may be traumatic for crewmembers, they do not involve physical confrontations with the attackers. Perpetrators are generally unarmed but may carry knives or other light weapons. Perpetrators who have successfully boarded a vessel often escape upon being discovered by the crew.

Armed Robbery
Incidents of armed robbery are characterized by the threat or the use of violence against the crew. The intent of attackers may be to steal ship stores, equipment, or the crew’s personal effects, but failed hijackings or kidnap for ransom attacks may also lead to armed robberies. In contrast to robberies, armed robberies often involve larger groups of attackers who may be armed with automatic weapons or, depending on the area, even RPGs and heavy machine guns.

Hijacking for Cargo Theft
Hijacking for cargo theft is the most complex piracy model, requiring a coordinated effort and often the complicity of a variety of actors. Vessels carrying petroleum products are targeted and attacked. Once the vessel is hijacked, the crew is often forced to navigate to a remote location where parts of the cargo are transferred to another vessel or a storage facility on land. The stolen cargo is then sold on the black market or blended with legitimate refined products.

Kidnap for Ransom
Incidents of kidnap for ransom were the most pervasive piracy model in 2015 and have remained a major issue throughout 2016. In most of these attacks, perpetrators board the vessel with explicit intent to kidnap crewmembers, usually officers and engineers. Hostages are then taken to land, where they are held during the ransom negotiations. In contrast to hijackings of vessels, these attacks are carried out quickly, making it very complicated for security forces to respond.

Incident Breakdown
Similar to 2015, kidnappings made up the majority of successful incidents in 2016, followed by robberies. Only one incident of hijacking for cargo theft was recorded during the year. All types of vessels came under attack in West Africa, but tankers (product or crude oil) were targeted in almost 40% of all recorded incidents.
Robbery

In 2016, OBP recorded 13 cases of robbery and several failed boardings and attacks in West Africa that did not involve a significant degree of violence. In most of the successful boardings, the perpetrators escaped when they were discovered by crew members who then sounded the alarm.

Robberies occur regularly at many anchorage areas in West Africa. Arguably the most telling factor is the heavy local traffic, which often involves small fishing and passenger boats as well as other vessels. It is virtually impossible for domestic law enforcement agencies to provide comprehensive security around anchorages, and the daily patterns of life in the region often include interactions between local traffic and merchant vessels. In the 13 recorded cases of robbery, 287 seafarers were aboard the vessels targeted, none of whom suffered injuries.

The Case of Takoradi

The nature of robberies at anchorage was exemplified in 2016 by activity at the Takoradi anchorage in Ghana. There were five incidents there including three failed attacks, one failed boarding, and one robbery. The robbery and two failed attacks occurred in a cluster within two weeks at the start of September. While the shipping industry should find the level of activity at Takoradi worrisome, the attacks lacked the scale and violence of armed robberies and other incidents in different areas of West Africa, particularly off the coast of Nigeria.

Armed Robbery

In 2016, OBP recorded seven cases of armed robbery and several failed boardings in West Africa with a significant degree of violence. Some of these failed boardings were likely attempts to kidnap crewmembers or to hijack specific vessels; genuine armed robberies are unlikely to occur outside of territorial waters.

This type of attack generally occurs at or close to specific anchorages in the region as well as off the Nigerian coastline. These attacks have to be distinguished from simple robberies since crewmembers are at risk of being injured or even killed. In the seven recorded cases of armed robbery, 142 seafarers were affected.
Hijacking for Cargo Theft

Only one successful hijacking operation was recorded by OBP in 2016. The product tanker Maximus was attacked on 11 February off Abidjan and then sailed toward Nigeria.

No other ships were reported as hijacked, a significant development compared with previous years. Improved response capacities of regional navies as well as improved regional cooperation have led to a significant drop in these types of attacks. Law enforcement on land, particularly in Nigeria, has also been strengthened, making it more complicated to sell stolen oil products on the black market.

In total, the single attack in the category of hijacking for cargo theft affected 18 seafarers.

The Case of Teal

The heavy-lift vessel Teal was boarded on 3 July while anchored off Conakry. Six men armed with knives and automatic weapons attacked crewmembers and opened fire to threaten the crew, damaging the accommodation block. They subsequently held the crew at gunpoint and robbed them of cash and personal belongings. Local agents contacted the port authority, but the security boat did not arrive until an hour later when the attackers had already left the vessel.

The Case of Maximus

The product tanker Maximus was hijacked on 11 February off the coast of Côte d’Ivoire by nine armed attackers acting from a tug that had left Lagos several days prior. French authorities had sent out an alert to vessels in the region about a possible attack. The crewmembers were held hostage onboard the vessel for eight days while the pirates changed the name of the vessel to Elvis 5, likely in order to evade authorities.

When Nigerian Navy personnel boarded, they killed one of the attackers and arrested six others. Sixteen crewmembers who remained onboard were freed, but two attackers had already left the vessel and taken two kidnapped crewmembers with them, one Indian and one Pakistani. Both were held for several weeks by a Nigerian criminal gang before they could finally return home.

The response of regional navies underlined the improvements in terms of regional cooperation in recent years. Côte d’Ivoire, Ghana, and Togo sent patrol boats to track the hijacked ship. Nigerian special forces then conducted an opposed boarding to rescue the crew, a capability that few other navies in West Africa currently have.

“International cooperation is the new mantra for maritime security. We cannot go it alone.”

- Rear Admiral Henry Babalola, Nigerian Navy
Kidnap for Ransom

In 2016, OBP recorded 18 cases of kidnap for ransom as well as several failed boardings and attacks that were likely also attempts to kidnap seafarers. All of these attacks took place off Nigeria (territorial waters and EEZ). In total, 369 seafarers were affected by kidnap for ransom attacks, including 96 who were taken hostage.

From kidnap to rescue, victims are held between two and four weeks on average. They are generally held in camps in the Niger Delta along with other hostages, many of whom are Nigerians.

Even though international reporting institutions rarely communicate violence and maritime crime against fishing trawlers, passenger boats, and other local traffic in the riverine environment of the Niger Delta, these attacks are closely linked with attacks against merchant vessels farther offshore.

Anecdotal evidence suggests that criminal groups carrying out attacks against merchant vessels or traffic related to the offshore oil and gas industry are the same as or at least linked to the groups responsible for onshore kidnappings of Nigerians and expatriate workers. Attacks in the riverine environment therefore seem to be inextricably linked to offshore attacks.

The Case of Sampatiki

On 26 March, the tanker Sampatiki was on its way from Port Harcourt to Lagos when it was attacked by nine armed men around midnight. After four hours onboard, the pirates kidnapped five crewmembers. The hostages spent nearly 45 days in captivity on shore. According to the ship’s Third Engineer, Santosh Bhardwaj, the crew kept their morale high by praying and remembering good times with their families. Negotiations were delayed by the complications involved in the pirates having captured seafarers of multiple nationalities. The crew’s release was also hampered by a negotiation breakdown that reportedly occurred when the company attempted to settle for a lower amount than the pirates demanded.

Trends

The shipping industry had to address very different challenges in West Africa in 2016. With the exception of Nigeria, the number of attacks against merchant vessels remained relatively constant compared with previous years. Moreover, many of these attacks were non-violent robberies, which may have a psychological impact on seafarers, yet the occurrence of physical violence was very limited.

Nigeria, on the other hand, experienced a spike in attacks, including 18 kidnap for ransom attacks between March and May before the numbers dropped significantly. Analysts suggest that this pattern is closely linked to militant attacks against the oil and gas infrastructure in the Niger Delta. A detailed analysis is beyond the scope of this report, but groups responsible for both types of attacks seem to be similar and their operational focus may shift on short notice due to political circumstances.

Although the number of attacks declined in the second half of the year due to increased patrols and a refocusing of the attacks from sea to inland infrastructure (i.e., oil pipeline attacks), the overall level of piracy and armed robbery at sea remains a concern in West Africa. Moreover, violent incidents involving kidnap for ransom continue to occur, underlined by several incidents in early 2017.

Torture, Injury, and Death

While there are few publicly available reports on the treatment of hostages in the Niger Delta, available evidence suggests that kidnapped seafarers may be beaten, tortured, and even subject to mock executions. Moreover, no medical treatment is available and hostages may have to survive on limited rations. In the 18 kidnap for ransom attacks and 5 incidents of temporary detention offshore recorded by OBP, 144 seafarers (5 Nigerians, 47 foreigners, and 92 crewmembers of unknown nationality) were taken hostage. In the course of these attacks, at least five seafarers sustained physical injuries. One perpetrator was killed by security forces during an attack. Furthermore, 335 seafarers were not taken hostage but were aboard the respective vessels when their fellow crewmembers were kidnapped, which can be traumatic in and of itself.
Riverine Areas of the Niger Delta

The overall security situation in the riverine environment of the Niger Delta is often overlooked in discussions about piracy in West Africa and particularly off Nigeria. Attacks against local traffic such as passenger boats or trawlers, however, seem to be linked to attacks against merchant vessels further offshore. Anecdotal evidence suggests that locally kidnapped victims, for example, are held in camps in the Niger Delta alongside kidnapped seafarers, while equipment stolen in riverine attacks, such as outboard engines, may be used in offshore attacks.

OBP recorded 15 attacks against local traffic in 2016, but the overall number of incidents is very likely much higher. Boat operators in the coastal city of Oron in Akwa Ibom State alone reportedly lost 22 boats due to attacks between 2013 and 2015. However, very few of these attacks—if any—were reported to local authorities.

Samson Oluwasegun, chairman of the Oron Seamen Boat Owners Union’s Transition Committee, underlined union members’ frustration with the government and security forces: “As a union, we pay our dues to the state and federal government, yet no government has come to our rescue even though we have written several letters to the government on our plight. No compensation is paid to our people or adequate protection, which is the basic and statutory responsibility of a government to the taxpayers provided.”

3
HUMAN COST WEST AFRICA

The number of seafarers affected by piracy and armed robbery in 2016 grew considerably, reflecting the increase in total incidents. In total, 1,921 seafarers were aboard vessels subject to piracy and armed robbery incidents in 2016, compared to 1,225 in 2015. Almost all incident types saw an increase in the number of seafarers affected, with the exception of incidents where vessels were used as motherships: no incidents of this nature took place in 2016.

Injuries and Deaths

The number of seafarers killed and injured decreased from 2015 to 2016. Zero deaths were recorded in 2016 and seven seafarers sustained injuries from attacks. Approximately 181 seafarers were threatened, an increase from 2015.

<table>
<thead>
<tr>
<th>Violence Type</th>
<th>Number of Incidents</th>
<th>Number of Seafarers Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kidnapped</td>
<td>18</td>
<td>96</td>
</tr>
<tr>
<td>Injury</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Threatened</td>
<td>23</td>
<td>181</td>
</tr>
<tr>
<td>Deaths</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Weapons

Perpetrators were armed in the majority of incidents recorded by OBP; approximately 55%. Guns, including heavy machine guns, were the weapon of choice of perpetrators, used in 30 of the 52 incidents. Approximately 1,113 seafarers were aboard vessels where perpetrators made weapons visible, and 178 were directly threatened. In five incidents involving weapons, seven seafarers sustained injuries, including non-fatal gunshot wounds.
Hostages Held Captive

In the 18 kidnap for ransom attacks and five incidents of temporary detention offshore recorded by OBP, 144 seafarers (5 Nigerians, 47 foreigners and 92 crewmembers of unknown nationality) were taken hostage, more than tripling the estimate from 2015. Kidnapping incidents peaked in the first quarter of 2016. In the course of these attacks, at least five seafarers were reported to have sustained physical injuries. At least one perpetrator was killed by security forces during these attacks. Furthermore, 335 seafarers were aboard vessels when their fellow crewmembers were kidnapped. Of the 144 seafarers taken held captive, 48 were temporarily detained, 52 are known to have been released, while the release of the remaining 44 has not been confirmed at the time of writing.

“They beat us, made us stand in the rain at night. They kept threatening us... The only thing they did not do is rape us.”
- Rohan Ruparelia, MT Maximus hostage

Kidnapping for Ransom Incidents, Including Temporary Detention
Of the seafarers onboard vessels known to be involved in incidents in 2016, the nationalities of 577 of the 809 have been reported to the IMB; the nationalities of the remaining 232 seafarers have not been verified. Most of the seafarers attacked came from five countries: the Philippines, India, Ghana, Nigeria, and Turkey. Of the 577 seafarers whose nationalities are known, 140 were citizens or residents of West African countries.

Note: This graphic represents the 577 of the 809 total seafarers exposed to piracy and armed robbery at sea in 2016 whose nationalities are known. The nationalities of the other 232 are unverified.
Costs Related to Deterring Piracy

The international community, regional states, and the shipping industry incurred significant costs dedicated to deterring and combating piracy through capacity-building, naval operations, contracted security, and ship protection measures. Those costs are estimated to have totaled $636.1 million in 2016.

<table>
<thead>
<tr>
<th>Type of Deterrence</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>International Naval Activities</td>
<td>$41,000,000</td>
</tr>
<tr>
<td>Information Sharing and MSA</td>
<td>$2,600,000</td>
</tr>
<tr>
<td>Regional Naval Activities</td>
<td>$237,800,000</td>
</tr>
<tr>
<td>Contracted Maritime Security Services</td>
<td>$345,900,000</td>
</tr>
<tr>
<td>Ship Protection Measures</td>
<td>$3,900,000</td>
</tr>
<tr>
<td>Prosecution &amp; Imprisonment</td>
<td>$0</td>
</tr>
<tr>
<td>Counter-Piracy Organizations</td>
<td>$4,900,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$636,100,000</strong></td>
</tr>
</tbody>
</table>

It is not always possible to cleanly separate the provision of maritime security in West Africa into traditional security provision by navies and law enforcement agencies on the one hand and private security companies on the other. There is a broad spectrum of measures related to maritime security, ranging from regional and international naval efforts to public–private partnerships which may provide escort vessels or security force personnel as embarked armed guards.
International Naval Activities

Foreign naval activities in West Africa generally focus on capacity-building and training rather than on other naval activities. France maintains a continuous naval presence through Operation Corymbe, the US und UK navies operate in the region regularly, and others conduct patrols and exercises as well.

In addition to the general presence of navies, various training and capacity-building events are organized each year. Major multinational exercises include NEMO, a quarterly event under the auspices of Operation Corymbe; Obangame Express, an annual exercise led by the US Africa Command; and the African Maritime Law Enforcement Partnership, the operational component of the international capacity-building program African Partnership Station. All of these initiatives are aimed at maritime security issues in general but counter-piracy activities are a significant part of the overall aim of the missions. OBP estimates the cost of these counter-piracy activities to be $41.0 million.

Information Sharing and Maritime Situational Awareness

All regional initiatives listed here are not merely counter-piracy initiatives. By and large, their goal is to improve maritime security in the region in support of the Yaoundé framework. Therefore, in reality only a part of the overall budget can be attributed specifically to the fight against piracy and armed robbery at sea in the region.

### Cost of Regional and National Information Sharing Centers

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Description</th>
<th>Cost</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Coordination Centre for Maritime Security in Central Africa (CRESMAC)</td>
<td>Implemented through the Economic Community of Central African States</td>
<td>$403,385</td>
<td>Click for more information</td>
</tr>
<tr>
<td>Inter-regional Coordination Centre (ICC)</td>
<td>For the implementation of the Regional Strategy for Maritime Safety and Security in Central and West Africa; based in Yaoundé, Cameroon</td>
<td>$1,571,700</td>
<td>Click for more information</td>
</tr>
<tr>
<td>Regional Maritime Rescue Coordination Centers (RMRCC)</td>
<td>RMRCCs are operated in Monrovia and Lagos</td>
<td>$330,000</td>
<td>RMRCs are estimated at two-thirds the annual cost of MTISC, which ceased operations in June of 2016; if the organization had continued operating the 2016 budget would have been roughly $500,00</td>
</tr>
<tr>
<td>Marine Domain Awareness for Trade-Gulf of Guinea (MDAT-GOG)</td>
<td>Operates out of Brest, France, and Portsmouth, England</td>
<td>N/A</td>
<td>$735,384</td>
</tr>
<tr>
<td>Zone D Center</td>
<td>Operates in Cotonou, Benin; Maritime Zone includes Togo, Benin, and Nigeria</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Zone E Center</td>
<td>Operates in Douala, Cameroon; Maritime Zone includes Cameroon, Equatorial Guinea, Gabon, and São Tomé and Príncipe</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Maritime Trade and Information Sharing Centre (MTISC)</td>
<td>Shipping Industry initiative created by the Oil Companies International Marine Forum; located in Tema, Ghana; MTISC ceased operations in June 2016, but if the organization had continued operating the 2016 budget would have been roughly $500,00</td>
<td>$250,000</td>
<td>Approximate costs identified through discussions with various stakeholders</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$2,555,085</strong></td>
<td></td>
</tr>
</tbody>
</table>
Regional Naval Activities

Throughout 2016, at least 40 vessels from the Nigerian Navy were actively deployed in the Gulf of Guinea West Africa. Joined by assets from Ghana, Cameroon, Togo, Côte d’Ivoire, and Benin, these regional actors were tasked with deterring incidents of piracy and armed robbery at sea. OBP estimates that six regional naval vessels were on station at any given time, resulting in counter-piracy costs of $19,798,265. The true cost of patrols is likely much higher as some vessels were not included in this figure because of irregular use of the Automatic Identification System (AIS), irregular participation in patrols or the provision of specific incident response services.

In addition to regional navies, the Nigerian Maritime Administration and Safety Agency is responsible for working with the Nigerian Navy to combat piracy and armed robbery at sea. OBP estimates that the amount NIMASA spent on counter piracy related activities during 2016 was $218 million.

AIS Tracking of Nigerian Navy Vessels

Contrasted Maritime Security Services

In addition to patrols by security agencies, several hybrid models can be found in West Africa, generally in the form of partnerships between private companies and government security forces that are used to improve the capacities of national militaries. Mandates of these partnerships include the conduct of escorts for merchant ships, the operation and/or protection of secure zones (anchorages and areas used for ship-to-ship transfers), and the protection of offshore oil facilities. OBP estimates the total cost of these services in the Gulf of Guinea in 2016 between $338.7 and $353.3 million (avg. $345.9 million).

Escort Vessels

Policy statements from Nigerian security agencies have repeatedly underlined that escort vessels are the only security service permitted in Nigerian territorial waters. In practice, however, this does not appear to be true in all cases.

Several companies operate escort vessels in cooperation with the Nigerian Navy, bolstering naval capacities. In general, the escort vessels are owned and operated by a private company, but part of the crew during operations is provided by the Nigerian Navy. The Nigerian Navy emphasizes that the naval detachment is solely responsible for the handling of weapons and operational command.
Escort vessels can be used for dedicated escorts of merchant vessels to and from ports and terminals in Nigeria, for the protection of convoys between ports and offshore oil and gas installations, or for the provision of security around offshore oil and gas fields. One company also uses patrol boats to provide security for a secure anchorage area off Lagos.

Ship operators can choose to contract escort vessels for transits, replacing armed guards. Publicly available lists of vessels show that at least 11 companies operate at least 80 vessels; some of these are not dedicated patrol boats, but vessels that are usually used for other tasks related to the oil and gas industry in Nigeria. It is likely that more vessels are in operation.

OBP has broken the cost of these vessels to the shipping industry into two categories: costs related to specific patrol boat operations and a more general operating cost for the constant security presence that these vessels provide in specific areas. This second category represents a minimum estimated operating cost, not the total contracted cost to the end user.

**Security Escort Costs**

<table>
<thead>
<tr>
<th>Delta Port Escorts</th>
<th>Annual Escorts</th>
<th>Cost per Escort</th>
<th>Annual Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lagos to Warri</td>
<td>44</td>
<td>$37,500</td>
<td>$1,650,000</td>
</tr>
<tr>
<td>Warri to Onne</td>
<td>60</td>
<td>$56,000</td>
<td>$3,360,000</td>
</tr>
<tr>
<td>Lagos to Onne</td>
<td>116</td>
<td>$64,000</td>
<td>$7,424,000</td>
</tr>
<tr>
<td><strong>Estimated Cost for Delta Escorts</strong></td>
<td>-</td>
<td>-</td>
<td><strong>$12,434,000</strong></td>
</tr>
</tbody>
</table>

**Security Patrols**

The operating cost of 28 privately owned patrol boats that OBP was able to track during 2016 is estimated to be between $102 and $117 million (avg. $110.1 million). These vessels appear to provide an almost constant security presence off Nigeria, often operating around offshore oil and gas installations.

Figures presented here show a minimum of costs for the shipping industry because it is virtually impossible to reliably track the operational patterns of privately owned patrol boats.

**Secure Zones**

In addition to the security measures already discussed, Ghana, Togo, Benin, and Nigeria have each established “secure zones” near major ports. These are clearly demarcated areas where vessels can safely anchor to wait for a berth or conduct ship-to-ship (STS) cargo transfers.

In Nigeria, a private company provides the ships, maintenance, and logistics, and performs all scheduling and billing of clients while the armed forces supply the security personnel and weaponry. In Ghana, the Ports & Harbour Authority is responsible for providing security patrols. In Benin and Togo, the navies are responsible for patrols. OBP estimates that operating these zones cost $8.7 million 2016.

**Map of West Africa Secure Zones**
### Cost of Secure Zones by Country

<table>
<thead>
<tr>
<th>Country</th>
<th>Zone</th>
<th>Annual Visits</th>
<th>Cost per Visit</th>
<th>Annual Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nigeria</td>
<td>Secure Anchorage Area</td>
<td>589</td>
<td>$10,500</td>
<td>$6,184,500</td>
</tr>
<tr>
<td>Nigeria</td>
<td>STS Zone</td>
<td>854</td>
<td>$3,000</td>
<td>$2,562,000</td>
</tr>
<tr>
<td>Benin</td>
<td>Secure Zones</td>
<td>701</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Togo</td>
<td>Secure Zones</td>
<td>4,369</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Ghana</td>
<td>STS Zone &amp; Anchorage Area</td>
<td>962</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>7,502</strong></td>
<td></td>
<td><strong>$8,746,500</strong></td>
</tr>
</tbody>
</table>

### Embarked Contracted Maritime Security

Privately contracted armed security teams are prohibited in territorial waters by every state in the Gulf of Guinea. Consequently, the embarked teams responsible for protecting ships while they traverse a nation’s territorial waters should be drawn from law enforcement agencies and government security forces. This model allows commercial vessels to maintain a heightened level of security while simultaneously allowing coastal states to retain their monopoly on the use of force. However, only a limited number of private companies are authorized to contract such teams. Additionally, ship operators may choose to hire unarmed advisors to serve as liaisons between crewmembers and military teams. In total, OBP estimates that hiring these security teams and liaisons cost $214.7 million in 2016.

### Ship Protection Measures

Active security measures such as embarked contracted security teams and use of patrol vessels are only available within territorial waters or in designated areas, and are intended to supplement other vessel protection measures. These Ship Protection Measures (SPMs) are laid out in the “Guidelines for Owners, Operators, and Masters for Protection against Piracy in the Gulf of Guinea Region.” The Guidelines suggest that vessels utilize the Maritime Trade Information Sharing Center-GoG (MTISC-GOG), implement SPMs such as enhanced watch-keeping and vessel hardening, and limit the use of AIS and lighting at night. Each vessel operator is responsible for conducting a vessel-specific risk assessment to determine the appropriate SPMs.

As with previous reports, OBP has compiled a list of some of the more frequently recommended and used SPMs to show the estimated average acquisition and implementation cost per vessel. Since piracy and armed robbery at sea have been recognized threats in West Africa for many years, OBP presumes that most ship owners who intend to do so have fitted their vessels with hardening measures already. As such, expenditures are primarily limited to refitting worn or damaged kit and equipping vessels new to the region. OBP estimates the cost of SPMs to be about $3.9 million.

### Cost of Ship Protection Measures

#### Estimated Number of Vessels

<table>
<thead>
<tr>
<th>Estimated Number of Vessels</th>
<th>Rates of Use</th>
<th>Equipment</th>
<th>Unit Cost</th>
<th>Units per Ship</th>
</tr>
</thead>
<tbody>
<tr>
<td>11,000</td>
<td>Estimated Equipment Usage Rate - 80%</td>
<td>Razor Wire</td>
<td>$4</td>
<td>550-1,000</td>
</tr>
<tr>
<td></td>
<td>Yearly Refit Rate - 15%</td>
<td>Sandbags</td>
<td>$1</td>
<td>550</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Warning Signs</td>
<td>$140</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$6.6 million</strong></td>
</tr>
</tbody>
</table>

### Prosecution & Imprisonment

While the Nigerian senate has proposed setting up a special court dedicated to piracy cases, OBP is not aware of any formal prosecutions that occurred in 2016. However, OBP estimates that seven individuals were arrested for engaging in piracy and armed robbery activities. Six of the seven are accused of attacking Maximus in February, while another individual was arrested for robbing an anchored tanker, Ngol Cunene, on 13 June 2016 at the Luanda anchorage.
Counter-Piracy Organizations

In recent years, the international community has also developed a number of initiatives to support regional efforts to combat maritime crime. OBP estimates the total cost of counter-piracy organizations at $4.9 million.

### Cost of Counter-Piracy Organizations

<table>
<thead>
<tr>
<th>Contributor</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>EU Maritime Transport Support</td>
<td>$1,843,249.28</td>
</tr>
<tr>
<td>Critical Maritime Routes in the Gulf of Guinea Programme (CRIMGO)</td>
<td>$1,658,925.02</td>
</tr>
<tr>
<td>EU Gulf of Guinea Inter-Regional Network (GoGIN)</td>
<td>$110,595.00</td>
</tr>
<tr>
<td>OBP West Africa</td>
<td>$153,698.00</td>
</tr>
<tr>
<td>Germany's contribution to information sharing systems</td>
<td>$1,105,950.01</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$4,872,417.31</strong></td>
</tr>
</tbody>
</table>

Value of Stolen Goods

In the Gulf of Guinea, robberies occur fairly often. The value of stolen goods is rarely reported in these instances, but the specific goods that were taken are often listed (e.g., cash, computers, electronic devices). In total, OBP estimates that the value of stolen goods taken in 2016 was between approximately $335,312 and $931,248 (Avg. $600,000).

Ship stores and equipment were taken from vessels on 24 occasions, leading to roughly $180,000 to $630,000 in losses. Crew belongings, on the other hand, were taken on 16 different occasions, resulting in between $155,312 and $301,248 in losses.

### Cost of Stolen Goods

<table>
<thead>
<tr>
<th>Item Stolen</th>
<th>Cost Estimate (Low)</th>
<th>Cost Estimate (High)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship Stores and Personal Belongings</td>
<td>$180,000</td>
<td>$630,000</td>
</tr>
<tr>
<td>Crew Belongings</td>
<td>$155,312</td>
<td>$301,248</td>
</tr>
<tr>
<td><strong>Total Cost Estimate (Low):</strong></td>
<td><strong>$335,312</strong></td>
<td><strong>$931,248</strong></td>
</tr>
</tbody>
</table>

Labor

Seafarers transiting the Gulf of Guinea incur an increased personal risk due to the threat of piracy and armed robbery. As a result, several collective bargaining agreements developed through the International Bargaining Forum (IBF), International Transport Workers’ Federation, and various national seafarers’ unions have identified areas within which seafarers are entitled to additional pay.

They are also entitled to the right to refuse passage without penalty. According to OBP, seafarers transiting the Gulf of Guinea IBF High Risk Area in 2016 were entitled to $114 million in additional pay.

In the event that they are kidnapped and held hostage, seafarers are entitled to captivity pay. This pay is estimated using the Maritime Labour Convention’s minimum wage of $23 per day held captive. In 2016, the 144 seafarers affected by kidnapping in the Gulf of Guinea were held for an average of between two and four weeks, and were entitled to $57,000 in captivity pay as a result. However, it is impossible to track whether the amounts seafarers were entitled to have actually been paid.
Insurance

Using the reported additional premiums paid in 2015 by members of the Hellenic War Risks Club, the total cost of War Risk Added Premiums (WRAPS) for transiting the Gulf of Guinea Listed Area in 2016 can be estimated. Assuming that the Gulf of Guinea accounted for 15% of all WRAPs in 2016, and that the change in net premiums was −5%, the total cost of additional premiums incurred by vessels transiting the Gulf of Guinea Listed Area in 2016 was approximately $21 million.

In addition to war risk insurance premiums, a number of vessel operators take out kidnap and ransom (K&R) insurance as additional protection for their vessel’s crew. Using information from maritime insurance experts to gauge the rate of use and cost per transit, the total cost was determined and compared to an assessment of the global K&R market as a check for accuracy.

OBP estimates that in 2016, approximately 35% of all vessels transiting the Gulf of Guinea Listed Area bought K&R insurance at an average cost of $2,400 per transit, totaling $21 million. An alternative method of estimating the Gulf of Guinea K&R insurance cost is to assume that it makes up between 6% and 8% of the global market. The value of the global K&R market is estimated to be between $250 and $300 million in net premiums. This indicates that the shipping industry in the Gulf of Guinea paid between $15 and $23.8 million in K&R insurance premiums. The OBP estimate of $21 million is within this spectrum.

The threat of piracy may lead to increased cargo insurance premiums. Cargo insurance is not paid by the shipping company, but rather by the owners of the cargo. There is significant variation across the types of policies and what they cover, and the premium varies based on a number of factors. Thus, a comprehensive estimate of the piracy-related costs is impossible. However, it can be determined whether the costs associated with this type of insurance were higher or lower than in the previous year based on the risk score assigned to the region by the Joint Cargo Committee (JCC) in their Cargo Watchlist. In 2016, the risk score for the Gulf of Guinea remained classified as “high,” due to theft of oil from a berthed tanker at Apapa, Nigeria, and sustained targeting of tankers at berth in Nigerian ports. At the state level, risk scores varied. Nigeria’s risk score rose slightly, but remained “very high” due to targeted sabotage attacks on oil and gas infrastructure in the Niger Delta. On the other hand, Guinea’s risk score continued as “elevated” thanks to a reduction in piracy and other incidents. Overall, the JCC Cargo Watchlist risk scores for the Gulf of Guinea and littoral states remained in the same range as last year, indicating no major change in the cost of insurance.8

---

1. For the purpose of this report, West Africa is defined as all countries from Senegal to Angola, including the island nations of Cape Verde and Sao Tomé and Principe, based on the signatories of the Yaoundé Code of Conduct.
2. Interview with Chirag Bahri, MPHRP
5. BIMCO, ICS, INTERTANKO and INTERCARGO, “Guidelines for Owners, Operators, and Masters for Protection against Piracy in the Gulf of Guinea Region,” http://www.ics-shipping.org/docs/default-source/Piracy-Docs/011014-gog-g...
6. Ibid.
8. For more information about the Joint Cargo Committee Cargo Watchlist index, please visit http://watch.exclusive-analysis.com/jccwatchlist.html.
PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA 2016

MAIN MESSAGES

- A new and disturbing trend of kidnap for ransom emerged in 2016 in the Sulu and Celebes Seas.
- There was a 35% decrease in the number of overall incidents from 2015, which demonstrates the effectiveness of increased patrols and regional coordination.
- 2016 also saw a significant decrease in the number of hijacking for cargo theft incidents from 2015, suggesting that traffic transiting the Straits of Malacca and Singapore is now at lower risk.

ASIA OVERVIEW

For 2016, Oceans Beyond Piracy (OBP) has documented 129 incidents of piracy and robbery in Asia. For the purposes of this report, OBP defines the Asia region as spanning the area from the eastern coast of India to the Banda Sea in Indonesia. OBP recorded three outlier incidents in the North China Sea, which are included in the overall dataset, but not in the regional breakdowns.

Mapping of Attacks in Asia
The incidents in the Asia region affected an estimated 2,283 seafarers, a significant decrease compared with 2015. There has been an overall improvement in the piracy and armed robbery situation in Asia in 2016, especially in the number of hijackings for cargo theft. However, an increase in kidnap for ransom incidents in the Sulu and Celebes Seas, and particularly the associated violence perpetrated on seafarers in these attacks, are causing great alarm in these areas.

**Total Incidents by Type**

<table>
<thead>
<tr>
<th>Type</th>
<th>Incidents</th>
<th>Affected Seafarers</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 Robbery</td>
<td></td>
<td>841</td>
</tr>
<tr>
<td>19 Armed Robbery</td>
<td></td>
<td>332</td>
</tr>
<tr>
<td>11 Suspicious Activity</td>
<td></td>
<td>248</td>
</tr>
<tr>
<td>3 Hijack for Cargo Theft</td>
<td>129</td>
<td>2,283</td>
</tr>
<tr>
<td>22 Kidnapping</td>
<td></td>
<td>185</td>
</tr>
<tr>
<td>34 Failed Boarding and Failed Attack</td>
<td></td>
<td>637</td>
</tr>
</tbody>
</table>

**Trends**

In 2016, there was a 35% decrease from 2015 in the number of incidents reported in Asia—a significant reduction. The decrease in the number of incidents in 2016 compared to 2015, especially in crime-prone areas, can be attributed to more effective joint coordinated patrols and surveillance by littoral states, information sharing mechanisms employed by regional information bodies, and cooperation between regional authorities, partner organizations, and the shipping community. Robbery and armed robbery continued to be the most prevalent forms of crime against merchant shipping in Asia. Two specific piracy and armed robbery trends from 2016 should be noted: a significant decrease in the number of hijackings for cargo theft and an increase in kidnapping incidents. Approximately 52% of the incidents occurred while at anchor or within anchorages, and 48% occurred while underway.

**Total Incidents by Location**

<table>
<thead>
<tr>
<th>Location</th>
<th>Incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Anchorage</td>
<td>67</td>
</tr>
<tr>
<td>At Sea</td>
<td>62</td>
</tr>
</tbody>
</table>
Of great concern to OBP is the fact that kidnappings increased in 2016, especially in the Sulu and Celebes Seas. In these violent incidents, perpetrators often move hostages to shore, where they can be held for extended periods of time under extreme duress. Captives are subject to frequent abuse and live in fear of being killed by their captors. Some reports indicate that captors may have even used hostages as slave labor.²

In response to the growing number of seafarers being kidnapped in the Sulu and Celebes Seas, Indonesia, Malaysia, and the Philippines have signed a joint document on standard operating procedures for trilateral maritime cooperation to secure the waterways bordered by the countries.³ In May 2016, the three countries also agreed to coordinated patrols to improve the maritime security situation.⁴

In 2016, only three vessels were hijacked for cargo theft, compared to 12 in 2015. The decrease is partly attributed to a number of factors including the reduction in financial rewards from the resale of stolen petroleum products and better patrols by regional navies and local law enforcement.
Incident Types

Suspicious Activity
Incidents of suspicious activity include incidents where a vessel reports a close encounter with or direct approach from another vessel which feels threatening in nature. The threat is determined by the vessel master due to the actions of the approaching vessel or from the observation of weapons and boarding equipment, although the approaching vessel may not have actually taken any overtly hostile action. This type of incident generally poses little threat to the crew, but can require crew to muster in order to prevent a potential attack.

Failed Attack/Failed Boarding
Failed attacks and boardings refer to incidents in which actors are thwarted by self-protective actions taken by crew or embarked security teams.

Robbery
This category covers incidents where the perpetrators are reportedly unarmed and generally attempt to avoid detection or confrontation in order to steal ship stores or the crew’s belongings and then escape. This type of incident frequently occurs aboard vessels that are at anchor or drifting close to a port or anchorage, and generally poses the smallest threat to the crew.

Armed Robbery
In these incidents, the perpetrators are reportedly armed and are more likely to physically engage the crew. These can occur on vessels that are moving or anchored, both near the coast and farther out at sea.

Hijacking for Cargo Theft
These are incidents where perpetrators take control of a vessel in order to steal its cargo. While not the primary impetus for the attack, this type of incident often involves theft of the crew’s belongings as well as ship stores and equipment. Hijackings also involve the most contact between pirates and crew, as the perpetrators must control the ship long enough to offload some or all of the cargo. Typically, these attacks target vessels carrying marine fuels, palm oil products, or other refined products. Hijacking for cargo theft is also more likely than robbery to occur in international waters and as a result be classified as piracy.

Kidnapping
In kidnapping incidents, pirates carry out an attack with the explicit intent to kidnap crewmembers, usually ranking officers and/or engineers. Representing a new model in Asia, kidnappings often involve incidents were the kidnapped crews are then taken to an undisclosed location on land while negotiations are carried out. This type of incident can be completed quickly, enabling the kidnappers to escape before any security response can intervene. As stated above, there has been an increase in this type of attack in the Sulu and Celebes Seas resulting in long periods of captivity and increased violence against seafarers.

Dataset and Methodology
To calculate the number of incidents which occurred in the Asia region in 2016, OBP aggregated incident reports from multiple sources, including the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), the International Maritime Bureau (IMB), and the Information Fusion Centre (IFC), to create a complete outlook. The dataset excludes incidents where vessels were berthed in port and incidents where the perpetrators did not require a boat to approach the victim vessel. The vast majority of incidents counted and discussed within this report were categorized as robberies against ships, not piracy, as they occurred within territorial waters.
Asia Breakdown by Sub-Region

As highlighted in previous OBP reports, a singular model of piracy and robbery against ships in Asia does not exist, posing distinctive challenges for the respective subregions. OBP has categorized incidents in Asia into subregions, including boundaries defined by the International Hydrographic Organization (IHO), to encompass a wider and more comprehensive understanding of the nuances of the models of piracy and armed robbery at sea.

Map of Asia Sub-Regions

Region 1: The Java Sea to the Banda Sea, including the Makassar Strait

In 2016, 28 incidents occurred in the region spanning the Java and Banda Seas, including the Makassar Strait. Three of these incidents were armed robberies, 15 were robberies, and eight incidents were classified as failed boardings or failed attacks. One outlier includes an incident of hijacking for cargo theft. The majority of incidents occurred at anchorages, particularly at Tanjung Priok, Panjang, Samarinda, Balikpapan, Muara Berau, and Taboneo anchorages. Crewmembers in seven separate incidents were able to muster and implement anti-piracy tactics, including the use of water cannons, in order to deter boarding of a vessel.

Robbery in Region 1

With the exception of two incidents, the majority of robberies occurred within anchorage areas under cover of darkness. In all instances, the theft was of ship stores or property. In four instances, robbers escaped with stolen goods following the mustering of crew.

Hijacking for Cargo Theft in Region 1

Hijacking for cargo theft was not a common occurrence in Region 1 in 2016; however, there was one incident. On 7 May, nine perpetrators boarded Hai Soon 12, a tanker carrying 4,000 metric tons of Marine Gas Oil (MGO) in the Java Sea. The tanker was intercepted after regional authorities, including ReCAAP ISC, the IFC, and the Indonesian navy (Tentara Nasional Indonesia-Angkatan Laut, or TNI-AL), received the information. The TNI-AL intercepted and boarded the vessel and arrested all nine perpetrators, leaving the crew unharmed. The successful arrest of the perpetrators is attributed to ship’s company reporting the incident promptly, ReCAAP ISC and IFC sharing information with regional authorities, rapid response by the TNI-AL, and cooperation among the littoral states.5
**Region 1: Incident Breakdown**

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>Number of Incidents</th>
<th>Number of Seafarers Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robbery</td>
<td>15</td>
<td>326</td>
</tr>
<tr>
<td>Armed Robbery</td>
<td>3</td>
<td>63</td>
</tr>
<tr>
<td>Failed Boarding/Failed Attack</td>
<td>8</td>
<td>163</td>
</tr>
<tr>
<td>Hijack for Cargo Theft</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>Suspicious Activity</td>
<td>1</td>
<td>24</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>28</strong></td>
<td><strong>596</strong></td>
</tr>
</tbody>
</table>

**Region 1: Attacks at Anchorage vs at Sea**

<table>
<thead>
<tr>
<th>Location</th>
<th>Incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchored/Anchorage</td>
<td>22</td>
</tr>
<tr>
<td>Steaming/Underway/Open Water</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>28</strong></td>
</tr>
</tbody>
</table>

**Region 2: The Malacca and Singapore Straits, including the Andaman Sea and approaches to the Malacca Strait**

Six incidents in the Straits of Malacca and Singapore (SOMS) region involved vessels underway. The remaining 20 incidents occurred at anchorages, specifically at Dumai, Batam, Belawan, West Jurong, and Kabil, the majority of which are located in Indonesian territorial waters. It is significant to note that most of the incidents occurred outside of the recognized transit corridor of the Straits of Malacca and Singapore, where OBP recorded only three incidents for 2016. The remaining 23 incidents occurred within anchorages located along the Straits or while steaming north of Indonesia. Three types of piracy and armed robbery incidents accounted for the total: robbery, armed robbery, and failed boarding/failed attack. Failed attacks and failed boardings made up half of all reported incidents. Most of the robbery incidents involved the theft of ship stores, spare parts, or property.

Overall, it is noteworthy that the number of incidents in the SOMS region has significantly decreased compared to 2015. While theft from anchored vessels in ports and anchorages continues to be a problem, the overall situation in the SOMS has improved significantly: hijacking for cargo theft, which was a prominent issue in 2014 and 2015, substantially decreased in 2016. OBP credits regional cooperation, among several other factors, for the sharp decline in hijacking for cargo theft in the area. States in the region have demonstrated the ability to rapidly address the situation.

**Region 2: Incident Breakdown**

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>Number of Incidents</th>
<th>Number of Seafarers Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robbery</td>
<td>7</td>
<td>151</td>
</tr>
<tr>
<td>Armed Robbery</td>
<td>6</td>
<td>126</td>
</tr>
<tr>
<td>Failed Boarding/Failed Attack</td>
<td>13</td>
<td>275</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>26</strong></td>
<td><strong>552</strong></td>
</tr>
</tbody>
</table>
### Region 2: Incidents by Locations

![Incident Locations Diagram]

**Region 3: Eastern South Asia, including the Bay of Bengal**

Within Region 3 as defined for this report, OBP counted three incidents. Two incidents of robbery occurred at Visakhapatnam anchorage and one incident of suspicious activity occurred at Kakinada anchorage on the eastern coast of India.

### Region 3: Incident Breakdown

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>Number of Incidents</th>
<th>Number of Seafarers Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robbery</td>
<td>2</td>
<td>49</td>
</tr>
<tr>
<td>Suspicious Activity</td>
<td>1</td>
<td>22</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3</strong></td>
<td><strong>71</strong></td>
</tr>
</tbody>
</table>
Region 3: Attacks at Anchorage vs at Sea

<table>
<thead>
<tr>
<th>Location/Incidents</th>
<th>Number of Incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchored/Anchorage</td>
<td>3</td>
</tr>
<tr>
<td>Steaming/Underway/Open Water</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>3</td>
</tr>
</tbody>
</table>

Bangladesh

OBP did not include attacks off the coast of Bangladesh or attacks occurring in riverine areas in the overall State of Piracy statistics. Maritime crime in the territorial waters of Bangladesh is distinctly different from piracy and armed robbery at sea in other parts of Asia. Incident reports largely came from media sources and OBP only included those that were most credible based on our research methodology.

The majority of attacks in 2016 resulted in kidnap for ransom incidents, typically targeting local fishers. Ransom demands reportedly ranged from $375 to $2,400. Given that the average per capita annual income in Bangladesh is $1,211, these ransoms impose a sizeable burden on local families. Hostages are typically held onshore.

In 2016, there were 24 reported incidents in Bangladesh against 16 fishing vessels, two container ships, one general cargo vessel, one bulk carrier, one passenger vessel, and one of unknown type. Of the 24 reported attacks, 16 involved abduction of crewmembers; six incidents were robberies. The attacks impacted more than 162 fishers, while over 70 were injured during the reported incidents. The attacks continue to be violent, with varying motives, as in previous years.

OBP learned of two incidents in which Bangladeshi forces arrested perpetrators—one regarding an unknown fishing vessel in April and one related to the Sea Star in September 2016. No additional information regarding prosecution of these perpetrators—or any other similar arrests and prosecutions—was discovered in the publishing of this report.

Region 4: The South China Sea, including the Gulf of Tonkin

A total of 23 incidents occurred in Region 4. Nine of these incidents were robberies, and four others were armed robberies. Failed boardings and failed attacks constituted almost one-third of incidents. Significantly, there were only two incidents of hijacking for cargo theft, compared to five incidents recorded in the 2015 State of Piracy report. Incidents at anchorage amounted to the majority of the total, which included the Hon Gai anchorage in the Gulf of Tonkin and the Vung Tau anchorage near the South China Sea.

Region 4: Incident Breakdown

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>Number of Incidents</th>
<th>Number of Seafarers Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robbery</td>
<td>9</td>
<td>164</td>
</tr>
<tr>
<td>Armed Robbery</td>
<td>4</td>
<td>81</td>
</tr>
<tr>
<td>Failed Boarding/Failed Attack</td>
<td>7</td>
<td>126</td>
</tr>
<tr>
<td>Hijack for Cargo Theft</td>
<td>2</td>
<td>20</td>
</tr>
<tr>
<td>Kidnapping</td>
<td>1</td>
<td>27</td>
</tr>
<tr>
<td>Total</td>
<td>23</td>
<td>418</td>
</tr>
</tbody>
</table>
**Region 5: The Sulu and Celebes Seas**

In Region 5, 38 incidents were reported in 2016; 21 of these were successful kidnappings. Eight incidents were classified as suspicious activity. As opposed to the pattern in other subregions, 36 out of 38 attacks took place while the respective vessels were underway. While pirates operating in the Sulu and Celebes Seas targeted smaller vessels at the beginning of the year, in October they began attacking larger vessels, presenting a threat to both international and regional traffic.

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>Number of Incidents</th>
<th>Number of Seafarers Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robbery</td>
<td>1</td>
<td>25</td>
</tr>
<tr>
<td>Armed Robbery</td>
<td>4</td>
<td>24</td>
</tr>
<tr>
<td>Failed Boarding/Failed Attack</td>
<td>4</td>
<td>59</td>
</tr>
<tr>
<td>Kidnapping</td>
<td>21</td>
<td>158</td>
</tr>
<tr>
<td>Suspicious Activity</td>
<td>8</td>
<td>176</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>38</strong></td>
<td><strong>442</strong></td>
</tr>
</tbody>
</table>

**Hijacking for Cargo Theft in Region 4**

In 2016, two incidents of hijacking for cargo theft occurred in the South China Sea; one in June and one in October. While hijacking for cargo theft significantly decreased in 2016 in the Straits of Malacca and Singapore, the two incidents in the South China Sea were reported between the Malay Peninsula and Borneo.

The first incident involved a Malaysian-flagged tug, Ever Prosper, which was towing the barge Ever Dignity, off Sarawak, Malaysia, on 3 June. The barge was loaded with crude palm kernel oil (CPKO). The crew informed ReCAAP ISC that perpetrators had boarded the vessel and were proceeding to transfer the CPKO to their own vessel. Information was relayed to the Malaysian Maritime Enforcement Agency (MMEA), which deployed two patrol vessels to the area. On 4 June, the crew were reported as safe, although one individual suffered an injury from the attack.7

A second incident of hijacking for cargo theft occurred on 25 October, 60 nm north of Sarawak, Malaysia. The tug Ever Ocean Silk was towing a barge, Ever Giant, which was carrying palm oil. Perpetrators armed with long knives (parangs) boarded the tug and tied the 10 crewmembers in a cabin. The incident was reported by the owner of the tug to the MMEA, which dispatched three vessels. It was reported that the perpetrators siphoned roughly 2,500 metric tons of palm oil and stole crew belongings.8

**Region 5: Attacks at Anchorage vs at Sea**

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>Number of Incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchored/Anchorage</td>
<td>1</td>
</tr>
<tr>
<td>Steaming/Underway/Open Water</td>
<td>37</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>38</strong></td>
</tr>
</tbody>
</table>
**Kidnapping in Region 5**

OBP noted with concern the rising number of successful and attempted kidnappings in the Sulu and Celebes Seas region. Kidnapping in the Sulu and Celebes Seas is an incredibly violent and traumatic experience for seafarers. After being forcefully removed from a ship, hostages are taken ashore, where they face increased danger from perpetrators and friendly fire from rescue attempts. Often, hostages are forced to work in slave-like conditions for the pirates, under daily threat of being shot or beheaded. Seafarers also may succumb to illnesses and malnutrition due to a lack of food, water, and medical care. In addition to the immediate abuse faced by hostages, a study which assessed the long-term effects of piracy on seafarers in other regions indicates lasting impacts on hostages, including, in some severe cases, post-traumatic stress disorder (PTSD).

Tayudin Anjut and Abdul Rahim Summas, who were kidnapped in July 2016 from the tug Serudong 3 and rescued in March 2017, have problems related to their vision and ability to walk due to their captivity. They were forced to cook for their captors but were only allowed to eat leftover scraps. They often resorted to drinking seawater to try to stay hydrated. When they were not working for the pirates, the two were tied up and blindfolded.

**Experiences of Hostages**

On 7 November 2016, armed forces of the Western Mindanao command found the yacht Rockall drifting near Pangutaran, Sulu. The naked remains of Sabine Merz, who had been shot and killed, were found onboard. The perpetrators had boarded the yacht while Merz and her husband, Jurgen Kantner, were sailing near Sabah. After killing Merz, the attackers kidnapped Kantner and brought him to the jungles of the southern Philippines. The Abu Sayyaf Group demanded a $600,000 ransom for his release.

Another kidnapping incident involved the local fishing vessel Ramona 2. Four Filipino crewmembers were kidnapped while fishing off Sulu on 20 December. Their boat was found empty by another crew, while the radio communication and global positioning system of the vessel had been stolen. As of the writing of this report, the whereabouts of three crewmembers has not been confirmed. One crewmember was killed in April 2017, on the suspicious that he was ill and impeded the movement of his captors to evade military forces in the Philippines.

On 20 October, the cargo vessel Dongbang Giant 2 was boarded by six armed perpetrators who kidnapped the ship’s South Korean captain and a Filipino crewmember 7.7 nm from Sibutu Island, Philippines. The two men were released after three months in captivity, where they endured hunger and beatings from their captors.
HUMAN COST ASIA

Injuries and Deaths

In 2016, 6% of incidents involved injuries, 25% of incidents involved threats to the crew, and 2% of incidents led to the death of seafarers. The injuries sustained by 12 seafarers varied in intensity, ranging from beatings to gunshot wounds. Two of the six deaths were German national Jurgen Kantner and his partner, Sabine Merz, from the yacht Rockall. Merz was killed during the initial attack, while Kantner was beheaded in 2017 after 113 days in captivity on land. Noel Esconde, one of four seafarers taken hostage from the fishing vessel Ramona 2 in late 2016, was killed in 2017 after 118 days in captivity. The three other deaths occurred on a fishing vessel; three perpetrators were killed during a kidnapping incident in Semporna waters on 8 December by ESSCOM, Malaysia’s Eastern Sabah Security Command. Two perpetrators are missing from that incident.18

“\textit{A precious life has been needlessly lost... There must be a stop to this killing of the innocent and the helpless.}\textbf{“}”
- Jesus Dureza, adviser to President Rodrigo Duterte, on the killing of Jurgen Kantner17

Incidents of Seafarers Affected by Violence Type

<table>
<thead>
<tr>
<th>Violence Type</th>
<th>Number of Incidents</th>
<th>Number of Seafarers Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killed</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>Kidnapped</td>
<td>23</td>
<td>68</td>
</tr>
<tr>
<td>Injury</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>Threatened</td>
<td>33</td>
<td>146</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>67</strong></td>
<td><strong>232</strong></td>
</tr>
</tbody>
</table>

Weapons

Perpetrators were armed in 44% of the attacks, amounting to 57 incidents, while perpetrators were unarmed in the majority of reported incidents (approximately 56%). Overall, 852 seafarers were exposed to attacks in which the perpetrators were armed.
Crew Held Hostage/Forcible Detention

Overall, 67 seafarers and fishers were taken hostage in 2016. Of the 22 kidnapping incidents, 21 occurred in the Sulu and Celebes Seas and one occurred in the South China Sea, exposing 185 seafarers to kidnapping incidents. Three hostages were detained for one day; 48 were held for longer than one day. Fifteen hostages taken in 2016 have yet to be confirmed as released as of the writing of this report. The average length of captivity for hostages taken in 2016 was 79 days; the longest duration of captivity was 251 days and the shortest was just over a day.

Nineteen incidents involved weapons. A total of 76 seafarers were threatened during kidnapping incidents, including one incident where attackers boarded a tug after firing at the vessel. In another incident, two crewmembers were wounded after attackers fired at the cabin doors.
Hostages Kept for One Day

One incident in which hostages were kept for one day or less occurred in 2016. Three hostages were kidnapped from their fishing vessel in the Sulu Sea but were released unhurt the following day.

Temporary Detention: Held Hostage During Attack

In 2016, there were 11 incidents of temporary detention, which affected 216 crewmembers. Incidents of temporary detention occurred when perpetrators boarded vessels and tied up crewmembers in order to hijack or rob a vessel. Five incidents occurred while at anchor, and the remaining six incidents while the vessel was underway. Nine of the 11 incidents involved instances of minor robbery. In total, 47 crewmembers were threatened and two were subjected to beatings and detention at gunpoint, underlining the traumatic nature of temporary detention on crewmembers. In six incidents, crewmembers were tied up during the detention.

Hostages Held for More Than One Day

49 seafarers were held hostage for more than one day in 2016, with totals ranging between two and 173 days. Three people were shot during two separate kidnapping incidents from MV Royal 16 and Henry/Christy, while two were killed after three and four months in captivity, respectively.

Hostages Not Confirmed as Released

As of the publication of this report, the release of 15 hostages taken in 2016 has not been confirmed.

Nationalities

Of the 129 incidents OBP identified in 2016, the known nationalities of 915 seafarers affected have been reported to the IMB. Most seafarers attacked came from five countries: the Philippines, India, Indonesia, Ukraine, and China. Of the seafarers with known nationalities, 835 are nationals of Asian countries. By calculating the average number of crewmembers per vessel-type for incidents where the exact number of crewmembers is unavailable, OBP calculated that 2,283 seafarers were affected by piracy and armed robbery in the sub-regions of Asia in 2016.

*Note: this graphic represents 915 of the 1,347 seafarers exposed to piracy and armed robbery at sea in 2016. The nationalities of the other 432 are unverified.19
ECONOMIC COST ASIA

As with previous State of Piracy reports, Oceans Beyond Piracy did not calculate a total economic cost for piracy and armed robbery in Asia. While certain figures are included because they could be ascertained, some figures could not be calculated or reasonably estimated due to information constraints.

Efforts to Deter Piracy and Armed Robbery Against Ships at Sea

The response by regional actors to piracy and armed robbery at sea in Asia has had a significant impact on the number of incidents. Recent efforts to prevent piracy and armed robbery at sea include increased commitment to counter-piracy patrols, expanded operations of rapid-response teams, the development of guidance for the industry, and the arrest and prosecution of pirates.

Naval and Maritime Law Enforcement Response

The vast majority of incidents in Asia take place in archipelagic and territorial waters; therefore, the authority to provide maritime law enforcement falls to those states. However, as counter-piracy patrols and incident response are only part of the duties of regional naval and law enforcement agencies, the aggregate cost of dedicated counter-piracy patrols is difficult to isolate.

STAR and Quick Response Teams

The Special Task and Rescue (STAR) team and the Western Fleet Quick Response Team, which were created in 2015 by Malaysia and Indonesia respectively, have succeeded in their mission of reducing piracy and armed robbery at sea in the SOMS region; OBP observed a marked decrease in hijacking for cargo theft in 2016. While the STAR teams remain focused on protecting the SOMS region, the geographical scope of the Quick Response Teams has expanded.

Malaysian Maritime Enforcement Agency

In 2016, the Malaysian Maritime Enforcement Agency (MMEA) expanded its scope of operations and increased its capacity-building efforts off the coast of Sabah, Malaysia. Three new radar systems were established in western Sabah in an effort to improve maritime security off the coast. The agency plans to build more radar systems between Kudat and Sandakan to address the wider array of maritime crime in the Sulu Sea.

In addition to the STAR teams, the MMEA operates a number of naval and aerial assets tasked with preventing maritime crime in Malaysian waters. In total, OBP estimates that the operating cost of naval and aerial assets involved in counter-piracy activities under the MMEA was at least $23 million in 2016. However, this figure only represents the time involved in counter-piracy operations. This figure also excludes capital and maintenance costs related to capacity-building. In perspective, the MMEA’s overall budget for 2016 was $208,785,600.

Indonesian Navy

Similar to the MMEA, the Western Fleet Quick Response Teams operating as part of the Indonesian Navy (TNI-AL) also expanded the scope of their operations in 2016. Quick-response teams have started operating under the Indonesian Eastern Fleet Command headquartered in Surabaya. One notable success of the quick-response teams in 2016 was the apprehension of Vier Harmony, which was initially thought to have been hijacked. It was later found that the vessel was taken by its own crew as a result of internal disputes between the crew and the ship’s owner. Regardless of the motives behind the incident, the ability of the TNI-AL to find and apprehend the vessel demonstrates Indonesia’s capability to respond quickly to incidents of piracy and armed robbery at sea.

Coordinated Patrols

Sulu Sea Patrol Initiative

Modeled after the widely successful Malacca Strait Sea Patrols Program (MSSP), the Sulu Sea Patrol Initiative (SSPI) was announced by Indonesia, Malaysia, and the Philippines at a meeting on 14 July 2016. The goal of the initiative is to curb emerging threats posed by the Abu Sayyaf Group in the Sulu and Celebes Seas by conducting coordinated air and naval patrols as well as increasing intelligence-sharing. Three command posts responsible for facilitating coordination have since been established, and the
nations agreed to a “right of hot pursuit,” which allows military vessels to pursue attackers across borders in emergency situations. Additionally, the president of the Philippines, Rodrigo Duterte, has reportedly asked China to send coast guard ships to the region to help with the effort.26 Similarly, Japan, Brunei, and Singapore may become involved in some capacity. The United States has also expressed interest in coordinating with the three original cooperating states. It is worth noting that the Philippines has made significant progress in the fight against the Abu Sayyaf Group, killing many sub-leaders and members in 2016. Bringing other nations into the process could bolster current counter-piracy operations.

Other Coordinated Patrols

In addition to the Sulu Sea Patrol Initiative, many Asian states have enacted agreements for carrying out coordinated patrols. Examples include the Indonesia-Singapore Coordinated Patrol, the Malacca Strait Patrols, and the Malaysia-Indonesia Coordinated Patrols. For more information on these programs please see OBP’s 2015 State of Piracy Report.

Prosecution and Imprisonment

In 2016, at least 23 suspected perpetrators were arrested in Asia. One high-profile case involved Hai Soon 12, an oil tanker hijacked on 8 May 2016. The TNI-AL dispatched two ships to track down the vessel after the attack was reported and apprehended nine suspects who intended to disguise the ship and sell its cargo.27 Arrests were made in at least five additional cases.

Prosecution and Imprisonsments

<table>
<thead>
<tr>
<th>Arresting State</th>
<th>Month (in 2016)</th>
<th>Related Incident</th>
<th>Number Arrested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indonesia</td>
<td>April</td>
<td>Posh Viking</td>
<td>2</td>
</tr>
<tr>
<td>Indonesia</td>
<td>May</td>
<td>Hai Soon 12</td>
<td>9</td>
</tr>
<tr>
<td>Indonesia</td>
<td>July</td>
<td>SBI Thalia</td>
<td>3</td>
</tr>
<tr>
<td>Indonesia</td>
<td>August</td>
<td>Ad Matsu</td>
<td>1</td>
</tr>
<tr>
<td>Malaysia</td>
<td>December</td>
<td>Unknown FV</td>
<td>2</td>
</tr>
<tr>
<td>Indonesia</td>
<td>December</td>
<td>Unknown Tanker</td>
<td>6</td>
</tr>
</tbody>
</table>

MT Orkim Harmony

The eight suspected criminals involved in the 2015 hijacking of MT Orkim Harmony were extradited from Vietnam to Malaysia and formally charged under Sections 395 and 397 of Malaysia’s penal code (armed robbery and gang robbery) at the Kota Tinggi Magistrate’s Court on 27 November 2016.28 They were convicted and sentenced to 15–18 years in prison.29 Six of the eight convicted will also be lashed with a cane five times.30 OBP estimates that prosecution and imprisonment costs related to the hijacking of Orkim Harmony amounted to $10,322 in 2016.

Stolen Ship Stores and Crew Belongings

The majority of incidents in 2016 were robberies targeting ship stores and/or crew belongings. Ship stores and equipment were taken from vessels on 61 separate occasions, representing a loss between $460,000 and $1,600,000. Crew belongings were stolen from vessels on 15 occasions, amounting to approximately $150,000–$280,000 in losses. Compared to 2015, the estimated value of stolen ship stores and equipment increased by 11%. However, the value of stolen crew belongings decreased by 25%.

Cargo Theft

Hijacking vessels in order to steal cargo is a very complex and risky model employed by criminal groups in Asia. These incidents involve the transfer of cargo from one ship to another, which requires more time than the kidnapping of crewmembers from a ship or the theft of crew belongings or ship stores. The stolen cargo is either sold on the black market or disguised as legal product and sold.
In total, the value of cargo stolen in Asia in 2016 was roughly $3,250,000, substantially lower than the $8,000,000 estimated in 2015. Overall, the losses incurred by stolen cargo decreased by about 60% in 2016. In 2016, only three instances of cargo theft were recorded.31

## Cost of Stolen Goods

<table>
<thead>
<tr>
<th>Item Stolen</th>
<th>Cost Estimate (Low)</th>
<th>Cost Estimate (High)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship Stores and Equipment</td>
<td>$457,500</td>
<td>$1,601,250</td>
</tr>
<tr>
<td>Personal Effects</td>
<td>$145,605</td>
<td>$282,420</td>
</tr>
<tr>
<td>Cargo</td>
<td>$3,242,818</td>
<td>$3,242,818</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,845,923</strong></td>
<td><strong>$5,126,488</strong></td>
</tr>
</tbody>
</table>

### Reporting and Information-Sharing Organizations

Asia is home to robust counter-piracy organizations and information-sharing centers. These include two multinational organizations focused on incident reporting, analysis, and information-sharing with a regional focus: the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia Information Sharing Center (ReCAAP ISC), and the Information Fusion Centre (IFC). These organizations provide vital assistance to the maritime industry through incident alerts, provision of intelligence, and operational response. In 2016, ReCAAP ISC accepted voluntary contributions from contracting parties of roughly $1 million.

### Vessel Self-Protection and Seafarer Training

Regional law enforcement and naval response both play vital roles in ensuring safety and security at sea for seafarers and ships transiting Asian waters. However, many incidents of piracy and armed robbery at sea in the region are opportunistic in nature. The risk of unauthorized boardings can be minimized by vessel self-protection measures, which include increased crew vigilance and vessel hardening.

Since 2009, various guidance related to the deterrence of acts of piracy and armed robbery at sea has been adopted by the International Maritime Organization (IMO), the Baltic and International Maritime Council (BIMCO), the IMB, and ReCAAP ISC.32 These guidance documents were incorporated into the Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia produced by the ReCAAP ISC in collaboration with the IFC, the S. Rajaratnam School of International Studies, and a number of shipping industry associations.

The Regional Guide provides recommendations for vessel hardening, risk analysis, and increased vigilance to help crews counter threats. In particular, the guide recommends a layered approach to vessel self-protection: a primary layer of defense which could include heightened vigilance, razor wire, maneuvering, and speed; a secondary layer such as door and window hardening, gates/grates, and motion sensors/CCTV; and a final, tertiary layer consisting of internal door hardening, a citadel, and communication equipment.

### Rerouting

While rerouting is rarely employed by ships in Asia, some shipping companies are directing their vessels to reroute away from the Sulu Sea due to the increased number of kidnapping incidents. The attack on Giang Hai on 19 February 2017 prompted “several shipments of cement and other cargos to be suspended as shippers refused to charter vessels passing through the Sulu Sea... for Polloc Port and other ports in Mindanao.”33 According to some experts, kidnappings in the Sulu Sea have resulted in declining international trade, leading to significant revenue losses.34 Similarly, Indonesia halted coal shipments to the Philippines for several weeks during 2016 in response to the attacks. Shipments have since resumed, but only vessels over 500 tons are allowed to transit the region.35

### Insurance

There is no standard methodology to determine fluctuations in rates that underwriters have been charging for war risk, cargo, or kidnap and ransom insurance as a result of piracy or armed robbery at sea in Asia. According to the Joint Cargo Committee’s Global
Cargo Watchlist, the risk score of the Malay Peninsula steadily declined from “high” to “elevated” from January to December 2016. Based on this trend and interviews with insurance industry experts, it does not appear that underwriters would increase rates for ship operators based on the regional threat and their calculated risk.

**Cost of Captivity: Lost Wages**

In addition to the physical and psychological suffering of hostages, they also endure severe financial consequences. While most, if not all, seafarers are presumed to be the primary or sole source of income for their households, they do not always receive pay for their time in captivity. For families onshore in developing nations, this can be economically crippling. Using the mandated minimum wage from the Maritime Labour Convention of $23 per day, the 67 seafarers taken captive in Asia lost approximately $77,000 in expected income after they were kidnapped. In 2016, individual seafarers and their families could expect an average economic deficit of $1,100.00 as a result of kidnapping and captivity.

---

13. Ibid
19. Note that crew nationalities were not specified in each reported incident. This number therefore only includes incidents where nationalities and number of seafarers are known. The 38 reported countries of nationality include Australia, Bangladesh, Belgium, Bulgaria, Canada, China, Croatia, Denmark, Estonia, France, Georgia, Greece, India, Indonesia, Italy, Japan, Latvia, Lithuania, Malaysia, Myanmar, Montenegro, Netherlands, Norway, Pakistan, Philippines, Romania, Russia, Serbia, Singapore, Slovenia, South Korea, Sri Lanka, Thailand, Trinidad, Turkey, United Kingdom, Ukraine, and Vietnam.
25. Ibid
31. There was one case where fuel was stolen from a vessel, but it was not classified as cargo theft because the amount of fuel taken was not large enough to warrant the assumption that the cargo was the intended target. However, the value of that stolen fuel was factored into the costs and included in the table.
32. International Maritime Organization (IMO) in MSC.1/Circ1334 (link is external) in June 2009. Additionally, BIMCO, IMB, and ReCAAP ISC promulgated a booklet with practical guidance to seafarers, and a poster (link is external) was produced by BIMCO and ReCAAP ISC to be placed on vessels transiting Southeast Asia. In 2013, the Tug Boats and Barges Guide Against Piracy and Sea Robbery (link is external) was released. Further guidance was published in November 2015 with the release of the Guide for Tankers Operating in Asia against Piracy and Armed Robbery Involving Oil Cargo Theft (link is external)
PIRACY AND ARMED ROBBERY AGAINST SHIPS IN LATIN AMERICA & THE CARIBBEAN 2016

MAIN MESSAGES

- Theft from vessels at anchorage poses a problem for the region.
- The waterways of South America are large, complex, and difficult to govern.
- Yachters, in response to recent incidents, have begun coordinating with one another in an attempt to increase safety and awareness.

LATIN AMERICA & THE CARIBBEAN OVERVIEW

In response to a number of documented violent incidents, Oceans Beyond Piracy (OBP) has expanded its State of Piracy analysis to include incidents of piracy and armed robbery in South America, Central America, and the Caribbean in 2016.

Recent attacks on passenger vessels traversing inland waterways have affected crews and passengers alike, and the number of attacks on yachts at anchorage and in open water is concerning. This region presents a unique set of challenges because of the frequency of attacks on yachts rather than the mostly merchant vessels observed in other regions.

As 2016 is the first year OBP has included the region in its global analysis, it is too early to discern trends from year to year or determine particular vessel vulnerabilities. However, the level of violent criminal activity observed in 2016 certainly warrants more attention from the international community.
Incident Types

Suspicious Activity
Incidents of suspicious activity include cases where a vessel reports a close encounter or direct approach from another vessel that feels threatening in nature. The perceived threat is determined by the vessel master based upon the actions of the approaching vessel or from the observation of weapons or equipment that can be used to board a vessel. However, the approaching vessel may not have actually taken any overtly hostile action.

Failed Attack/Failed Boarding
Failed attacks and boardings refer to incidents in which actors are thwarted by self-protective actions taken by crew, such as engaging in evasive maneuvers.

Robbery
This report defines robbery as any incident in which the intent is to board the vessel and steal ship stores, equipment, or the crew’s personal effects. While these incidents may be traumatic for crewmembers, they do not involve physical confrontations with the attackers. Perpetrators are generally unarmed but may carry knives or other light weapons. Perpetrators who have successfully boarded a vessel often escape upon being discovered by the crew.

Armed Robbery
Incidents of armed robbery are characterized by the threat or the use of violence against the crew. The intent of attackers may be to steal ship stores, equipment, or the crew’s personal effects.

Kidnapping
Kidnapping occurs when perpetrators board the vessel with the explicit intent to kidnap crewmembers. Hostages are then taken to land, where they are held. These attacks are carried out quickly, making it very complicated for security forces to respond.

Incident Breakdown

In 2016, OBP recorded 27 incidents of piracy and armed robbery in South America, Central America, and the Caribbean. OBP recorded eight failed attacks, one case of suspicious activity, and one instance of kidnapping. However, of most concern are the 12 successful armed robberies and the five successful robberies recorded in 2016.

While 2016 is the first year for which OBP has included an overview of this region, other organizations such as the Caribbean Safety and Security Net have noted an increase in attacks in recent years, specifically on yachts. The group said that incidents often go unreported in the Caribbean “for reasons of privacy, embarrassment, or fears of economic repercussions,” a situation which is similar to that in other areas of the world where underreporting is common. Having observed the increasing risk in the region, the yachting community has organized a grassroots information-sharing network using social media to raise awareness about incidents and threats.
Suspicious Activity

The one instance of suspicious activity recorded by OBP in 2016 occurred roughly five miles east of a Royal Dutch Shell owned oil and gas platform near Trinidad and Tobago. According to reports, a sailing yacht was approached multiple times by a pirogue with several individuals on board who were yelling about fuel. One of the men allegedly had a gun holstered in his waistband, which led the sailing yacht to engage in evasive maneuvers while two of its crew members posed as if armed. The captain also made visible his attempt to contact the Trinidad and Tobago Coast Guard over VHF. Luckily, after approximately 15 minutes the pirogue aborted and began heading west.4

Kidnapping

There was one kidnapping incident in 2016, which involved an attack on a couple on a yacht near Grenada. Two men—one with a gun—boarded the yacht, kidnapped the couple, and attempted to commandeer the vessel to travel to Puerto Rico. During the attack, the yacht became grounded on a reef, and the attackers took the woman to shore. When the kidnappers returned, the yachter was receiving assistance from other yachters, which deterred the attackers. The woman was released, the attackers fled, and the Grenada Coast Guard responded to the scene. This attack represents an outlier and is not indicative of any trend.5

Targeted Vessels

In 2016, yachts were the type of vessel most likely to have been involved in successful attacks. Passenger vessels and tankers were attacked four times each, and general cargo ships were attacked two times. Bulk carriers, fishing vessels, offshore supply vessels, and fuel ships were each attacked once.
Incidents by Location

In the South America, Central America, and Caribbean region, OBP observed incidents which occurred at anchorage, at sea, and in riverine areas.

At Sea

While incidents involving vessels at sea are relatively uncommon in South America, Central America, and the Caribbean, the incidents that did occur in 2016 demonstrate the capability of regional perpetrators to confront vessels either when they are steaming or at anchor in open water. OBP recorded four piracy and armed robbery-related incidents at sea in 2016: two failed attacks/failed robberies, one case of suspicious activity, and one successful armed robbery.

At Anchorage

The most common form of robbery in South America, Central America, and the Caribbean in 2016 was theft from vessels at anchorage. Of the 27 incidents recorded in the region, 17 occurred at anchorage. Of those, 10 incidents were successful, six incidents were failed attacks/failed boardings, and one incident was classified as a kidnapping. OBP’s assessment is that the perpetrators involved in the six failed attacks/failed boardings were targeting ship stores and crew valuables.
**Riverine Areas**

In South America, armed robberies targeting passenger vessels traversing inland waterways occurred with relative frequency. OBP recorded four such attacks in 2016. In one case popularized by the New York Times, masked men boarded a passenger boat traveling near the city of Belém, Brazil, and robbed 260 passengers of their valuables. In another case, the river cruise vessel Amazon Discovery was attacked by eight armed men who robbed the passengers of roughly $26,000 worth of personal belongings and cash. Out of the four instances of armed robbery involving passenger vessels, three occurred in Brazil and one in Peru.

Besides attacks against passenger vessels, two other incidents occurred in riverine areas in 2016. On 12 May, a vessel was successfully boarded and robbed on the Chagres River in Panama, and on 1 October, perpetrators armed with rifles robbed a fuel ship on the Solimões River in Brazil. In total, OBP recorded six riverine attacks during 2016, all of which were successful. OBP estimates that passenger vessels pose a highly desirable target to would-be perpetrators: a vessel carrying a large number of passengers promises a higher payout, and the vast and complex waterways they transit provide some cover for thieves. Because of the challenge of navigating the complex waterways in the region, law enforcement response time is generally slow, allowing perpetrators a generous amount of time for escape.

_They were shouting ‘Give me money and everything!’ and said they will shoot the passengers if they didn’t get it fast. I tried to reason with them, but then, pow, one of them hit me with his pistol. I knew if we tried to fight back we would be sure to lose and there could be fatalities...so I started pleading with them to spare the passengers, and hoped that they have a heart. I had to step between them, and begged them not to do anything, and pow, again, I was hit. I told them they were here for the money and hurting the passengers won’t achieve anything._

- From the Tour Guide of Amazon Discovery Excerpted from “Amazon Guide Begs River Pirates to Spare the Lives of Kiwis on Peru Amazon Cruise,” New Zealand Herald
HUMAN COST LATIN AMERICA & THE CARIBBEAN

In total, Latin America and the Caribbean saw 527 seafarers aboard vessels subjected to incidents in 2016. The majority of those seafarers were exposed to incidents involving armed robbery.

Injuries

Of the incidents reported in 2016, 22% involved injuries to seafarers, 11% of incidents involved threats to the crew, and 7% of incidents involved seafarer fatality. In one deadly incident, two armed men boarded a yacht in the Caribbean near Saint Vincent and the Grenadines and fatally wounded a German sailor; the captain suffered nonfatal injuries. The attackers proceeded to steal cash and credit cards from the yachters. In a similar incident off the coast of St. Croix, a yachter was shot and stabbed during a robbery by attackers who demanded money. Although these incidents were outliers with regard to the level of violence involved, it shows that attackers in the region are capable of robbing the ship, passengers, and crew of valuables with little regard for human life.

<table>
<thead>
<tr>
<th>Violence Type</th>
<th>Number of Seafarers Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killed</td>
<td>2</td>
</tr>
<tr>
<td>Injury</td>
<td>7</td>
</tr>
<tr>
<td>Threatened</td>
<td>286</td>
</tr>
</tbody>
</table>

Weapons

Perpetrators were armed in 48% of the attacks, or 13 incidents. Approximately 376 seafarers were involved in an incident in which the perpetrators were armed, and 279 were directly threatened. Of the 13 incidents involving armed attackers, 12 were robberies and one was a failed attack.
For the 27 incidents recorded by OBP in 2016, the nationalities of 95 of the 139 known seafarers involved in incidents reported to the IMB are known; the nationalities of the remaining 44 have not been verified. The five nations whose seafarers were most frequently on vessels attacked were the Philippines (37%), India (24%), Myanmar (21%), Denmark (10%), and Mexico (8%).
**ECONOMIC COST LATIN AMERICA & THE CARIBBEAN**

OBP did not aggregate a total cost of piracy and armed robbery in Latin America due to the difficulty isolating and attributing changes in behavior to piracy and armed robbery in the region. For instance, OBP did not find any evidence that ships are avoiding parts of the region due to piracy or armed robbery, nor is OBP aware of any increased law enforcement activity as a result of the incidents.

**Stolen Ship Stores and Crew/Passenger Belongings**

The theft of ship stores and equipment imposes a financial loss on ship owners, whereas the theft of crew and passenger belongings directly impacts seafarers. Stolen belongings may hold sentimental value, or in the case of laptops and cellphones, may serve a more practical purpose. In total, crew belongings were taken from a vessel on 11 occasions during 2016, representing losses between $77,656 and $150,624. Ship stores and equipment were stolen eight times and accounted for an estimated $82,500 to $288,750 in losses. There was also one case of cargo theft in the region; the 1 October incident in which 2,600 gallons of diesel fuel were taken along with the crew’s personal property. Overall, OBP estimates that the value of stolen goods in South America, Central America, and the Caribbean represented between $162,632 and $441,850 in losses.

**Cost of Stolen Goods**

<table>
<thead>
<tr>
<th>Item Stolen</th>
<th>Cost Estimate (Low)</th>
<th>Cost Estimate (High)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship Stores and Equipment</td>
<td>$82,500</td>
<td>$288,750</td>
</tr>
<tr>
<td>Crew Belongings</td>
<td>$77,656</td>
<td>$150,624</td>
</tr>
<tr>
<td>Cargo</td>
<td>$2,476</td>
<td>$2,476</td>
</tr>
<tr>
<td>Total</td>
<td>$162,632</td>
<td>$441,850</td>
</tr>
</tbody>
</table>

3. Ibid