



ICC INTERNATIONAL MARITIME BUREAU

PIRACY AND ARMED ROBBERY AGAINST SHIPS

REPORT FOR THE PERIOD

1 January – 31 March 2025

WARNING

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INTRODUCTION

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

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

The key advantages and services of the PRC are:

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

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

This report is an analysis of 45 global maritime piracy and armed robbery incidents reported to the IMB PRC from 1 January to 31 March 2025. Incidents are occasionally reported late, resulting in changes to the tables and figures in subsequent reports.

Due to the continued debate concerning the Malacca Straits, these narrated incidents are shown separately.

For further details on the anti-piracy service or to report an incident, contact the 24-hour manned IMB PRC at:

ICC International Maritime Bureau
PO Box 12559, 50782 Kuala Lumpur, Malaysia
24 Hours Anti-Piracy HELPLINE Tel: ++ 60 3 2031 0014
Tel ++ 60 3 2078 5763
WhatsApp / Telegram: +60 11 2659 3057
E-mail: piracy@icc-ccs.org / imbkl@icc-ccs.org

DEFINITIONS OF PIRACY & ARMED ROBBERY

The IMB PRC follows the definitions of Piracy as defined in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) and Armed Robbery as defined by the International Maritime Organisation (IMO) in its 26th Assembly session as Resolution A.1025 (26) “Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships”.

Article 101 of UNCLOS defines Piracy as:

Definition of Piracy consists of any of the following acts:

(a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed-

(i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;

(ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;

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

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

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

Armed robbery against ships means any of the following acts:

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

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

The definitions of piracy and armed robbery are aimed to assign responsibility for responding to these illegal acts. It is worth noting that these definitions do not consider the resulting consequence on the crew, vessel and cargo, which in IMB’s experience ranges from opportunistic theft, cargo theft, taking crew hostage, assault and injury, kidnapping and in some cases death of a crew member.

It is vital that all actual and attempted incidents at the time of, or shortly after the incident, are reported and recorded.

This is the first essential step in the response chain.

Under the definitions of Piracy or Armed Robbery, the IMB PRC reports incidents as follows:

1. **Boarded:** An illegal act of perpetrators successfully gaining access onto the vessel.
2. **Hijacked:** An illegal act of perpetrators successfully gaining access onto the vessel and taking over the control of the vessel from the Master and crew.
3. **Fired Upon:** An illegal act of perpetrators discharging weapons towards the vessel while attempting to gain access onto the vessel.
4. **Attempted:** An illegal act of perpetrators attempting to approach a vessel with possible intention to board but remain unsuccessful due to the timely actions of the crew.

The consequences to the crew, vessel, or cargo, as a result of the above illegal acts:

1. **Crew:** Kidnap, hostage, death, threat, assault, injury, missing.
2. **Vessel:** Damage, especially due to the discharge of weapons or when perpetrators willfully damage vessel equipment and property.
3. **Cargo:** Theft or damage to cargo.

Region specific severity of incident on Crew, Vessel and Cargo: (Chart G)

As several agencies define and categorize incidents differently, the IMB reports under three generic Severity Levels – I, II, and III determined by the effect the incident has on the crew, vessel and cargo.

Severity Level I: Any incident which has a direct impact on the crew. To include:

- a. Crew being taken hostage, assaulted, injured, killed, kidnapped, missing, threatened.
- b. A hijacking where the command of the vessel is taken over by those boarding.
- c. An incident where the crew retreats into the citadel.

Severity Level II: To include a vessel being fired upon, security teams firing on approaching threat, robbers / pirates identified with weapons of any type (violence is offered) whether boarded or otherwise.

Severity Level III: To include an incident that does not fall into either Level I or Level II

FUNDING

The Piracy Reporting Centre (PRC), funded purely on donations, wishes to thank the following organisations that have financially contributed towards the Centre's 24-hour manned service:

- ANIA
- Assuranceforeningen Skuld
- Britannia Steam Ship Insurance Association Limited
- Gard AS
- Japan P&I
- Justships Ltd
- Steamship Insurance Management Services Limited
- NorthStandard Limited
- Tsakos Shipping and Trading SA

The PRC is additionally non-financially supported by:

- Spire Global Inc. (<https://spire.com/>)
- Vesseltracker (<https://www.vesseltracker.com/>)

TABLE 1: Locations of ACTUAL and ATTEMPTED incidents, January - March 2021 – 2025

Locations	2021	2022	2023	2024	2025
S E ASIA Indonesia	2	3	4	6	4
Malacca Straits				1	
Malaysia		1	1		
Philippines	1		1	1	
Singapore Straits	6	11	8	5	27
EAST ASIA Vietnam	1				
INDIAN SUB Bangladesh		1		7	1
CONTINENT India		2		2	2
AMERICAS Brazil	1	3	1		
Colombia	3		2		1
Ecuador	1				1
Haiti	1				
Peru	5	6	5		
Venezuela		1			
AFRICA Angola	2	4	1	4	
Benin	1				
Cameroon	1				
Dem. Republic of Congo	1				
Equatorial Guinea				1	1
Gabon	2				
Ghana	2	2	2		2
Gulf of Aden*	1				
Ivory Coast		1	1		1
Liberia		1		1	
Nigeria	2				1
Sao Tome & Principe	4				1
Somalia*				5	3
South Africa		1			
The Congo	1		1		
Sub total	38	37	27	33	45
Total at year end	132	115	120	116	

All incidents with * above are attributed to Somali pirates.

CHART A: The following three locations contributed 75% of the total 45 incidents reported in the period January – March 2025

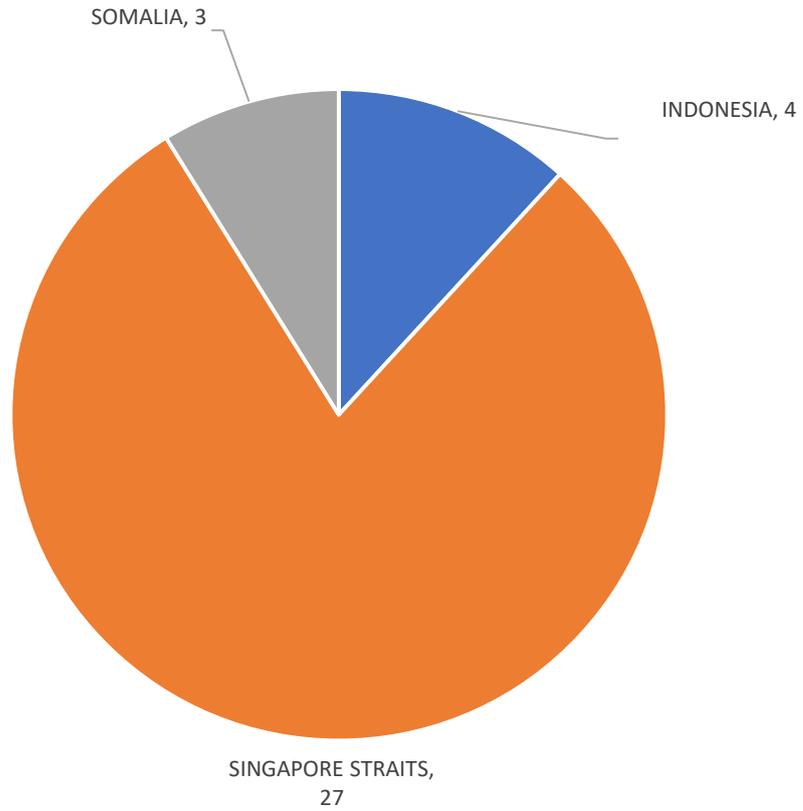


CHART B: Monthly comparison of incidents during January – March 2025

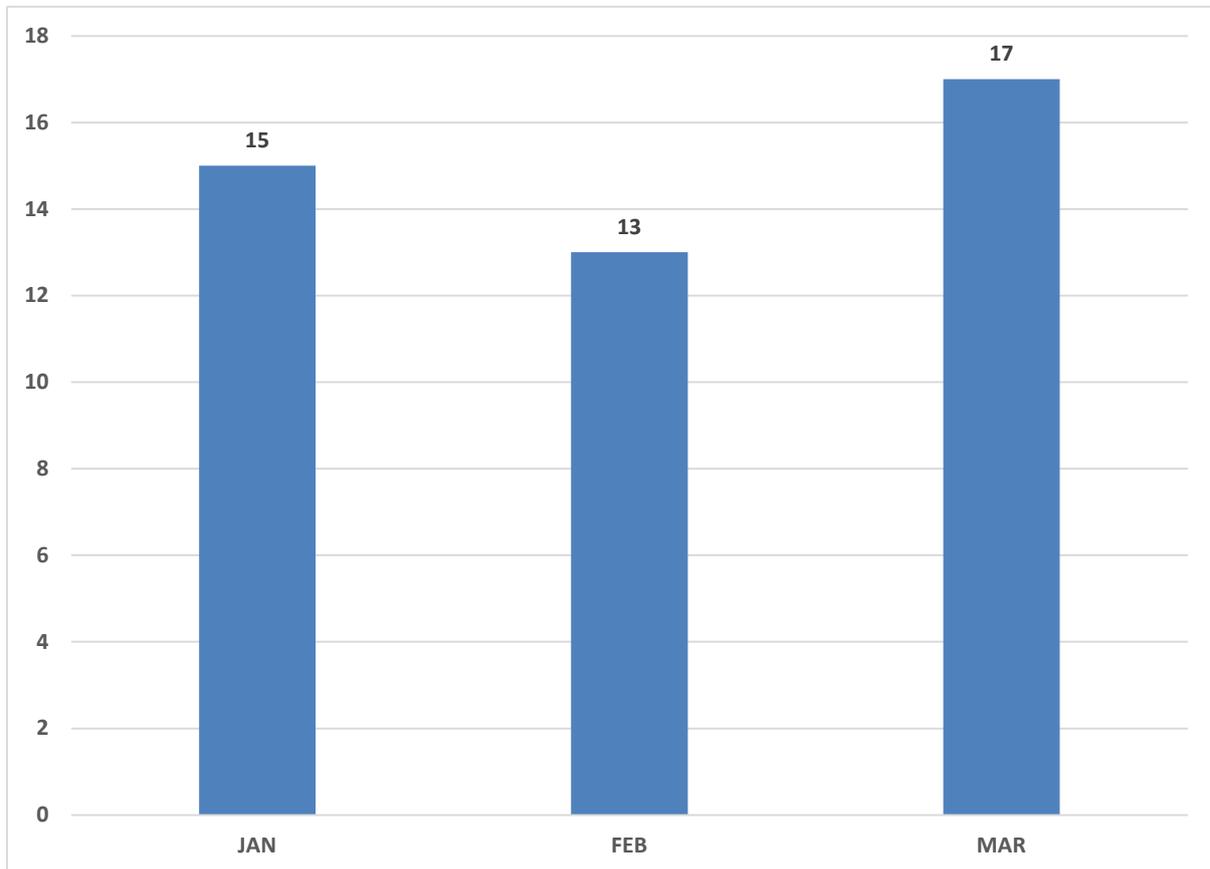


CHART C: Total incidents as per regions of the world January – March 2025

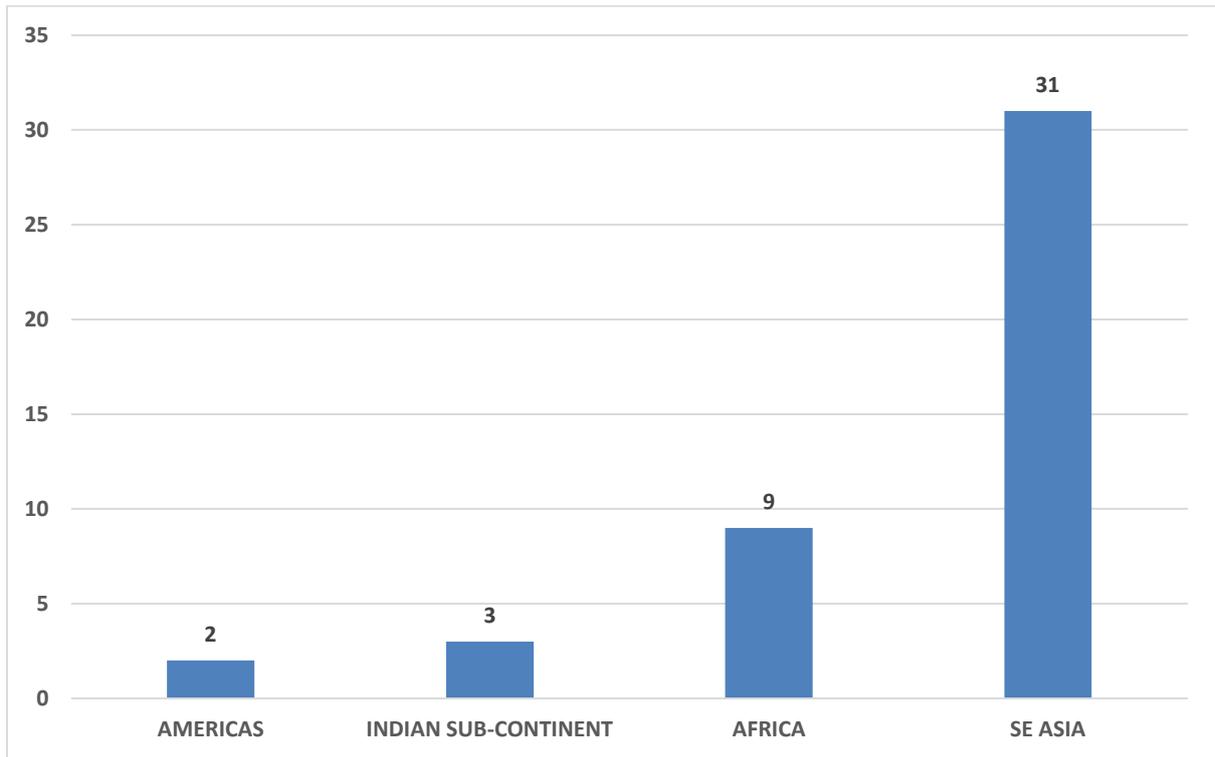


CHART D: Perpetrators successful in 91% of incidents January – March 2025

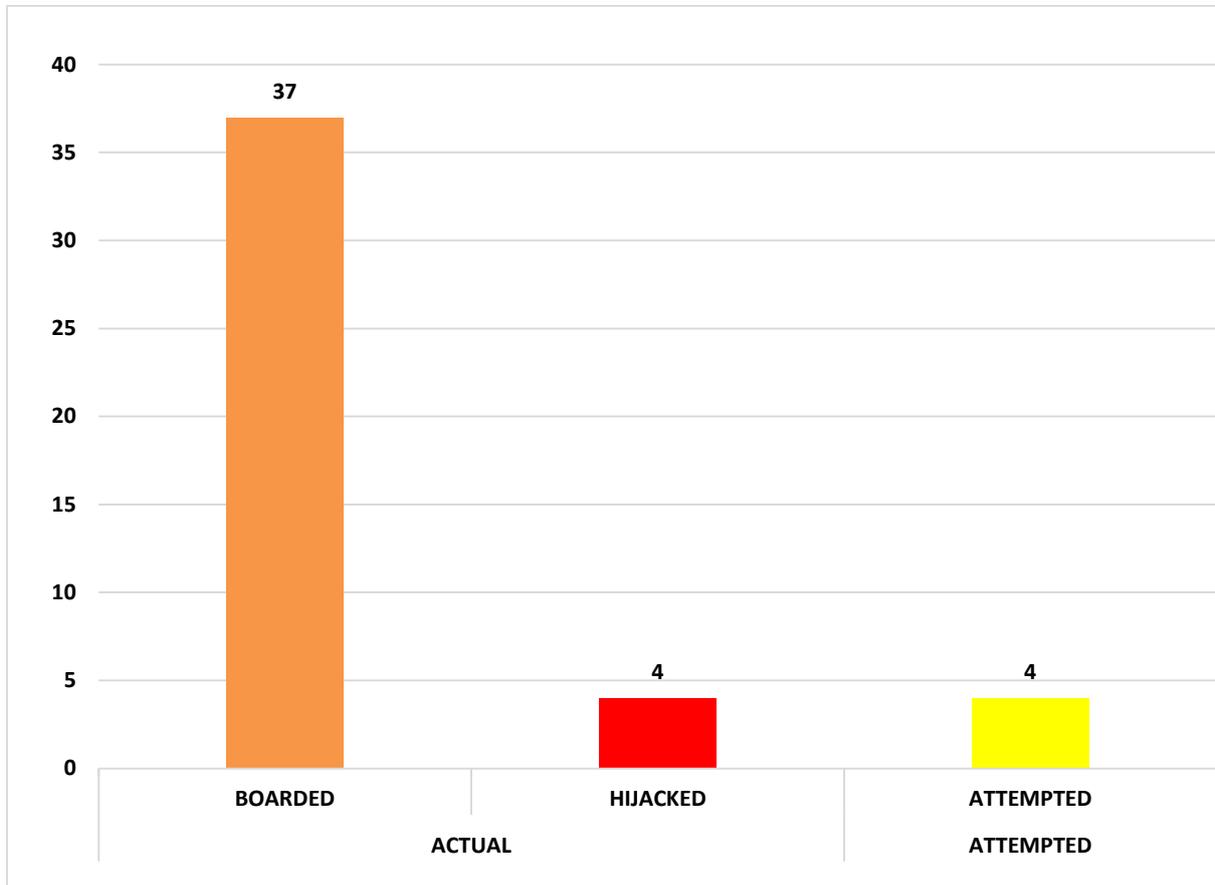


CHART E: Type of incident in relation to the status of vessel movement January – March 2025

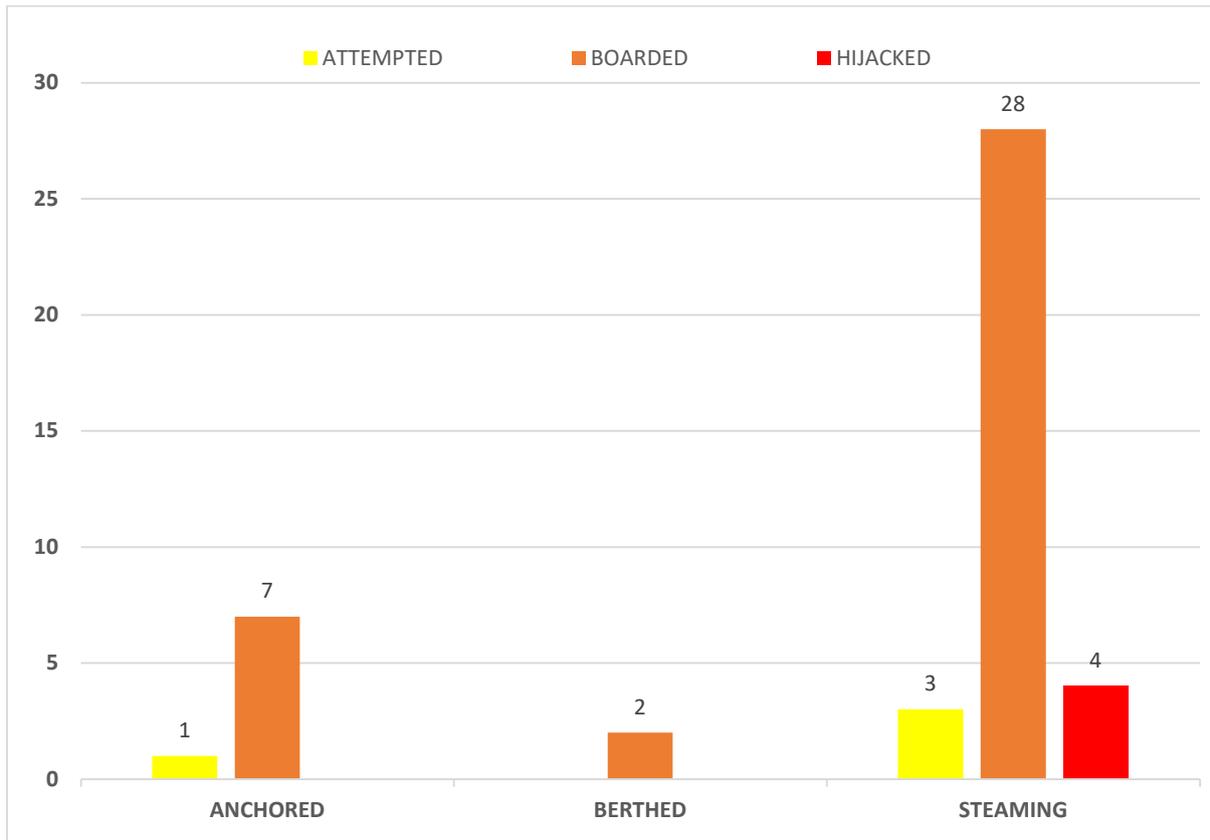
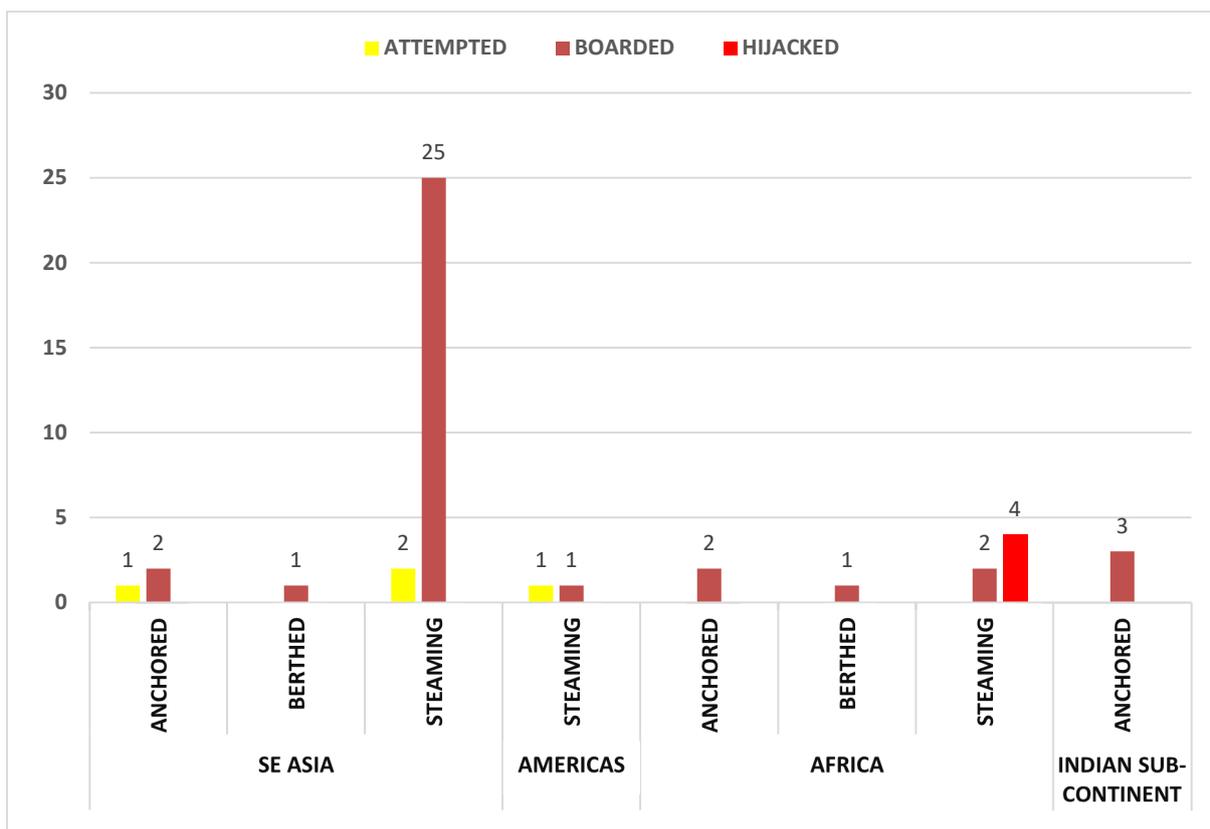


CHART F: Region specific type of incident in relation to the status of vessel movement January – March 2025



**CHART G: Region specific severity of incident in relation January – March 2025
(Severity level I, II, III – see page 4 for clarification)**

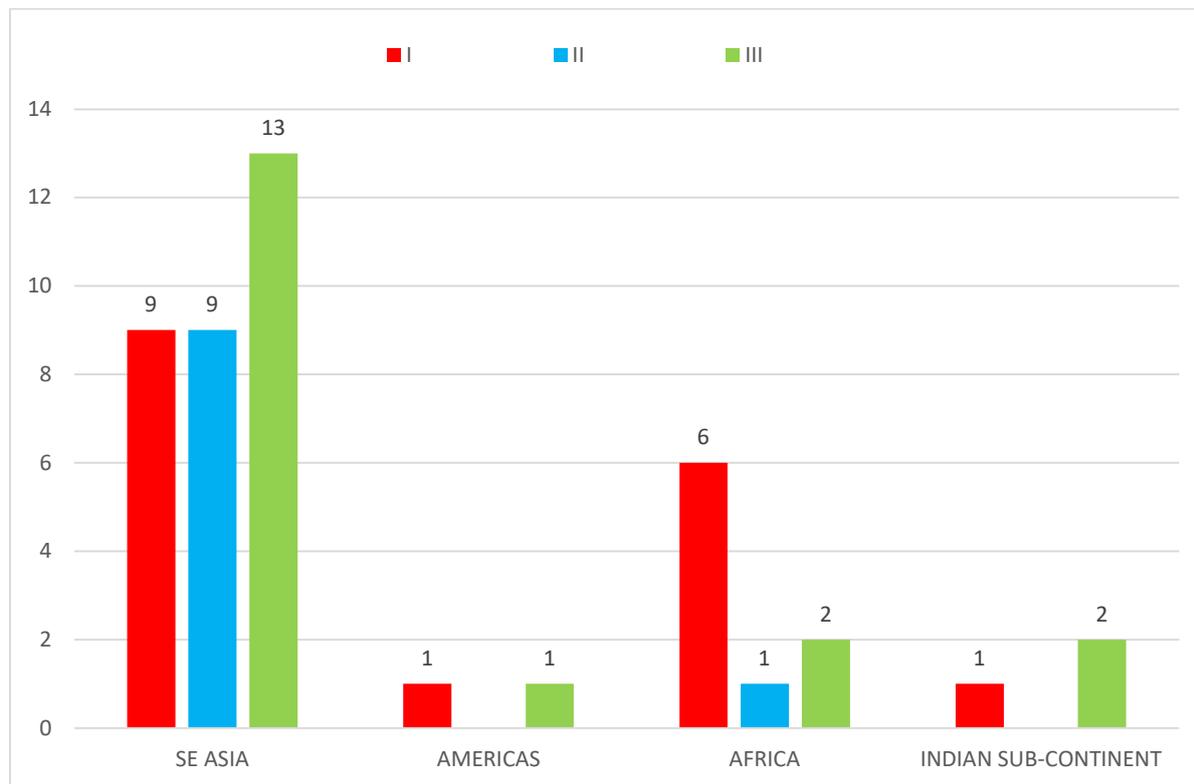


TABLE 2: ACTUAL and ATTEMPTED incidents by location, January – March 2025

Location	Actual		Attempted	
	Boarded	Hijacked	Fired upon	Attempted
SE ASIA				
Indonesia	3			1
Singapore Straits	25			2
INDIAN SUB-CONT				
Bangladesh	1			
India	2			
AMERICAS				
Colombia	1			
Ecuador				1
AFRICA				
Equatorial Guinea	1			
Ghana	2			
Ivory Coast	1			
Nigeria	1			
Sao Tome & Principe		1		
Somalia		3		
Sub total	37	4		4
Total	45			

TABLE 3: Ports / anchorages, with three or more reported incidents, January – March 2025

Country	Location	01.01.2025 to 31.03.2025
NIL		

TABLE 4: Status of vessels during ACTUAL incidents, January – March 2025

Location		Berthed	Anchored	Steaming
SE ASIA	Indonesia	1	2	
	Singapore Straits			25
INDIAN	Bangladesh		1	
SUB-CONT	India		2	
AMERICAS	Colombia			1
AFRICA	Equatorial Guinea			1
	Ghana		1	1
	Ivory Coast		1	
	Nigeria	1		
	Sao Tome & Principe			1
	Somalia			3
Sub total		2	7	32
Total		41		

TABLE 5: Status of vessels during ATTEMPTED incidents, January – March 2025

Location		Anchored	Steaming
SE ASIA	Indonesia	1	
	Singapore Straits		2
AMERICAS	Ecuador		1
Sub total		1	3
Total		4	

TABLE 6: Types of arms used during incidents, January - March 2021 – 2025

Types of Arms	2021	2022	2023	2024	2025
Guns	11	5	1	8	20
Knives	11	13	8	10	6
Not stated	14	18	18	14	17
Other weapons	2	1		1	2
Sub total	38	37	27	33	45
Total at year end	132	115	120	116	

TABLE 7: Comparison of the type of incidents, January - March 2021 – 2025

Category	2021	2022	2023	2024	2025
Attempted	2	2	2	6	4
Boarded	33	34	24	24	37
Fired upon	2			1	
Hijack	1	1	1	2	4
Sub total	38	37	27	33	45
Total at year end	132	115	120	116	

TABLE 8: Types of violence to crew, January – March 2021 – 2025

Types of Violence	2021	2022	2023	2024	2025
Hostage	2	23	2	35	37
Injured					1
Kidnap/Ransom	40		6	9	13
Killed	1				
Threatened	2	4	2	1	2
Assaulted			1		
Sub total	45	27	11	45	53
Total at year end	82	55	102	151	

TABLE 9: Type of violence to crew by location, January – March 2025

Location	Kidnapped	Hostage	Threatened	Injured
SE ASIA Singapore Straits		10	2	1
INDIAN SUB-CONT Bangladesh		1		
AFRICA Ghana	3			
Sao Tome & Principe	10			
Somalia		26		
Sub total	13	37	2	1
Total	53			

TABLE 10: Types of arms used by geographical location, January – March 2025

Locations	Guns	Knives	Other Weapons	Not Stated
SE ASIA Indonesia			1	3
Singapore Straits	14	4	1	8
INDIAN Bangladesh		1		
SUB-CONT India				2
AMERICAS Colombia				1
Ecuador				1
AFRICA Equatorial Guinea	1			
Ghana	1			1
Ivory Coast		1		
Nigeria				1
Sao Tome & Principe	1			
Somalia	3			
Sub total	20	6	2	17
Total	45			

TABLE 11: Incidents as per type of vessels, January – March 2021 – 2025

Type	2021	2022	2023	2024	2025
Bulk Carrier	12	19	11	10	17
Container	9	2	3	3	6
Crew Boat		2			
Dhow					1
Drilling Ship	1				
Fire Fighting Vessel				1	
General Cargo	1		1	3	3
Heavy Load Carrier				1	
Offshore Support Vessel	1				
Refrigerated Cargo Ship	1				
Supply Ship	2	1		2	1
Tanker Asphalt / Bitumen					1
Tanker Chemical / Product	4	7	6	7	7
Tanker Crude Oil	1	4	1	1	5
Tanker LNG	2				
Tanker LPG		1		2	
Trawler / Fishing Vessel	1			2	3
Tug / Offshore Tug	2		5	1	1
Vehicle Carrier	1	1			
Sub total	38	37	27	33	45
Total at year end	132	115	120	116	

CHART H: Incidents as per type of vessels, January – March 2025

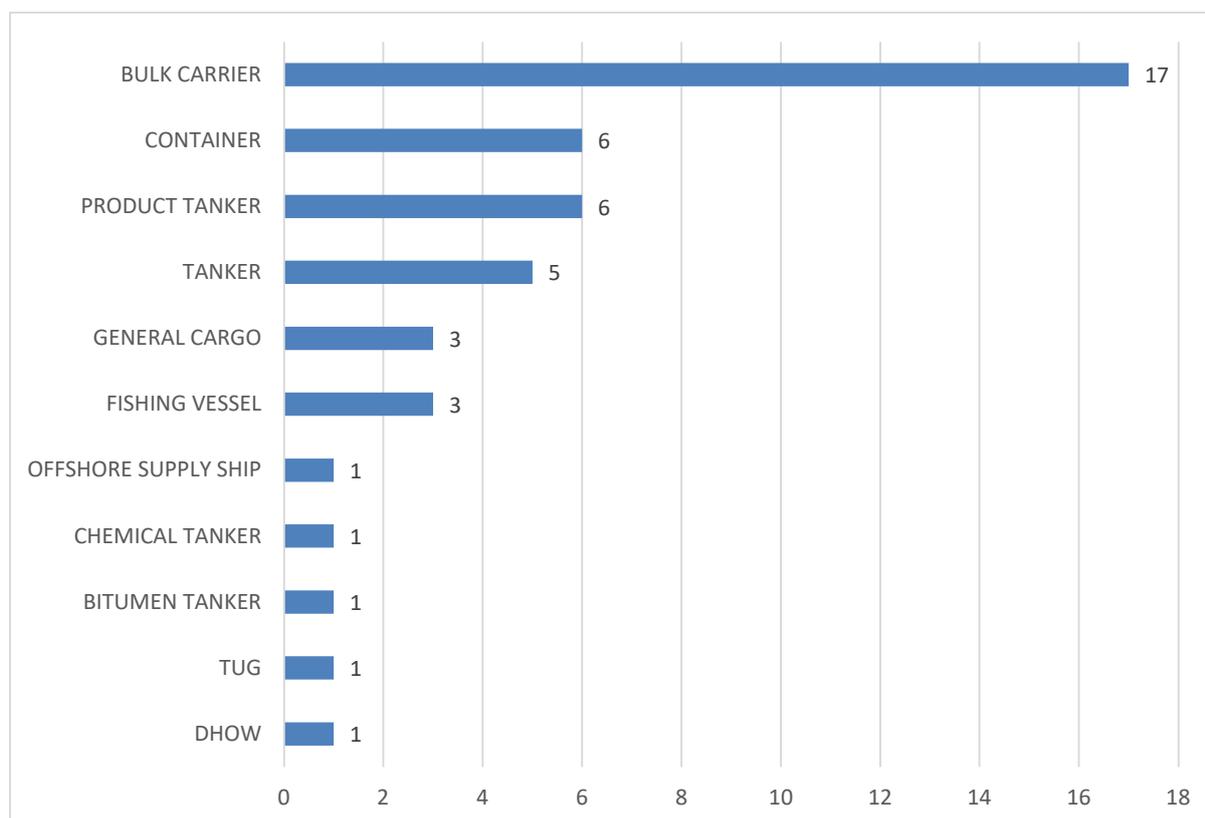


TABLE 12: Nationalities of vessels affected, January - March 2021 – 2025

Flag State	2021	2022	2023	2024	2025
Bahamas	3	1	1	1	1
Bangladesh				2	
Barbados	1				1
Bermuda	1				
Cayman Islands		1	1		
China	1				1
Curacao				1	
Cyprus	3	1	1	1	
Denmark	1		1		
France	1	1		1	
Gambia					1
Germany	1	1			1
Ghana					1
Greece			1		1
Hong Kong (SAR)	1	1	1	1	1
India		1		1	1
Isle of Man		1			
Jamaica	1				
Japan			2		
Korea South				1	
Liberia	6	5	3	7	4
Luxembourg	2				
Malaysia	1		1		1
Malta	1	2	2		2
Marshall Islands	6	8	4	3	5
Nigeria				1	
Norway					1
Palau				1	
Panama	1	9	2	6	8
Portugal		1	1	2	3
Saudi Arabia					1
Singapore	6	4	6	2	5
Spain	1				
Sri Lanka				1	1
St Kitts & Nevis					1
Tuvalu				1	
Vanuatu					1
Yemen					3
Sub total	38	37	27	33	45
Total at year end	132	115	120	116	

CHART I: Nationalities of vessels involved in three or more incidents, January – March 2025

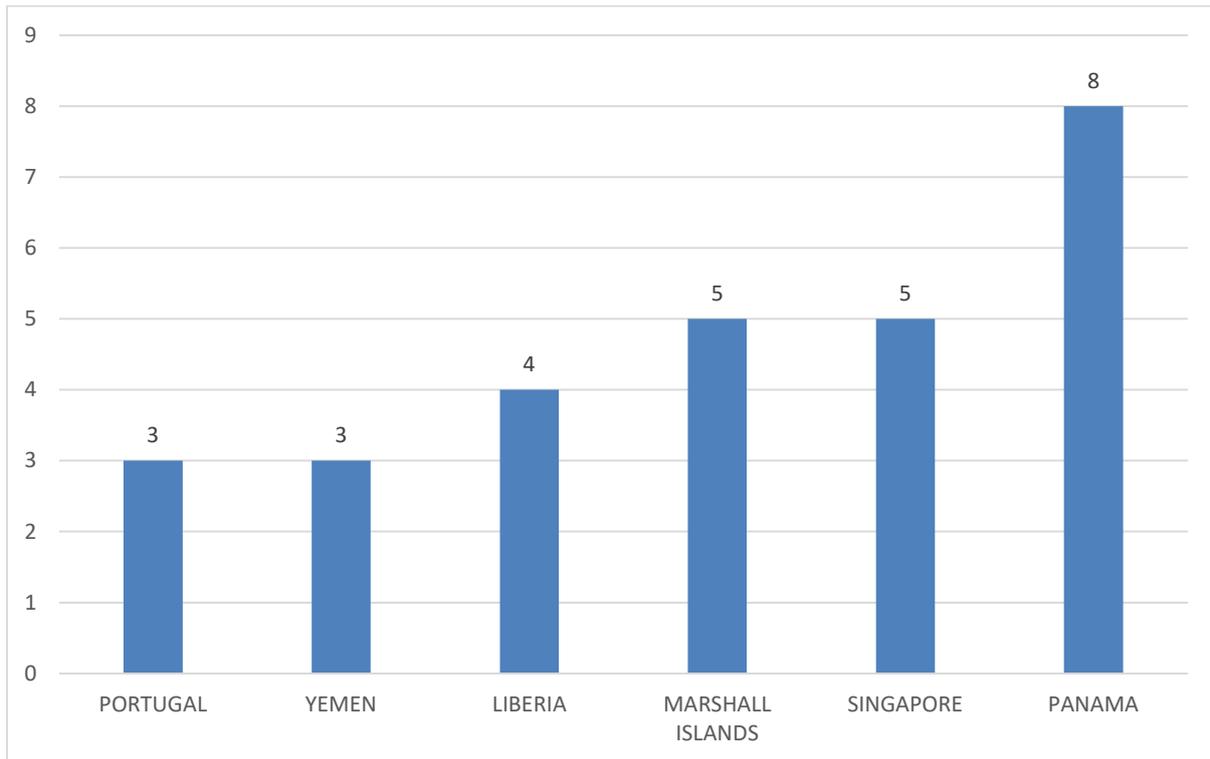
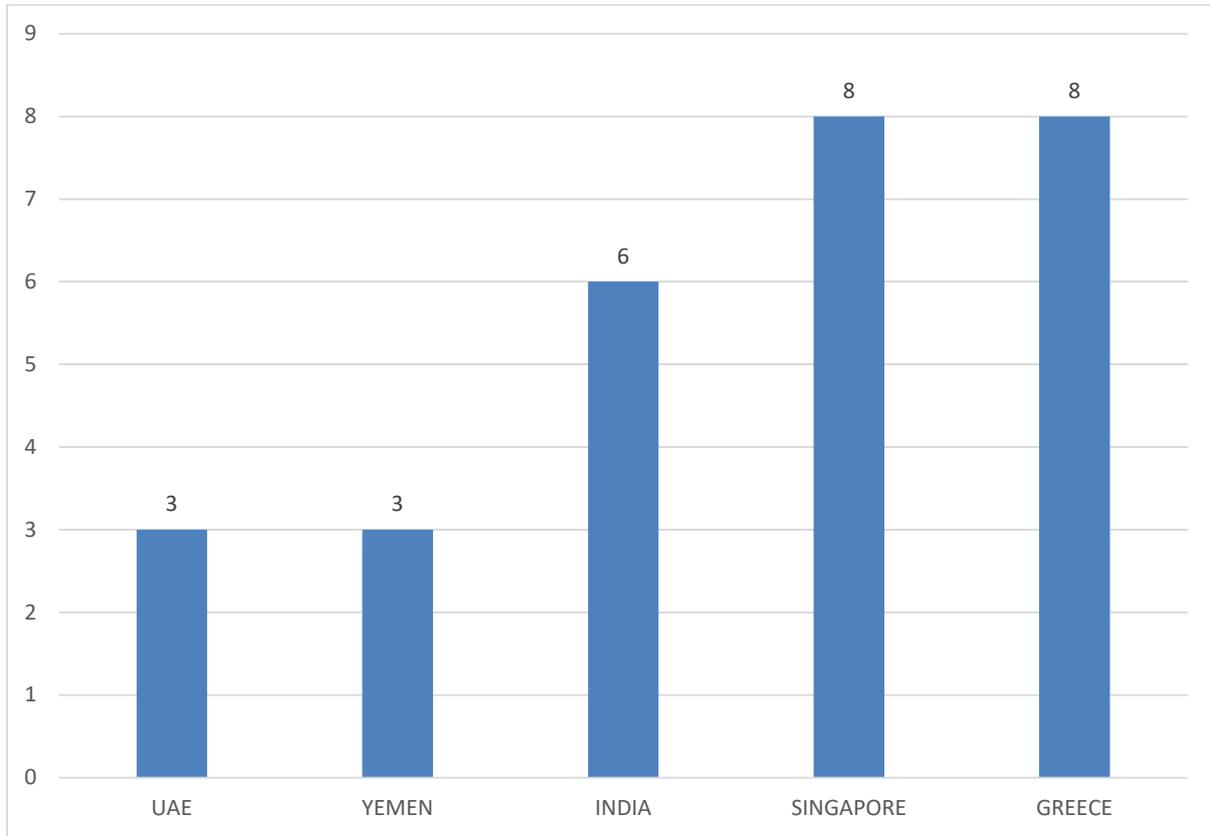


TABLE 13: Vessels affected – managed or controlled from January – March 2025

Country	No of Ships
Azerbaijan	2
China	2
Cyprus	2
Germany	2
Ghana	1
Greece	8
Hong Kong	2
India	6
Japan	2
Lebanon	1
Singapore	8
Sri Lanka	1
Taiwan	1
UAE	3
USA	1
Yemen	3
Total	45

CHART J: Managing countries whose vessels involved in three or more incidents between January – March 2025



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

From 1 January to 31 March 2025, three vessels were hijacked in the waters off Somalia.

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

The IMB PRC cautions vessel owners and masters against complacency. Recent incidents demonstrate the continued capability and capacity of the Somali pirates to target vessels in and off Somalia. Past incidents recorded over 1000nm from the Somali coast.

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

The IMB PRC continues to monitor the situation in the region. Although three Somali piracy incidents have been recorded, several hijackings of dhows and fishing may have gone unreported.

The IMB PRC supports and compliments the role of international navies by relaying all reports received to the response agencies, as well as by broadcasting alerts to vessels via the GMDSS Safety Net Service on incidents of piracy and armed robbery.

The IMB PRC is also aware of the non-piracy related targeting of vessels by Houthi militants in the Gulf of Aden / Red Sea / Bab El Mandeb waters particularly off Yemen using drones and missiles. All vessels are urged to register and report as per the latest edition of the BMP.

CONTINUED COOPERATION

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

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

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

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

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

ACKNOWLEDGEMENT

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

ACKNOWLEDGEMENT

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

ACKNOWLEDGEMENT

The IMB PRC appreciates the strong cooperation from the West African authorities / navies and international navies (past and present), especially the Danish, Italian, Russian, Spanish and Portuguese Navies in the Gulf of Guinea. A special thanks to the Nigerian Authorities, particularly the Nigerian Navy and NIMASA, who have continued to provide prompt information, actions, and valuable cooperation between agencies. The IMB PRC looks forward to the continued cooperation from the West African authorities / navies and international navies in the area.

ACKNOWLEDGEMENT

The IMB PRC thanks all the masters and vessel owners / operators who have reported incidents to the Centre. It encourages all incidents to be reported in a timely manner.

While the IMB PRC endeavours to always get a meaningful response from regional authorities, the reports also play a crucial role to increase awareness of this crime. This allows for additional resources to be allocated by authorities to tackle the crime of piracy and armed robbery.

Transparent statistics from an independent, non-political, international organization such as the IMB PRC can act as a catalyst to achieve this goal.

PIRACY AND ARMED ROBBERY PRONE AREAS AND WARNINGS

All vessels are advised to report all piracy and armed robbery incidents and suspicious sightings to local Authorities, their flag state and to the IMB Piracy Reporting Centre as per IMO Cir 1334.

The IMB Piracy Reporting Centre can be contacted at:

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

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

Tel: +60 3 2078 5763

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

Mariners are advised to be cautious, take precautionary measures and follow all recommended guidelines, when transiting the following areas:

SOUTH EAST ASIA AND INDIAN SUB CONTINENT

Bangladesh: Most incidents are reported at anchorages and their approaches. The number of incidents in Bangladesh has decreased significantly in recent years due to the efforts of the authorities. However, there has been a recent increase in incidents at Chattogram/Chittagong anchorage. Maintain a strict watch. The IMB PRC is monitoring the situation.

Indonesia: Belawan / Batam and surrounding waters. Pirates / robbers are normally armed with guns / knives and / or machetes. Generally, be vigilant in other areas in Indonesian waters. Many incidents may have gone unreported. Pirates / robbers normally approach vessels during the night. When spotted and alarm is sounded, the pirates / robbers usually escape without confronting the crew. A strict anti-piracy watch during the night is recommended.

Meetings and continued dialogue between the Indonesian Marine Police (IMP) and the IMB PRC resulted in positive actions by the Indonesian authorities, who have so far brought down the number of incidents significantly. With the assistance and actions of the IMP, the incidents appear to be curtailed.

The Indonesian Marine Police have advised all ships intending to anchor to do so at / near the following areas where Indonesian Marine Police will conduct patrols for greater protection:

(After IMP-IMB started the cooperation, since 2014, no incident has been reported in the Adang Bay region. With this in view, in March 2021, IMP has decided to replace Adang Bay with Tanjung Butan at 01:11.30N – 104:12.30E as Singapore Straits and surrounding waters are now considered as risky waters).

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

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

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

Malacca Straits: Although the number of incidents has dropped substantially due to increased and aggressive patrols by the littoral states' authorities since July 2005, vessels are advised to continue maintaining strict anti-piracy / robbery watches at night when transiting the Straits. Currently, there are no indications as to how long these patrols will continue or when they will be reduced. In some cases, incidents may have gone unreported. Situation currently remains stable as only one incident was reported in 2024 and so far, none in 2025.

Malaysia: Past incidents reported at/off Bandar Penawar and off Tanjung Piai, Johor. Though incidents have stopped, the IMB PRC is monitoring the situation and will liaise with the Malaysian Authorities / MMEA as needed.

In / off Eastern Sabah – kidnapping of merchant ship's crew by ASG has stopped for several years due to the actions by the Malaysian and Philippines Authorities. Last kidnapping incident was reported in January 2020. It was reported that several ASG militants had been captured / killed by the authorities. Although the incidents have stopped, the waters remain moderately risky.

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

Philippines: In / off Sibutu passage / off Sibutu island / Tawi Tawi / Sulu Sea / Celebes Sea / off eastern Sabah – past incidents included crew kidnappings. These kidnapping incidents have stopped for several years due to the actions by the Malaysian and Philippines Authorities. Last kidnapping incident was reported in January 2020. It was reported that several ASG militants had been captured / killed by the authorities. Although the incidents have stopped, the waters remain moderately risky.

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

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

Singapore Straits: A General Warning first issued in December 2019 indicating a sudden rise in incidents in Singapore Straits especially, during the night is still valid. The incidents are still occurring to date. It appears that one or more groups are targeting passing ships, including tugs / barges to rob them. Authorities have been notified and are aware of the situation. Vessels are advised to remain vigilant and to continue maintaining adequate watches and measures. Robbers board vessels while underway or while at anchor especially during the night. Robbers will abort and move away when the alarm is sounded, and the authorities notified. Therefore, a strict watch is necessary.

South China Sea: Although incidents have stopped in the vicinity off Tioman / off Pulau Aur / off Anambas / Natuna / Mangkai islands / Subi Besar / Merundung areas, vessels are advised to continue to remain vigilant, especially during the night. In the past, several hijackings of small product tankers occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend started in April 2014, but the hijackings stopped abruptly in late 2015. It has been reported that some criminals have been arrested by local authorities both in Malaysia and in Indonesia. There were three incidents reported in 2017 where two tankers were hijacked off Kuantan / Off Pulau Aur / East coast Malaysia. The IMB continues to monitor the situation in these waters.

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

- (i) Follow recommendations and guidelines presented in the BMP WA.
- (ii) All crews to keep a vigilant lookout using all available means. Ships advised to adjust ETA for direct berthing or wait / drift / transit more than 300nm from the coast, if appropriate and agreed by all in venture. Past incidents reported up to 300nm from the coast.

Angola (Luanda): Incidents of robberies reported. Be vigilant and maintain watch.

Benin (Cotonou): In 2024, a fishing vessel captain was kidnapped at Cotonou anchorage. Previous incidents in the area involved crew kidnappings by well-armed and violent pirates / robbers. These pirates / robbers have robbed vessels and abducted crews for ransom. Tankers were also hijacked in the past, with part of their cargo, such as gas oil, stolen. While these incidents have ceased since 2022, vessels are still advised to remain vigilant and implement strict security measures.

Cameroon (Douala): Stay alert due to previous incidents such as vessels being fired upon while at anchor and crew members being kidnapped.

Equatorial Guinea: In 2024, there were two incidents off Bioko Island. One occurred approximately 28nm from the island, and the other around 45nm, resulting in the kidnapping of ship crew members. Additionally, two more incidents were reported about 80nm west of Bata, with one involving gunfire and the other a boarding. In 2025, one incident reported 40nm off Bata where ship was attacked but crew managed to escape by hiding in citadel.

Gabon (Port Gentil / Owendo anchorage): In 2024, one incident was reported at the anchorage. Previously crew kidnappings occurred over 70nm offshore.

Ghana (Takoradi): Two incidents occurred in 2024 and two in 2025. One boarding incident at Takoradi anchorage and the other a kidnapping incident off Accra. Previous incidents have been reported in the area. Maintain strict watches.

Guinea (Conakry): One robbery incident reported in 2024, with previous incidents of robberies reported at anchorages.

Ivory Coast (Abidjan): Incidents reported at anchorage. Maintain watch.

Nigeria (Lagos / Apapa, Off Bayelsa / Brass / Bonny Island / Port Harcourt): Pirates / robbers in Nigerian waters are armed, violent, and have attacked vessels and kidnapped crews near or far from the coast. Incidents have occurred up to 300nm from shore. All waters off Nigeria are considered high-risk, with a significant threat of kidnapping for ransom. Vessels should remain vigilant as some incidents may go unreported. Tankers have been hijacked in the past, with cargo theft, particularly of gas oil. Extra precautions are recommended for vessels operating in these dangerous waters.

Incidents in Nigeria have decreased significantly, but vessels should remain vigilant as waters are still dangerous.

Togo (Lome): Incidents of robbery and kidnapping of crews in Togo have ceased since 2021. However, vessels are still advised to remain vigilant and implement strict security measures due to past attacks at Togo anchorage, where tankers were hijacked and part of their cargo stolen.

The Congo: Incidents have ceased. Previous incidents were reported off Pointe Noire.

Sao Tome & Principe: Incidents involved vessel hijackings, attacks, and crew kidnappings. One recent incident in 2025 occurred where a ship was hijacked, and crew kidnapped. Vessels are advised to maintain strict anti-piracy watch and measures. Waters remain risky for fishing and merchant vessels.

Sierra Leone: (off Turtle Islands). There was one reported hijacking incident in the past.

EAST AFRICA / GOA / RED SEA

Red Sea / Gulf of Aden / Somalia / Arabian Sea / Indian Ocean: In 2024, eight piracy incidents and hijackings reported off Somalia / Gulf of Aden. On 14 December 2023 the first successful hijacking of a merchant vessel by Somali pirates since 2017 was reported. Somali pirates have the capability to target vessels over 1000nm from coast using mother vessels. In 2025, two fishing vessels and a dhow were hijacked.

The recent successful incidents demonstrate the continued capabilities of these criminals. Vessels are advised to be vigilant, maintain strict anti-piracy watch and adhere to the recommendations in the latest BMP, while transiting in these waters. The IMB PRC will continue to alert and broadcast information to all ships in the region via GMDSS Safety Net Service.

In the past, Somali pirates have conducted their acts in waters off the southern Red Sea / Bab El Mandeb, Gulf of Aden including Yemen and the northern Somali coast, Arabian sea / off Oman, Gulf of Oman and off the eastern and southern Somali coast. Vessels have also been targeted off Kenya, Tanzania, Seychelles, Madagascar, Mozambique, as well as in the Indian ocean and off the west and south coasts of India and west Maldives.

Generally, Somali pirates tend to be well armed with automatic weapons and RPGs. They sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows. Masters and ship owners are encouraged to register their vessel and report as per the latest BMP procedures, ensure their vessel is hardened prior to entering these waters and to maintain a 24-hour visual and radar watch. Keeping in mind the warnings and alerts for the area, an early sighting / detection of an approaching skiff will enable an accurate assessment, allowing the Master and PCASP to make informed decisions to keep clear of small boats, dhows, fishing vessels and, if necessary, take evasive actions and request assistance as needed.

Masters are reminded that fishermen in this region may try to protect their nets by attempting to aggressively approach merchant vessels. Some of the fishermen may be armed to protect their catch and they should not be confused with pirates.

Vessels transiting in / off Yemen / Gulf of Aden / Southern Red Sea / Bab El Mandeb: There is a heightened security risk to vessels transiting these waters. Vessels are being approached by skiffs and hailed via VHF allegedly by Yemeni naval forces to alter course into Yemeni waters. Masters are encouraged to be cautious, ignore these calls and immediately report any such activities to Coalition warships on VHF Ch 16. Ships transiting Gulf of Aden, Southern Red Sea and Bab El Mandeb are also advised to be vigilant and take precautionary measures as vessels have been targeted by missiles and unmanned aerial/seaborne vehicles.

Vessels transiting Straits of Hormuz / Gulf of Oman / Off Iran – incidents are not piracy related. Unauthorised boardings have been reported.

SOUTH AND CENTRAL AMERICA AND CARIBBEAN WATERS

Brazil (Macapa): Incidents have dropped and recently appears stopped. However, ships are advised to continue to stay vigilant.

Colombia (Cartagena): Past incidents reported at anchorages, river passage and pilot boarding ground. Stay vigilant.

Ecuador (Guayaquil): Incidents have stopped. Past incidents reported at anchorage / river passage with pilot. Robbers well-armed. Fired upon.

Haiti (Port Au Prince / Lafiteau): Incidents dropped. Advised to continue maintaining watch and to stay vigilant.

Mexico (Puerto Dos Bocas): Incidents dropped. Past reported incidents - pirates / robbers in this area armed with guns.

Peru (Callao): Despite a reduction in 2024 incidents, waters remain risky. Maintain vigilant watch and employ anti-piracy measures.

Venezuela (Puerto La Cruz / Puerto Jose / Guanta): Although incidents have stopped, vessels are still reminded to maintain strict anti-piracy watch and measures especially at anchor.

EASTERN EUROPE/UKRAINE

Not piracy related: Ukraine and Russia conflict: stay clear of Ukrainian coast. Mines reported in the Black Sea.

IMB Maritime Security Hotline

The International Maritime Bureau (IMB) has a dedicated hotline for seafarers, port workers, shipping agents, shipyard personnel, brokers, stevedores and all concerned parties to report any information that they may have seen / heard / known etc. relating to any maritime crime including terrorism, piracy and other illegal activities. All information reported will be treated in strict confidence and will be passed on to relevant authorities for further action. Maritime crime and security concerns us all and with your help, we can try to minimize the risks and help save lives and property.

The Maritime Security Hotline can be contacted 24 hours every day at: Tel: +60 3 2031 0014

E-mail: imbsecurity@icc-ccs.org

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

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

Trends within areas of continued concern

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

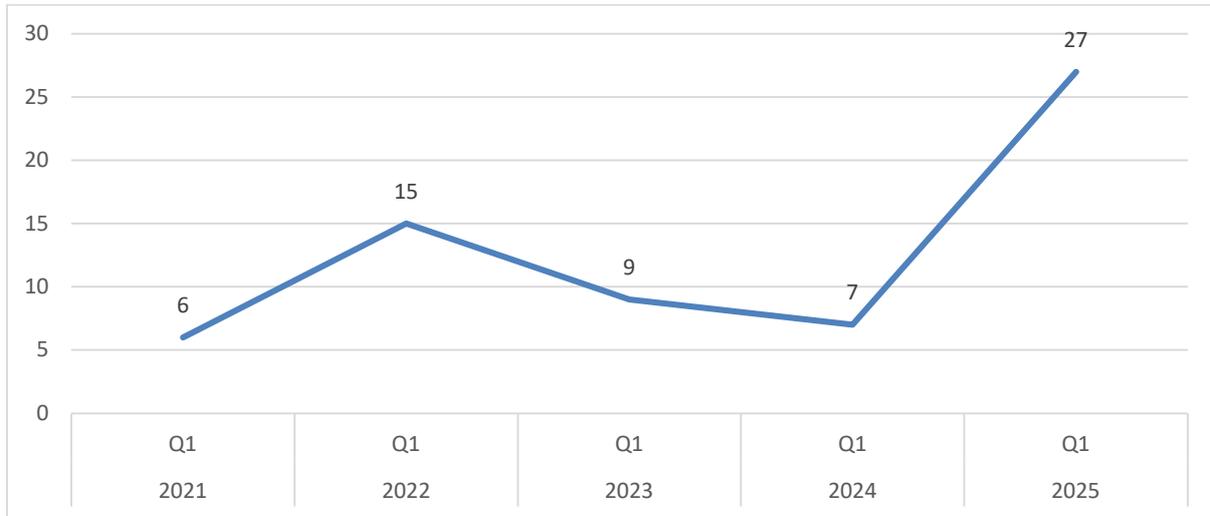


CHART L: West Africa – Gulf of Guinea – Total number of reported incidents

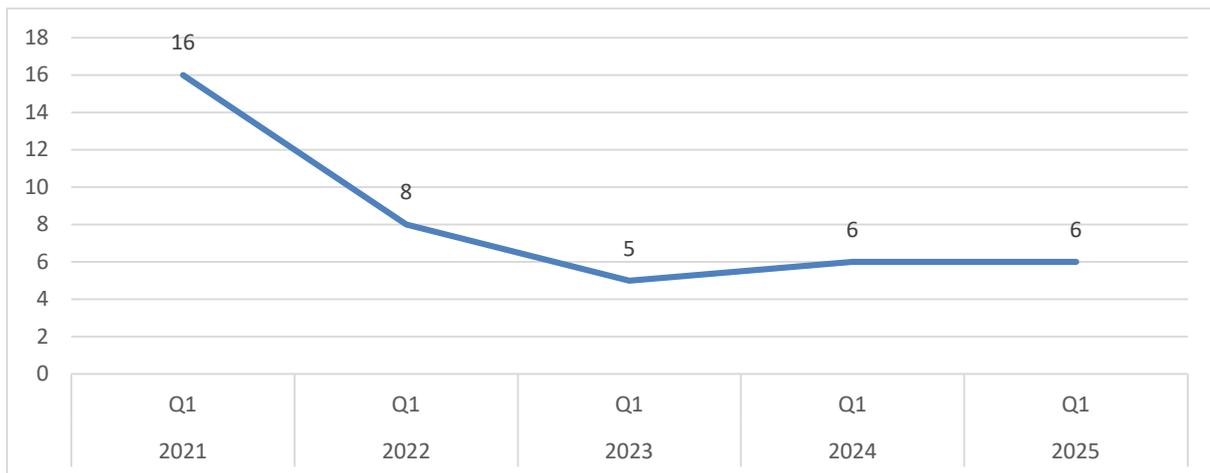
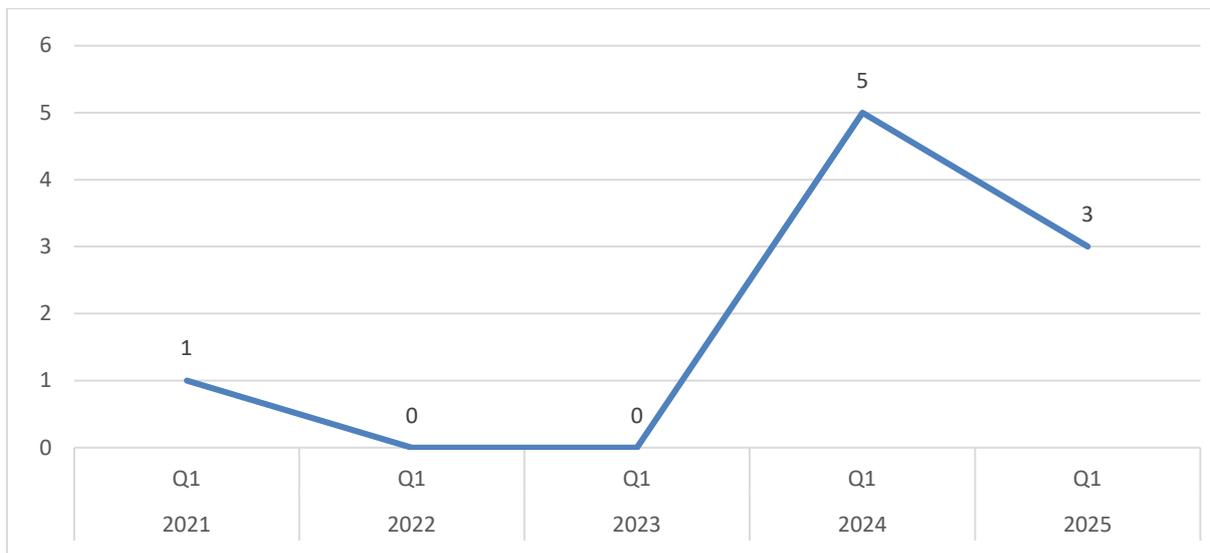


CHART M: East Africa – Waters off Somalia – Total number of reported incidents



TRENDS

Forty-five incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre (PRC) in the first three months of 2025 – compared with 33 in Q1 2024 and 27 in Q1 2023.

The figures are broken down as 37 vessels boarded, four vessels hijacked and four attempted incidents.

Violence against and the threat to crews continues with 37 crew taken hostage, 13 crew kidnapped, two threatened and one injured.

Two fishing vessels and a dhow were hijacked off Somalia between 7 February and 16 March 2025. Twenty-six crew were taken hostage in these incidents, evidencing the continued capabilities and capacities of the Somali pirates. Reports indicate all crew have been released along with the vessels. The IMB cautions Masters transiting these waters and encourages strict adherence with the latest version of the Industry Best Management Practice (BMP).

The number of reported incidents within the Gulf of Guinea waters and adjoining littoral states continues to remain amongst the lowest reported in nearly two decades. Crew however remains at risk. In Q1 2025, six incidents were reported. All 13 kidnapped crew were reported in these waters in two separate incidents.

On 17 March 2025 a Bitumen Tanker was hijacked by 10 pirates, around 37 nm SE of Santo Antonio, Sao Tome and Principe. The crew retreated into the citadel, which was breached by the pirates. Before escaping the pirates damaged ship's equipment, stole crew and ship properties and cash and kidnapped 10 crew members. The remaining eight crew members sailed the tanker to a safe port. The incident was reported to the Authorities. While the reduction in overall number of incidents in the Gulf of Guinea is welcomed, the IMB continues to urge caution.

On 27 March 2025 a fishing vessel was boarded by five armed pirates, around 17nm South of Accra, Ghana. The pirates stole crew cash and properties, damaged communication equipment and kidnapped three crew before escaping.

There has been a spike in reports in the Singapore Straits. Twenty-seven incidents were reported from vessels transiting the Singapore Straits in Q1 2025 compared to seven in Q1 2024 and nine in Q1 2023. Whilst most incidents are considered as low-level opportunistic crimes, guns were reported in 14 incidents putting crews at greater risk. In 2024, guns were reported in 26 incidents globally. Ten crew were also taken hostage in the Singapore Straits in six separate incidents, two crew threatened and one crew reported injured. Ninety-two percent of all vessels targeted were successfully boarded including nine bulk carriers and tankers over 100,000 DWT.

Since 1991 the IMB Piracy Reporting Centre's 24-hour manned centre, remains a single point of contact to report the crimes of piracy and armed robbery. The Centre has not only assisted ships in a timely manner, but it also provides the maritime industry, response agencies and governments with transparent data – received directly from the Master of the vessel under attack - or its owners.

The IMB PRC's prompt forwarding of reports and liaison with response agencies, its broadcasts to shipping via GMDSS Safety Net Services and email alerts to CSOs, all provided free of cost, has helped the response against piracy and armed robbery and the security of seafarers, globally.

OBSERVATIONS

Narrations of the 45 attacks for 01 January to 31 March 2025 are listed on pages 27 to 35. The following serious incidents, in chronological sequence are described in more detail.

Ghana:

On 27 March 2025, a Ghanaian flagged Fishing Vessel was boarded by five armed pirates at position Latitude: 05:24.66 North and Longitude 000:01.98 West, around 12nm SE of Accra, Ghana, at around 1932 UTC. After boarding the pirates fired three warning shots and ordered the crew to lie on the deck. They then stole crew mobile phones and properties and locked them in a cabin. Before escaping, the pirates damaged communication equipment and kidnapped three crew. On emerging from the cabin, the crew sailed to Tema.

Somalia:

On 07 February 2025, a Yemeni flagged Dhow, Al Najma No. 481 was boarded and hijacked by six armed perpetrators while underway at position Latitude 07:54 North and Longitude 049:56 East, around 6nm SE of Eyl, Somalia during night hours. The crew and one security guard were taken hostage. The guard was later released. Reports indicated that the perpetrators left the dhow on or before 13 February 2025 after stealing the crew personal effects and small boats belonging to the dhow. All crew reported safe.

On 17 February 2025, a Yemeni flagged Fishing Vessel, Saytuun 2 was boarded and hijacked by six armed perpetrators while underway off Garmaal, North of Eyl, Somalia, at approximately 0001 UTC. The perpetrators took hostage the captain and four crew members and released the remaining crew. On 23 February 2025, a Spanish naval warship identified, intercepted and boarded the hijacked Fishing Vessel. The crew indicated that the perpetrators had left the vessel. All crew safe.

On 16 March 2025, a Yemeni flagged Fishing Vessel, Al-Hidaya 1 was boarded and hijacked by armed hijackers while underway off Durdura, Somalia, at approximately 1000 UTC. The perpetrators took eight crew members hostage. On 20 March 2025, the hijackers abandoned the Fishing Vessel. EUNAVFOR Atlanta conducted a friendly approach on 21 March 2025 to investigate. The eight crew members are reported safe.

Sao Tome and Principe:

On 17 March 2025, a Panamanian flagged Bitumen Tanker was boarded and hijacked by 10 armed pirates while underway at position Latitude 01:17.8 North and Longitude 008:01.1 East, around 37 nm SE of Santo Antonio, Sao Tome and Principe, at approximately 1845 UTC. The crew retreated into the citadel, which the pirates were able to breach. Before escaping the pirates damaged ship's equipment, stole crew and ship properties and cash and kidnapped 10 crew members. The remaining eight crew members sailed the tanker to a safe port. The incident was reported to the Authorities.

Singapore Straits:

On 27 February 2025, a Singapore flagged Product Tanker was boarded by armed robbers while underway in the Singapore Straits at position Latitude: 01:07.80 North and Longitude 103:45.62 East, Singapore Straits. While making their escape with stolen ships' engine spares the robbers attacked and seriously injured one crew requiring the vessel to divert into Singapore anchorage where a medical team disembarked the injured crew for shore medical assistance. The coast guard boarded the ship to investigate.

1 January – 31 March 2025**ACTUAL ATTACKS****SOUTH EAST ASIA (EXCLUDING MALACCA STRAITS)**

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	07.01.2025 1930 UTC Steaming Boarded	Name Withheld Tanker Saudi Arabia 156336 -	01:07.1N – 103:43.1E, Singapore Straits	Engine room crew noticed footprints and auxiliary engine spare parts missing during routine rounds onboard the tanker underway.
2.	07.01.2025 2000 UTC Steaming Boarded	Anabela Bulk Carrier Liberia 92053 9587350	01:05.1N – 103:35.0E, Singapore Straits	Four robbers, armed with a gun, boarded the ship underway and entered the engine room. Alarm raised and crew mustered. Hearing the alarm and seeing the crew's alertness, the robbers escaped with stolen ship's stores. The incident was reported to VTIS. Singapore Coast Guard boarded the ship for inspection.
3.	08.01.2025 2145 UTC Steaming Boarded	Trinity Island Bulk Carrier Hong Kong 43655 9971903	01:08.6N – 103:46.2E, Singapore Straits	Six robbers armed with guns and long knives boarded the ship underway. Duty oiler was taken hostage, tied up and guarded by one robber while the others stole engine spares. Before escaping, the robbers released the oiler, who then informed the Master. General alarm raised, PA announcement made, and crew mustered. Incident reported to VTIS.
4.	17.01.2025 1036 UTC Anchored Boarded	Golden Curl Chemical Tanker Singapore 11254 9348522	03:55N – 098:44E, Belawan Anchorage, Indonesia	Crew onboard an anchored tanker noticed two unauthorised persons near the deck store. Master was informed, general alarm raised, PA announcement made, and crew mustered. Seeing the crew's alertness, the persons escaped with ship's stores. Incident reported to Belawan VTS, who then dispatched a patrol boat to the tanker.
5.	18.01.2025 2100 UTC Steaming Boarded	Golden Calvus Bulk Carrier Marshall Islands 94185 9743174	01:10.4N – 103:48.7E, Singapore Straits	Six robbers armed with a gun and knives boarded the ship underway. Alarm raised, crew mustered and VTIS Singapore informed. On anchoring, the Singapore police boarded the ship to investigate. Nothing reported stolen.
6.	21.01.2025 1830 UTC Steaming Boarded	Delfin Bulk Carrier Portugal 44425 9749867	01:03.9N – 103:36.1E, Singapore Straits	Six robbers armed with a gun and long knives boarded the ship underway. They entered the engine room and took the 2/E and a wiper hostage and tied them up in the engine room workshop. One of the robbers stood guard over the crew while the others stole spare parts prior to escaping. The 2/E managed to

				free himself and informed the Master, who then contacted the VTIS. The C/E, Bosun and an AB were tasked with searching the ship, but no robbers were found. The ship was escorted to the anchorage area by a warship and two coast guard vessels, where the coast guard conducted an inspection.
7.	23.01.2025 1854 UTC Anchored Boarded	Chinook Bulk Carrier Panama 51265 9476537	01:21.9S – 116:58.7E, Balikpapan Anchorage, Indonesia	Six robbers armed with hammers boarded an anchored ship. Duty crew on routine rounds spotted the robbers and informed the bridge. Alarm raised and crew mustered. Seeing the crew's alertness, the robbers escaped empty-handed. The incident was reported to Balikpapan VTS, who then dispatched a patrol boat to the ship.
8.	25.01.2025 1735 UTC Steaming Boarded	Shi Dai 9 Bulk Carrier China 40913 9591703	01:03.2N – 103:39.7E, Singapore Straits	Duty crew onboard the ship underway noticed five individuals, on the poop deck, armed with knives. Alarm raised, crew mustered, PA announcement made and VTIS notified. Seeing the crew alertness, the individuals fled empty handed, in their boat.
9.	25.01.2025 1825 UTC Steaming Boarded	Asian Enterprise Bulk Carrier St. Kitts and Nevis 25676 9074822	01:03.8N – 103:41.3E, Singapore Straits	Two robbers armed with guns boarded the ship and entered the engine room. Duty crew spotted the robbers and alerted the bridge. Alarm raised, SSAS activated, PA announcement made and VTS notified. Crew managed to secure themselves in the ECR, Bridge and cabins. The crew emerged after a while. A thorough search was conducted. Ship's engine spares reported stolen. Upon arrival at the anchorage, the coast guard boarded the ship to investigate.
10.	28.01.2025 1549 UTC Steaming Boarded	Bristol Tanker Greece 80222 9941879	01:07.0N – 103:44.6E, Singapore Straits	Duty crew onboard the tanker underway noticed a wooden boat approaching, hooking on a ladder and three unauthorised individuals armed with long knives boarding. Alarm raised, all lights switched on and crew mustered. Hearing the alerted crew the individuals escaped. Incident reported to VTIS Central. Crew conducted a search, nothing was reported missing.
11.	28.01.2025 1700 UTC Steaming Boarded	Manali Bulk Carrier Panama 19829 9268916	01:04.2N – 103:41.7E, Singapore Straits	Four robbers armed with a gun and knives boarded the ship underway. They entered the engine room, threatened one crew, stole engine spares and escaped. The crew informed the Master. General alarm raised, PA announcement made and SSAS activated. Incident reported to VTIS. Upon anchoring, the ship was boarded by the coast guard for investigations.

12.	31.01.2025 2200 UTC Steaming Boarded	Haima Product Tanker Panama 59705 9397896	01:06.9N – 103:44.9E, Singapore Straits	Duty crew onboard the tanker underway spotted five unauthorised persons onboard the tanker. Alarm raised and crew mustered. Seeing the crew's alertness, the persons escaped empty handed. The incident reported to VTIS.
13.	02.02.2025 1950 UTC Steaming Boarded	Belaja Bulk Carrier Norway 35048 9873280	01:02.73N – 103:39.35E, Singapore Straits	Four robbers armed with gun and knives boarded the ship underway. 3/E was taken hostage and tied up in the engine room. The 3/E managed to escape and informed the Master. Alarm raised, ship's horn sounded, and crew mustered. Seeing the alerted crew, the robbers escaped with stolen engine spares. The incident was reported to VTIS West.
14.	02.02.2025 2015 UTC Steaming Boarded	Zevirous Product Tanker Malaysia 1934 9132856	01:06N – 103:45E, Singapore Straits	Six robbers armed with knives boarded the tanker underway. They entered the engine room, took the 2/E and 3/E hostage, and tied them up. The robbers stole engine spares prior to escaping. Alarm raised and crew mustered. The incident was reported to VTIS West and Central.
15.	13.02.2025 1858 UTC Steaming Boarded	Cancun Bulk Carrier Liberia 107129 9587269	01:04.49N – 103:41.39E, Singapore Straits	Four armed robbers in a skiff approached and boarded the laden ship underway and entered the engine room. Alert duty oiler noticed the robbers, secured himself in the engine control room and alerted the bridge. Alarm raised, PA announcement made, SSAS activated and VTIS West notified. After around one hour, the crew made a search. No robbers were found on board, and nothing reported stolen. As a precaution, a patrol vessel escorted the ship to the anchorage area where an inspection was carried out.
16.	15.02.2025 2045 UTC Steaming Boarded	Atrotos Heracles Bulk Carrier Panama 43007 9668879	01:05.5N – 103:43.8E, Singapore Straits	Duty crew onboard the ship underway noticed three unauthorized individuals at the aft stations. Alarm raised and crew mustered. Seeing the crew alertness, the individuals escaped empty handed. The incident reported to VTIS. Upon anchoring, the ship was boarded by the coast guard for investigations.
17.	25.02.2025 2120 UTC Steaming Boarded	Ocean Diligence Bulk Carrier Marshall Islands 35716 9967134	01:05.96N – 103:44.15E, Singapore Straits	Duty crew onboard the ship underway noticed a skiff in the vicinity of the ship. Three unauthorised persons were noticed onboard and attempting to open the accommodation doors. Alarm raised, resulting in the persons escaping without stealing anything. VTIS Central informed. Upon anchoring the

				coast guard boarded the ship for inspection.
18.	27.02.2025 1630 UTC Steaming Boarded	Ifestos Bulk Carrier Bahamas 50617 9574133	01:06.2N – 103:43.9E, Singapore Straits	Duty crew onboard the ship underway spotted six robbers armed with a hammer in the engine room workshop. Alarm raised, crew mustered, and a search was conducted. Incident reported to Singapore Coast Guard who then escorted the ship. All crew safe and nothing reported stolen.
19.	27.02.2025 1710 UTC Steaming Boarded	DSM Rose General Cargo Barbados 21385 9303601	01:05.6N – 103:43.5E, Singapore Straits	Five robbers in a fishing boat boarded the ship underway and entered the engine room. They threatened the 2/E with a gun, instructing him to move away. The 2/E retreated and raised the alarm. Crew mustered and a search was conducted. Ship's property was reported stolen. The incident was reported to local authorities.
20.	27.02.2025 2250 UTC Steaming Boarded	Name Withheld Product Tanker Singapore 29447 -	01:07.80N – 103:45.62E, Singapore Straits	Duty crew onboard the tanker underway spotted armed robbers entering the engine room through the steering gear room. Alarm raised and crew alerted. While making their escape with stolen ship's engine spares the robbers attacked and seriously injured one crew. The tanker was diverted to Singapore anchorage where a medical team disembarked the injured crew for shore medical assistance. The coast guard boarded the tanker to investigate.
21.	02.03.2025 2100 UTC Steaming Boarded	Ailama Tanker Gambia 57171 9232888	01:03.8N – 103:41.1E, Singapore Straits	Four masked robbers armed with a gun and knives boarded the tanker underway and entered the engine room. The duty engine crew noticed the robbers and alerted the bridge officer, who raised the alarm, mustered the crew and notified VTIS. Upon hearing the alarm, the robbers escaped with stolen engine spares. On anchoring the coast guard boarded the tanker for investigations.
22.	07.03.2025 1208 UTC Steaming Boarded	HK Tug 9 Tug Singapore 299 9767120 LKH 7887 Barge Singapore 4448 -	01:17.70N – 104:20.86E, Singapore Straits	Four individuals in a small boat approached the tug towing a laden barge. Two of them boarded the barge while the tug and an escort vessel used their horns and searchlights to deter them. The individuals escaped with stolen scrap metals. VTIS notified.
23.	07.03.2025 1845 UTC Berthed	Mito General Cargo Panama	06:05.75S – 106:53.11E,	Duty oiler on rounds onboard the berthed ship noticed two unauthorised persons near the engine spare parts

	Boarded	9815 9587788	Tanjung Priok Port, Jakarta, Indonesia	room. He immediately retreated into the ECR and raised the alarm resulting in the persons escaping with stolen engine spares. Crew mustered, a search was carried out and the incident was reported to the port authorities through the local agent. Marine police officers boarded the ship for investigation.
24.	10.03.2025 1840 UTC Steaming Boarded	Prisma Tanker Panama 85431 9299678	01:05.6N – 103:43.3E, Singapore Straits	Six robbers armed with guns boarded the tanker underway. They entered the engine room and took the C/E and 3/E as hostage and tied them up in the engine room. Both C/E and 3/E managed to escape and immediately informed Bridge. Alarm raised, ship's horn sounded, and crew mustered. Seeing the alerted crew, the robbers escaped empty handed. The incident reported to VTIS. All crew are reported safe.
25.	12.03.2025 1930 UTC Steaming Boarded	Name Withheld Container Marshall Islands 27208 -	01:06.6N – 103:44.9E, Singapore Straits	Four robbers armed with guns and knives boarded the ship underway and entered the engine room. They took hostage two duty oilers, tied them up and locked them in the CO2 room before escaping with stolen engine spares. The 2/E discovered the oilers and freed them. Alarm raised, crew mustered, and a search was carried out. Incident reported to ship's superintendent.
26.	18.03.2025 1930 UTC Steaming Boarded	CNC Leopard Container Singapore 31999 9945356	01:05.00N – 103:43.30E, Singapore Straits	Duty crew onboard the ship underway noticed two robbers armed with knives and notified the Master. General alarm raised and PA announcement made resulting in the robbers escaping with stolen ship's stores. Incident reported to VTIS.
27.	28.03.2025 2051 UTC Steaming Boarded	Wan Hai 327 Container Singapore 30531 9871490	01:03.70N – 103:40.70E, Singapore Straits	Around four persons armed with a gun boarded the ship underway. They tried to enter the accommodation by firing on the watertight door. Alarm raised and searchlights directed towards the perpetrators resulting in them escaping without stealing anything. A search was carried out and incident reported to Singapore VTS. The ship was then escorted by patrol vessels.
28.	29.03.2025 1725 UTC Steaming Boarded	Andreas Petrakis Bulk Carrier Malta 41254 9664952	01:04.17N – 103:41.88E, Singapore Straits	Duty crew onboard the ship underway noticed an unauthorised person onboard the ship and raised the alarm. PA announcement made, crew mustered and VTIS notified. On anchoring the coast guard boarded the ship for inspection. Nothing reported stolen.

INDIAN SUB-CONTINENT

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	12.01.2025 1850 UTC Anchored Boarded	Ceylon Breeze Bulk Carrier Sri Lanka 36432 9734563	21:19.21N – 090:04.29E, Payra Outer Anchorage, Bangladesh	Eight pirates, in a wooden boat, armed with knives and steel bars boarded an anchored ship using hooks attached with ropes. They overpowered the duty AB on rounds, tied him up and broke into the forecandle and paint lockers. Another duty crew noticed the pirates and informed the bridge. Alarm raised, PA announcement made, and crew mustered. Upon hearing the alarm and seeing the crew's alertness, the pirates escaped with stolen ship's properties and stores. Port control and the navy were informed.
2.	27.01.2025 1620 UTC Anchored Boarded	Success Tanker India 29335 9285718	16:54.55N – 082:25.27E, OPL Kakinada, India	Duty AB on routine rounds onboard an anchored tanker noticed two unlit boats near the bow and an unauthorised person on the forecandle deck. Alarm raised, ship's horn sounded, crew mustered and moved towards the forecandle. Seeing the alerted crew the person escaped with stolen stores.
3.	21.03.2025 1830 UTC Anchored Boarded	Xin Long Yun 58 Container Panama 14181 9896971	22:45.77N – 070:02.47E, Kandla Anchorage, India	A group of six to seven unauthorised individuals boarded an anchored ship. Alert crew raised the alarm and proceeded towards the forecandle resulting in the persons escaping with stolen ship's properties. The incident was reported to port control.

AMERICAS

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	14.03.2025 0317 UTC Steaming Boarded	MSC Romane Container Portugal 97805 9745653	11:48.9N – 074:25.7W, Around 36nm NNW of Santa Marta, Colombia	Duty crew onboard the ship underway noticed two small boats secured to the aft of the ship and eight unauthorized persons on board stealing ropes. Master raised the alarm, ship's speed increased, authorities notified, and non-essential crew gathered in the citadel. The coast guard communicated with the ship via VHF channel 16 and directed the Master to head to Santa Marta for inspection. All crew members safe.

AFRICA (SOMALIA / GULF OF ADEN / RED SEA)

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	07.02.2025 Night Hours Steaming Hijacked	Al Najma No.481 Dhow Yemen - -	07:54N – 049:56E, Around 6nm SE of Eyl, Somalia	Six persons boarded and hijacked the dhow and took its crew including a Somali guard, hostage. The guard was later released. Reports indicate the perpetrators left the dhow on or before 13 February 2025, after stealing crew personal effects. All crew safe.
2.	17.02.2025 0001 UTC Steaming Hijacked	Saytuun 2 Fishing Vessel Yemen - -	Off Garmaal, North of Eyl, Somalia	Six armed perpetrators hijacked the fishing vessel and took the Captain and four crew members as hostage. The remaining crew were released. Reports suggest the vessel may be used for maritime criminal activities. On 23 February 2025, a Spanish naval warship identified the fishing vessel and boarded it. The crew indicated that the perpetrators had left the vessel. All crew safe.
3.	16.03.2025 1000 UTC Steaming Hijacked	Al-Hidaya 1 Fishing Vessel Yemen - -	Off Durdura, Somalia	Armed hijackers have taken eight crew members hostage and hijacked the fishing vessel underway. On 20 March 2025, the hijackers abandoned the fishing vessel. The EUNAVFOR Atlanta conducted a friendly approach on 21 March 2025 to investigate. The eight crew members are reported safe.

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

Ref	Date Time	Name of Ship Type/Flag/Grt/ IMO Number	Position	Narration
1.	02.01.2025 2142 UTC Berthed Boarded	Nord Maverick Product Tanker Marshall Islands 29723 9877559	06:26.1N – 003:18.9E, Lagos Port, Nigeria	Duty crew onboard the berthed tanker spotted four unauthorised persons onboard the tanker. Seeing the alerted crew, the persons escaped without stealing anything. The incident was reported to Port Authorities.
2.	13.01.2025 1910 UTC Anchored Boarded	Ametrine Valor Offshore Supply Ship Vanuatu 1733 9562374	05:16.22N – 004:02.06W, Abidjan Inner Anchorage, Ivory Coast	A robber armed with a knife boarded an anchored vessel and escaped with a stolen mobile phone. Crew are reported safe.
3.	01.02.2025 2135 UTC Steaming Boarded	JSP Vento General Cargo Portugal 7138 9570656	02:02.00N – 009:07.00E, Around 40nm WNW of Bata, Equatorial Guinea	Three armed pirates boarded the ship underway. Alert crew raised the alarm, sent a distress alert via VHF radio and all crew retreated into the citadel. Once the pirates left the ship the crew emerged from the citadel and sailed to

				a safe port. The crew noticed on radar a target which appeared to be following the ship. After a while the target disappeared. All crew reported safe. Authorities are investigating the incident.
4.	24.02.2025 2338 UTC Anchored Boarded	Eurotrader Product Tanker Malta 29723 9895927	04:53N – 001:42W, Takoradi Anchorage, Ghana	Duty crew onboard an anchored tanker spotted two unauthorised persons. Alarm raised and port control notified resulting in the persons escaping without stealing anything.
5.	17.03.2025 1845 UTC Steaming Hijacked	Name Withheld Bitumen Tanker Panama 13220 -	01:17.8N – 008:01.1E, Around 37nm SE of Santo Antonio, Sao Tome and Principe	Ten armed pirates boarded and hijacked the tanker underway. They kidnapped 10 crew members including the Captain and Chief Engineer. The remaining crew members sailed the tanker to a safe port. The incident was reported to the authorities.
6.	27.03.2025 1932 UTC Steaming Boarded	Meng Xin 1 Fishing Vessel Ghana 232 8674039	05:24.66N – 000:1.98W Around 12nm SE of Accra, Ghana	Five armed pirates boarded the fishing vessel. They fired three warning shots and ordered the crew to lie on the deck. They then stole crew mobile phones and properties and locked them in a cabin. Before escaping, the pirates damaged communication equipment and kidnapped three crew. On emerging from the cabin, the crew sailed to Tema.

ATTEMPTED ATTACKS**1 January – 31 March 2025****SOUTH EAST ASIA (EXCLUDING MALACCA STRAITS)**

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	21.03.2025 2115 UTC Anchored Attempted	Name Withheld Product Tanker Marshall Islands 15818 -	05:33.35S – 105:18.82E, Tarahan Anchorage, Indonesia	Four unauthorised persons in a skiff approached an anchored tanker. Duty crew noticed one person boarding the vessel and raised the alarm resulting in the person abandoning the boarding attempt. The incident was reported to VTS.
2.	25.03.2025 1710 UTC Steaming Attempted	Su May Bulk Carrier Liberia 109529 9847097	01:08.70N – 103:46.30E, Singapore Straits	VTS Central contacted the ship underway to alert them of a small craft approaching from astern. Duty crew identified the craft with four persons onboard and noticed one unauthorised person attempting to board the ship. Alarm raised and searchlights directed towards the craft, resulted in the attempted boarding being aborted. Incident reported to Singapore VTS and Singapore Coast Guard, who boarded the ship for investigation.
3.	29.03.2025 1745 UTC Steaming Attempted	Junior Bulk Carrier Liberia 51208 9548213	01:09.60N – 103:47.20E, Singapore Straits	Duty crew onboard the ship underway noticed a skiff alongside the ship. One unauthorised person was observed attempting to board the ship. Alarm raised and crew alerted, resulting in the person aborting the attempted boarding. Singapore VTS was notified. Singapore Coast Guard later boarded the ship for investigation.

AMERICAS

Ref	Date Time	Name of Ship Type/Flag/Grt/IMO Number	Position	Narration
1.	08.03.2025 0530 UTC Steaming Attempted	Callao Express Container Germany 118945 9777606	02:53S – 080:30W, Around 14nm West of Isla Puna Island, Ecuador	Duty crew onboard the ship underway spotted two unlit skiffs approaching rapidly. The Master alerted the authorities, increased ship's speed and commenced evasive manoeuvres resulting in the skiffs abandoning their attempt to board.



IMB Piracy Report – January to March 2025



Attempted Attack



Boarded



Fired upon



Hijacked



Suspicious vessel



Total number of reported incidents – 45



IMB Piracy Report – January to March 2025



Attempted Attack



Boarded



Fired upon



Hijacked



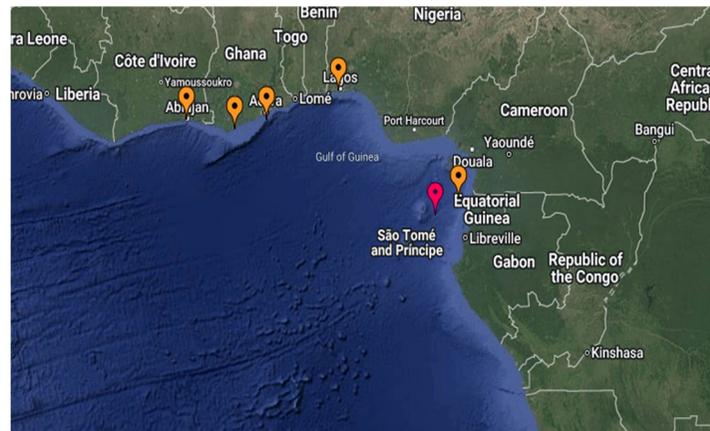
Suspicious vessel



**Indian Sub-Continent – 3
East & SE Asia – 31**



Waters off Somalia - 3



Gulf of Guinea - 6