



National Maritime
Information Centre

GULF OF GUINEA : PIRACY HOTSPOT





Deteriorating Situation ?

- Increasing violence
- Kidnap-for-Ransom – growing threat
- Re-emergence of oil theft – “petro-piracy”
- Widening geographical area of operations

Spread of Incidents 2018



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

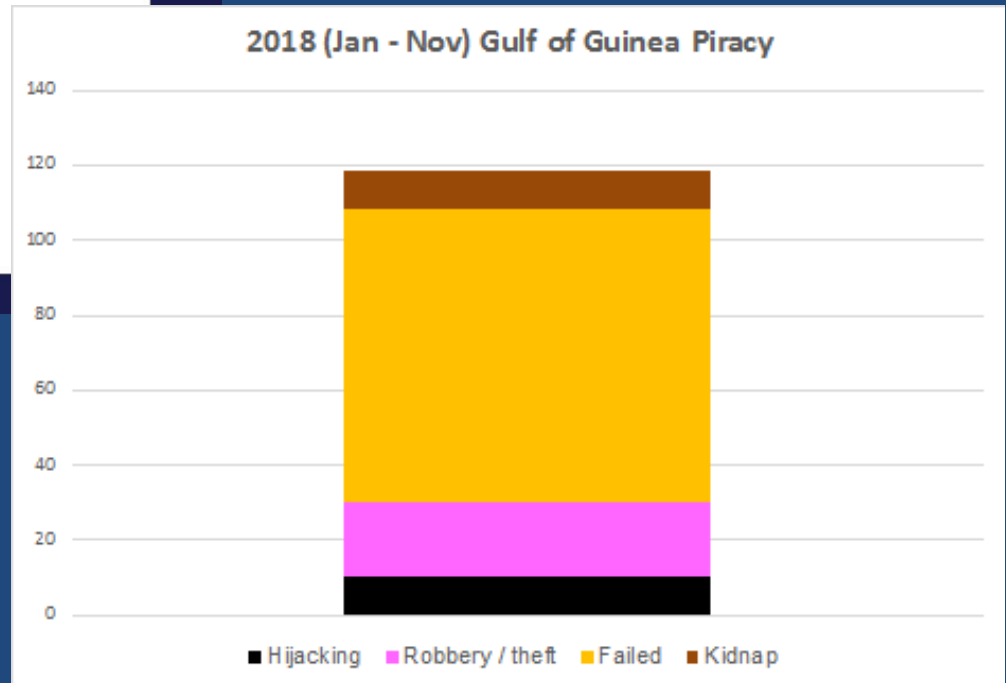
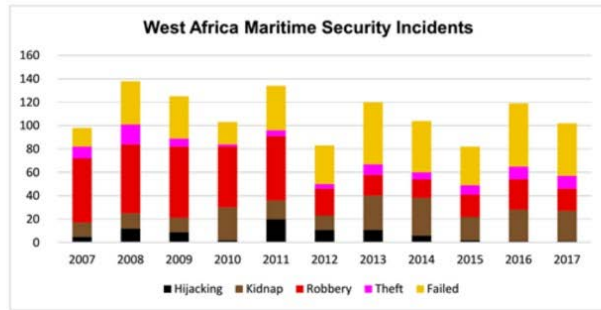


Challenges

- Lack of comprehensive data
- Under reporting of incidents
- How to encourage vessels to report when entering and transiting the GoG
- Limited situational response mechanisms

Breakdown of Incident Types

WAF/GoG/Nigeria – a “new” piracy hot spot?





Case Study: MV Anuket Amber– October 2018

- Tanker, Anuket Amber was bunkering the LPG tanker BW Frigg in international waters west of the Congo
- BW Frigg escaped attack but Anuket Amber was boarded
- Pirates had earlier seized the off-shore supply vessel Ark Tze using it as a mother ship to mount the attack
- 8 of the crew kidnapped along with 4 from the Ark Tze



Case Study: MV Saavedra Tide— December 2018

- Vessel transiting 70nm off Nigerian coast from Abo to Onne
- Fast boat seen approaching
- Gunshots fired at the bridge blowing out a window
- Fast boat approached starboard side then fell back to the stern before returning port side and pirates boarding
- Crew to citadel
- Pirate scaled superstructure and entered bridge through broken window
- Unable to reach engine room due to reinforced doors
- Pirates communicated with crew over PA system
- Unsuccessfully tried to take control of vessel
- Broadcast on Channel 10 in an attempt to mislead a security vessel
- Pirates then left the vessel



Case Study: MV Grande Tema – December 2018

- Stowaways boarded in Lagos, Nigeria
- Vessel en route to Tilbury, UK
- Stowaways found and secured in a cabin but broke free and threatened crew demanding vessel sail close to UK coast
- Crew in lock-down in bridge and engine room
- UK authorities alerted and vessel secured with stowaways arrested





Key Points

- No sign of attacks in the GoG abating
- Response mechanisms may improve gradually in Nigerian coastal areas but elsewhere no likely improvement
- BMP will greatly assist in deterring attacks
- Determined attackers can however access even well protected vessels
- Crew discipline vital
- Real time reporting to MDAT-GOG of any suspicious activity or potential attack will enable relevant parties to be notified immediately
- Heightened awareness required when at anchorages or in ports in West Africa but particularly Nigeria



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