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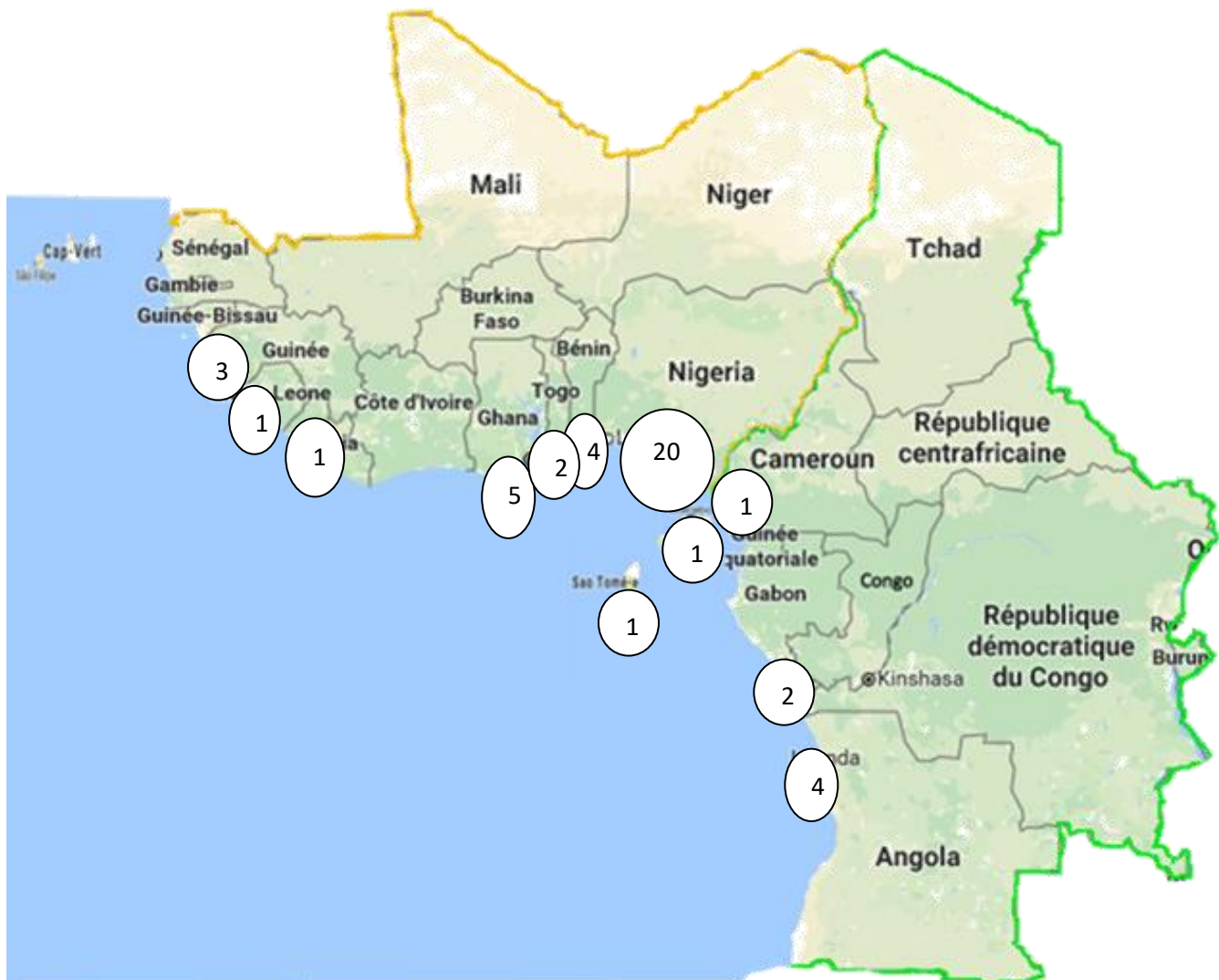
Pour la mise en œuvre de la stratégie régionale de sûreté et sécurité maritimes de l'Afrique Centrale et de l'Afrique l'Ouest.

ICC-GoG QUARTERLY REPORT ON MARITIME SAFETY AND SECURITY IN THE GULF OF GUINEA

Edition/N°04/2020

From 1 OCTOBER to 31 DECEMBER, 2020

INCIDENT DISPOSITION



This report generated by the Inter-regional Coordination Centre come from information collected from a number of sources, both external and internal, incidents of which ships, their crews and their passengers are victims in the maritime space of the Gulf of Guinea. These statistics constitute the contributions of the Maritime Safety and Security Architecture of the Gulf of Guinea to the individual perceptions that member states and partners have of the maritime security situation in the Gulf of Guinea, whether they are favourable or not to the development of maritime trade. Data may differ from one agency to another, however, what remains essential is the tendency to observe and report. The question at to whether the situation is getting better or worse depends on who collects the information and how they analyse them before dissemination. Whilst some agencies receive their information directly from actors in the field, the report received frequently do not reflect the actual incident that occurred. Even when that version of the report is taken into account, the classification and dissemination may be different from the original version. In one hand, some agencies also for reasons best known to them decide not to broadcast some incidents they receive. In another hand, shipowners and shipmasters decide not to report some incidents they are victims.

From the data presented in this report, it is up to each recipient to get an idea of the areas of effort to focus on to curb the phenomenon of maritime piracy and armed robbery. The report identifies the types of incidents, the places and times of their commission, the types of victim ships and their nationality and the trends over the different periods. Whilst the maritime industry has released the Best Management Practice (BMP) document, which guides seafarers on the actions to take and strategies to adopt in the face of possible threats, the Heads of States and Governments of ECCAS, ECOWAS and GCC have empowered the Regional Institutions to operationalize the Maritime Safety and Security Architecture of the Gulf of Guinea. Though the statistics of incidents might not be declining noticeably, it is not known the number of incidents that might have been avoided/prevented due to these different measures adopted. Evasive manoeuvres by vessels, escort of merchant ships, embarkation of the naval forces, etc have prevented a good number of ships from pirate attacks. It is therefore imperative to acknowledge the bravery and sacrifices of the maritime forces engaged in operations at sea and at the same time eulogize those who sacrificed their lives to save others.

The ICC takes this opportunity to thank their partners who constantly collaborate with them for the dissemination of the statistics contained in their reports.



PLAN

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EXECUTIVE SUMMARY

This fourth quarterly report of the year 2020 (OCTOBER- NOVEMBER-DECEMBER) of ICC is focused on the incidents related to piracy and robbery in the Gulf of Guinea. In this regard, ICC watch room received information concerning 45 security incidents at sea where ships and security forces had been involved. Thirty six (36) out of them occurred in the ECOWAS maritime space while nine (09) took place in the ECCAS maritime space. At the same time , 31 crew members were reported kidnapped among them, some for ransom and others due to illegal activities in which their vessels may have been involved.

This report also displays statistics about the whole year 2020 as far as armed maritime crime in general is concerned. In that respect, during the year 2020, ICC recorded 123 incidents in the Gulf of Guinea (92 occurred in ECOWAS maritime space and 31 in the ECCAS maritime space).

Statistics of the last quarter of the year show a significant increase in the number of incidents after the decrease observed during the first, second and third quarters of the year 2020. At the same time, the number of kidnappings of crew members and passengers aboard ships remained stable compared to the previous quarter . From the 31 who were reported kidnapped during that quarter 10 were released on the 21 December in Nigeria. The month of November recorded 17 incidents and December recorded 18 as much as the whole third quarter which recorded 17 attacks. Compared to the same period in 2018 and 2019, what is remarkable is that there has been always an increase in the number of incidents towards the end of year and sometimes the beginning of the year for more than three years. On the 22 December 2019, a group of pirates attacked five ships off Gabon. On the 5, 6 and 15 December 2020, the Malta-flagged product tanker NEW RANGER underwent three boardings without any kidnapping, the crew retreated each time in the citadel.

In addition, 66 percent of the incidents occurred aboard vessels while underway (average distance is 150 nm from the coast). Hijackers have now critical logistics to sail deeper into sea to reach longer distances. Good seakeeping motherships are also often used to transport hijackers to the crime scene, conduct the attacks, recover them and their hostages to the coast without the knowledge of the maritime forces. At this point, the need for cooperation (and especially collaboration) between intelligence services and maritime forces in member states cannot be overemphasised as the pirates plan and launch their attacks from land to commit their crimes at sea and return to land

Beyond the count of incidents which may differ from agency to agency depending on the reporting mechanism and the notification criteria, the downward or upward trend of said incidents as well as their consequences such as the removal of members of staff, crews and passengers, the maritime security and safety architecture of the Gulf of Guinea must ensure the operational and judicial treatment of their perpetrators and vectors. It is also necessary that the national and multinational centres along the coast are informed in time of the imminence and/or the occurrence of an attack on a ship. Architecture centres do not benefit until the voluntary reporting of vessels which sometimes come long after the incident is over.



In this regard, ICC , maritime industry, Nigerian officials have started working together to set up a framework of collaboration, cooperation and coordination in order to improve maritime information sharing among key actors of the maritime security in the Gulf of Guinea. They will share information about incidents and deployments at sea. Prior to that , Nigerian officials created in April 2020 a working group with maritime industry and other partners and they have been holding meetings once a month since then. ICC has been invited to attend the January one on the 27 of the current month.

1- TYPES OF INCIDENTS

Events	JAN-FEB-MARCH 2020 (Q1)	APRIL-MAY-JUNE 2020 (Q2)	JULY-AUGUST – SEPTEMBER 2020 (Q3)	OCT-NOV-DEC 2020 (Q4)	OBSERVATIONS
Fired upon	07	01	01	04	
Suspicious approach	03	04	02	06	
Kidnap	02	10	04	08	19 crew members were kidnapped (Q1) 40 crewmembers were kidnapped during Q2 31 crew members were during the Q3 31 Crewmembers kidnapped during the Q4 (10 have been released) Total : 121
Robbery	04	07	01	10	
Boarding	11	02	02	12	
Hijack	01	01	01	00	
Attempted boarding	06	02	04	04	
Attempted Robbery	00	00	00	00	
Search and Rescue	01	00	05	00	

Illegal bunkering activities	00	00	00	00	
Pollution	00	00	00	00	
TOTAL	35	27	22	45	

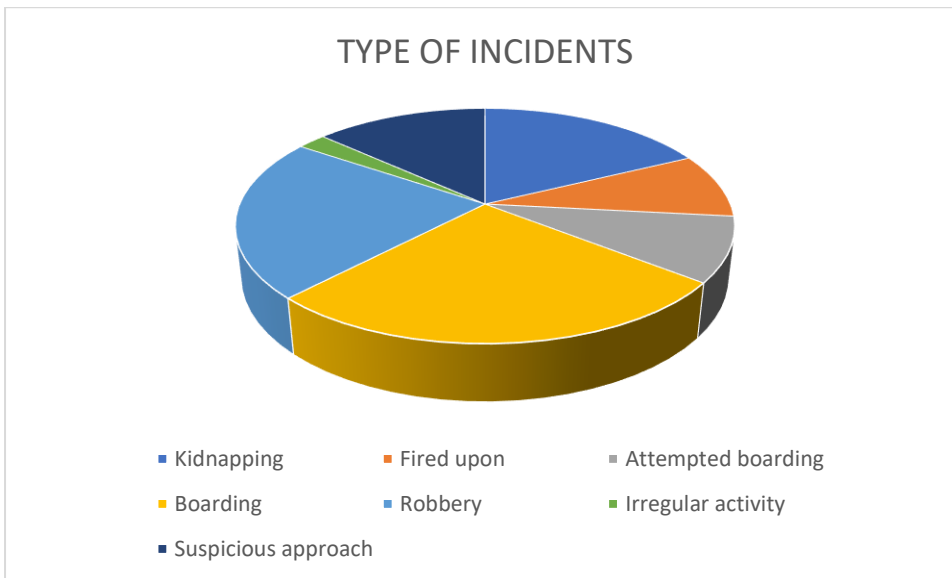


Figure 1: Type of incidents

2- NUMBER OF PIRACY AND ROBBERY INCIDENTS PER MONTH

MONTHS	ECCAS	ECOWAS	TOTAL
OCTOBER	04	06	10
NOVEMBER	03	14	17
DECEMBER	02	16	18
TOTAL	09	36	45



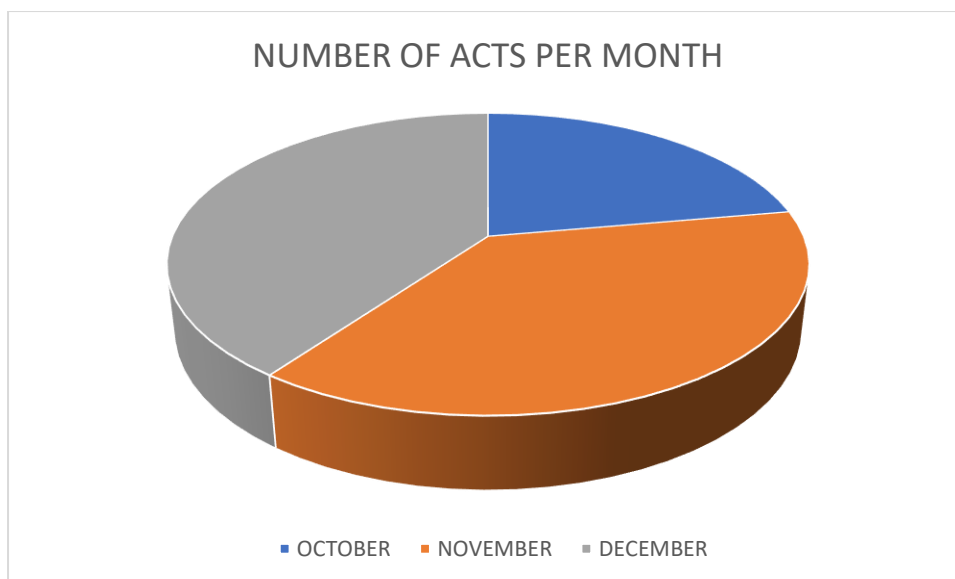


Figure 2: Number of piracy and robbery incidents per month

3- NUMBER OF PIRACY AND ROBBERY INCIDENTS PER COUNTRY

COUNTRIES	NUMBER OF INCIDENTS				TOTAL
	JAN-FEV-MAR 20	APR-MAI-JUN 20	JULY-AUG-SEPT 20	OCT-NOV-DEC 20	YEAR 2020
NIGERIA	17	08	05	20	50
GHANA	03	04	05	05	17
LIBERIA	00	00	00	01	01
SIERRA LEONE	00	00	01	01	02
COTE D'IVOIRE	00	01	01	/	01
TOGO	01	00	01	02	04
BENIN	03	02	02	04	11
GUINEA	01	02	00	03	06
CAMEROON	02	01	00	01	04
GABON	02	04	00	/	06
REPUBLIC OF CONGO	01	00	01	02	04
DRC	00	01	00	/	01

EQUATORIAL GUINEA	00	03	00	01	04
SAO-TOME	01	01	00	01	03
Angola	03	/	01	04	08
TOTAL	34	27	17	45	123

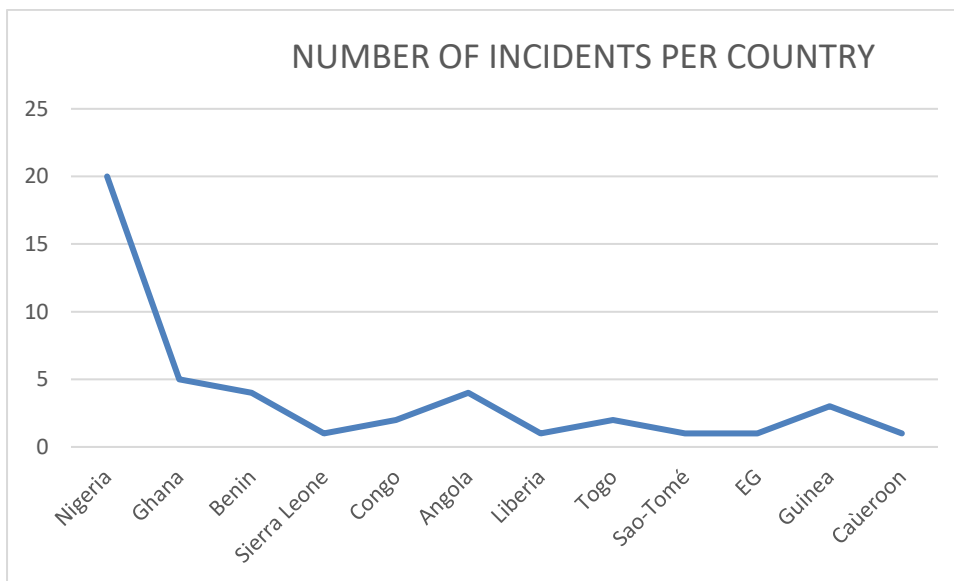


Figure 3: Number of piracy and robbery incidents per country

4 – DETAILS (NA)

5 –PIRACY AND ROBBERY INCIDENTS PER STATUS

ANCHORAGE	UNDERWAY	PIER	RIVER
12	30	03	00



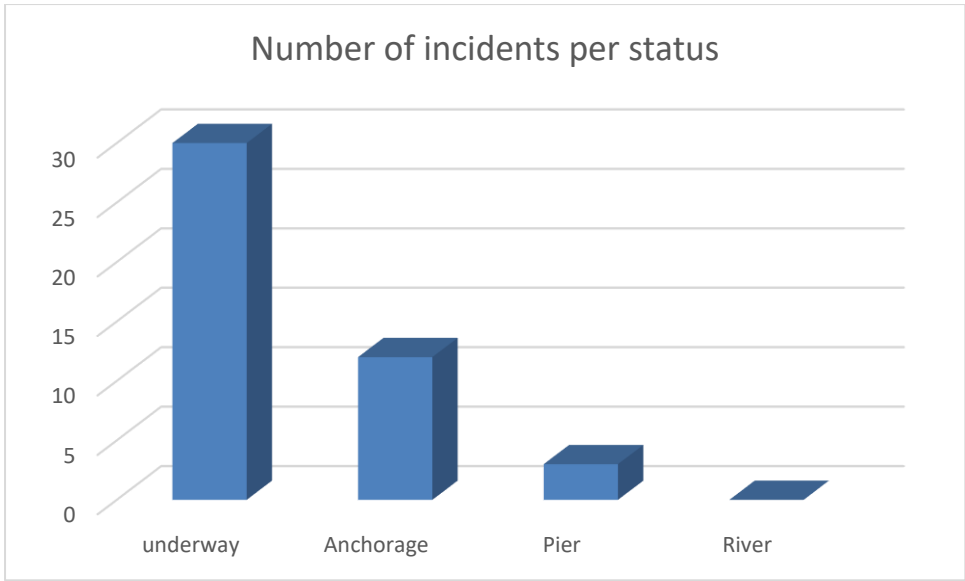


Figure 4: Number of piracy and robbery incidents per status

6- NUMBER OF PIRACY AND ROBBERY INCIDENTS PER MARITIME SPACE

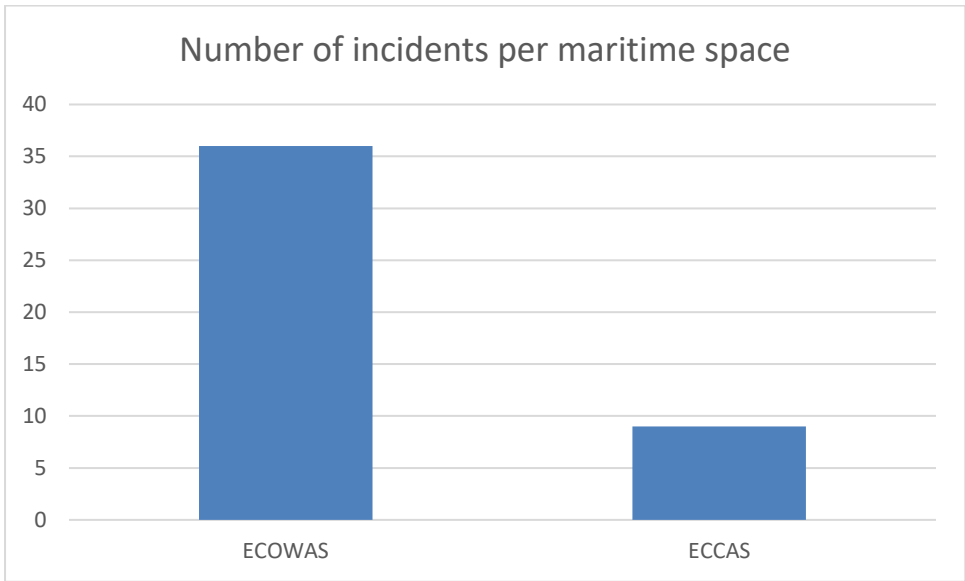


Figure 5: Number of incidents per maritime space

7- TREND IN ARMED MARITIME CRIME THROUGH 2018, 2019 AND 2020

	2018	2019	2020
First Quarter	35	31	34
Second Quarter	16	20	27
Third Quarter	15	21	17
Fourth Quarter	29	31	45
TOTAL	95	103	123

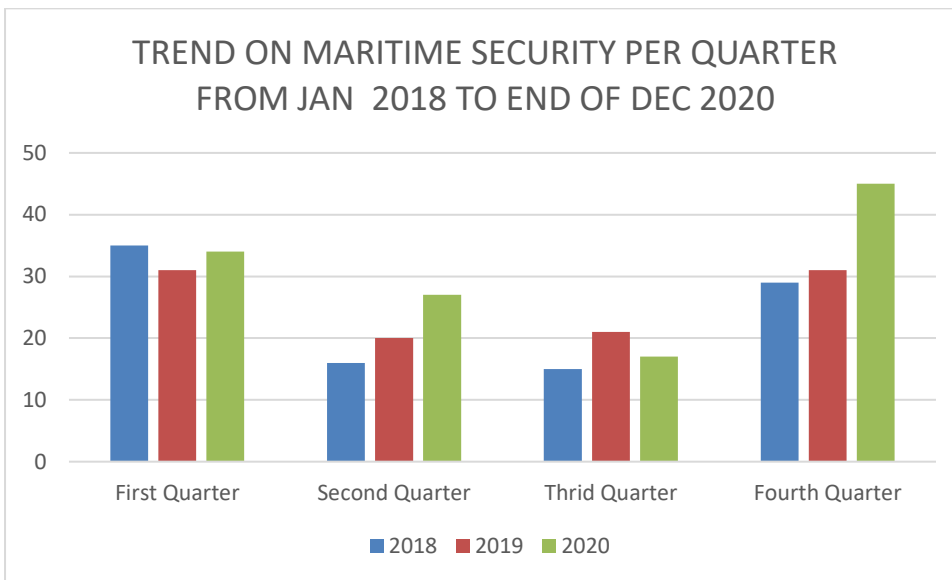


Figure 6: Trend on maritime security per quarter from Jan 2018 to December 2020

8 - FLAG STATES

Flag states	Number of attacks on flagged ships JAN-FEB-MARCH 20	Number of attacks on flagged ships APR-MAY-JUNE 20	Number of attacks on flagged ships JULY-AUG-SEP 20	Number of attacks on flagged ships OCT-NOV-DEC 20
Nigeria	02	06	01	/
Liberia	06	01	04	04
Marshall Islands	05	03	03	06
Cameroon	01	/	/	03
Malta	01	01	/	06
Bermuda	01	/	/	01
Greece	02	/	/	01
Danemark	01	/	01	/

Panama	04	01	/	03
Singapore	00	/	02	06
France	00	/	/	01
Portugal	01	01	/	/
Sao-Tomé	00	/	/	/
Norway	01	/	/	02
China	00	01	01	/
Palau	00	/	/	/
Guinea	00	/	/	/
Togo	00	/	/	01
Netherlands	01	/	/	01
Switzerland	00	/	/	/
Gilbratar	01	/	/	/
Vanuatu	/	01	/	01
Antigua	01	/	/	/
Bahamas	00	01	/	01
Hong kong	02	02	/	02
Saint Vincent	01	/	/	/
Cyprus	01	01	/	/
EG	01	01	/	/
Comoros	/	01	/	/
Cape verde	/	01	/	/
CDI	/	01	/	/
Senegal	/	02	/	/
Ghana	/	01	02	01
Saint Kitts and Nevis	/	/	/	01
Italia	/	/	/	01
Belize	/	/	/	01
unknown	01	01	03	02

9- HOURS OF ATTACKS

Hours of attacks (LT)	Number of attacks	Number of attacks	Number of attacks	Number of attacks
	JAN-FEB-MARCH	APR-MAY-JUNE	JULY-AUG-SEP	OCT-NOV-DEC
21.00-23.59	06	03	02	02
00.00-02.59	09	05	03	10
03.00 – 05.59	07	04	03	11
0600- 20.59	12	09	06	22

10- TYPES OF VESSELS ATTACKED

Type of Vessels	Number of attacks	Number of attacks	Number of attacks	Number of attacks
	JAN-FEB-MARCH	APR-MAY-JUNE	JULY-AUG-SEP	OCT-NOV-DEC
Tanker	13	05	05	22
Container ship	08	03	02	05
Bulk carrier	02	03	01	02
Passenger vessel	02	05	01	/
Tug	00	/	01	/
Fishing vessel	00	05	03	02
Offshore supply vessel	02	01	/	03
Diving support vessel	00	/	/	/
Landing craft	00	01	/	/
Cargo vessel	03	02	02	06
Semi-submersible	00	/	/	/
Cabotage vessel	00	/	/	/
Dredger	01	/	/	/
Research vessel	01	/	/	01
Floating power	/	01	/	/

FPSO	/	/	01	
Heavy load carrier	/	/	/	01
Reefer	/	/	/	01
Unknown	/	01	03	02

CONCLUSION

The fourth quarter of the year 2020 experienced the increase in the number of attacks against ships at sea after a little decrease during the previous quarter and since the beginning of the year 2020. In addition, the number of incidents at sea during the year 2020 has increased compared to 2018 and 2019. However, all those incidents may not be real ones, reason why it is urgent to start making the difference between reported attacks and real attacks. The framework of collaboration, cooperation and coordination with the key actors of maritime security in the Gulf of Guinea will certainly help improve incidents reporting .

CONTACT

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APPENDIX

Terms of Reference

Attempted Boarding – Close approach or hull-to-hull contact with report that boarding paraphernalia were employed or visible in the approaching boat.

Blocking – Hampering safe navigation, docking, or undocking of a vessel as a means of protest. **Boarding** – Unauthorized boarding of a vessel by persons not part of its complement without successfully taking control of the vessel.

Fired Upon – Weapons discharged at or toward a vessel.

Hijacking – Unauthorized seizure and retention of a vessel by persons not part of its complement.

Kidnapping – Unauthorized forcible removal of persons belonging to the vessel from it.

Robbery – Theft from a vessel or from persons aboard the vessel.

Suspicious Approach – All other unexplained activity in close proximity by an unknown vessel.

SAR: Search And Rescue

IUU fishing: Illegal, Unreported and Unregulated fishing

Sourcing/partners

- **MDAT –GoG**
- **PNSC**
- **ARC**
- **IMB**
- **YAOUNDE ARCHITECTURE CENTRES**
- **RISK INTELLIGENCE**
- **CLEARWATERS**
- **MARITIME EXECUTIVE NEWSLETTER**