

# THE STATE OF MARITIME PIRACY 2017

ASSESSING THE ECONOMIC AND HUMAN COST

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## EXECUTIVE SUMMARY

### EAST AFRICA KEY FINDINGS

#### ECONOMIC COST



**\$1.4**  
BILLION  
TOTAL COST

Costs have stabilized  
over the last three years

**\$292.5**

MILLION  
COST OF CONTRACTED  
MARITIME SECURITY

(privately contracted armed security personnel)

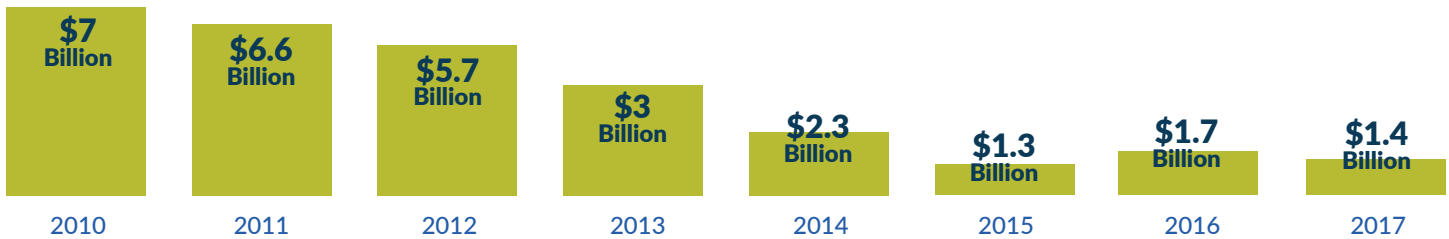


**\$199.7**  
MILLION  
COST OF INTERNATIONAL  
NAVAL ACTIVITIES

Down from \$228.3 million in 2016

- The total cost of Somali piracy remains within the historical norm of the past three years
- 13% decrease in the use of privately contracted armed security personnel between January 2015 and December 2017

#### ECONOMIC COST OF SOMALI PIRACY (2010-2017)



#### HUMAN COST



**1102**  
SEAFARERS

affected by piracy and  
armed robbery including short-term  
hostages taken in three of the attacks

**41**  
PERCENT  
of incidents involved  
armed attackers



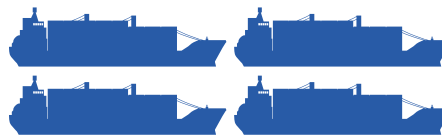
- The crew of *Aris-13*, *Asayr-2* and *Al Kausar* were each held for a matter of days.
- Crew members of the *FV Siraj* remain in captivity after 3 years.
- A total of 1102 seafarers were affected by piracy and armed robbery in the Western Indian Ocean region in 2017.

#### PIRACY ACTIVITY



**54**  
TOTAL  
INCIDENTS

**4**  
VESSELS  
HIJACKED



*Aris-13*, *Asayr 2*, *Al Kausar*, and 1 dhow

**15** FAILED  
ATTACKS



- The spike in piracy events off the Horn of Africa in the spring of 2017 indicates that Somali criminal networks are still capable of sophisticated attacks.
- The first hijacking of an ocean-going merchant vessel in 5 years was recorded with the capture of the *Aris-13* in March 2017.
- OBP observed a 100% increase in total incidents between 2016 and 2017.
- Additional threats complicate the maritime security picture in the Western Indian Ocean region, including spillover into the maritime space from the political conflict in Yemen.

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## EXECUTIVE SUMMARY

### WEST AFRICA KEY FINDINGS

#### ECONOMIC COST

**\$818.1**  
MILLION  
TOTAL COST



**\$213.7**  
MILLION  
COST OF CONTRACTED MARITIME SECURITY (COASTAL STATE EMBARKED PERSONNEL)



- The total cost in West Africa continues to rise, up from \$793.7 million in 2016.
- OBP found that spending on coastal state embarked personnel decreased to \$213.7 million.
- Regional spending on law enforcement and naval patrols increased by \$13.2 million in 2017.

#### ECONOMIC COST OF PIRACY IN WEST AFRICA (2015-2017)



#### HUMAN COST



**1726**  
SEAFARERS  
AFFECTED



**100**  
CREWMEMBERS  
TAKEN HOSTAGE

**2**  
CREWMEMBERS  
KILLED

- The number of kidnap-for-ransom incidents rose slightly, from 18 in 2016 to 21 in 2017.
- OBP found that 100 crewmembers were taken hostage in 2017.

#### PIRATE ACTIVITY

**97**  
TOTAL  
INCIDENTS



**21**  
KIDNAPPING  
INCIDENTS



**1**  
HIJACKING  
FOR CARGO  
THEFT  
INCIDENT

- Piracy continues to pose a persistent threat in the Gulf of Guinea despite a broad array of countermeasures implemented by coastal states and maritime security companies.
- Despite a rise in oil prices, the trend of kidnap-for-ransom attacks in West Africa continues.
- While only one incident of hijacking for cargo theft was recorded in 2017, incidents in early 2018 may suggest a return to the model.

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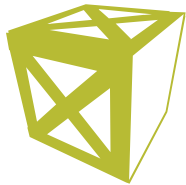
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## EXECUTIVE SUMMARY

### ASIA KEY FINDINGS

#### ECONOMIC COST



**\$6.3**  
MILLION  
COST OF STOLEN GOODS  
Up from \$4.5 million in 2016



**\$23** MILLION  
PIRACY-RELATED EXPENSES  
In the Malaysian Maritime Enforcement Agency budget  
(estimated)

- As with previous reports, OBP was limited in its ability to calculate an economic figure due to the complexity of shipping patterns and the difficulty in isolating dedicated counter-piracy patrols of regional naval and law enforcement agencies.
- Kidnap-for-ransom incidents in Asia decreased by 80%, in large part due to the effective cooperation by regional law enforcement actors.
- The value of stolen ship stores, crew belongings, and cargo is estimated at \$6.3 million, up from \$4.5 million in 2016.
- 62 incidents occurred at anchor, in part explaining the increase in value of stolen goods.

#### HUMAN COST



**1908**  
SEAFARERS  
AFFECTED  
Down from 2283 in 2016



**16**  
CREWMEMBERS  
KIDNAPPED  
Down from 67 in 2016



**264**  
DAYS  
LONGEST  
DURATION  
OF CAPTIVITY  
IN 2017



**17\***  
SEAFARERS  
KILLED

- OBP calculated that 1908 seafarers were affected by piracy and armed robbery during 99 incidents in 2017, down from 2283 in 2016.
- Kidnappings were down from 67 seafarers in 2016 to 16 in 2017, reflecting the success of the trilateral patrols whose mission includes countering piracy and armed robbery and prohibiting the flow of armed militants around the Sulu and Celebes Sea region.
- The longest captivity duration in 2017 was 264 days. The shortest was 4 days.

*\*At least 6 seafarers who were kidnapped in incidents during 2016 were killed in captivity throughout 2017—bringing the total number of seafarers killed to at least 17.*

#### PIRATE ACTIVITY

**99**  
TOTAL  
INCIDENTS



Down from 129 in 2016



**4** INCIDENTS  
OF KIDNAP-FOR-RANSOM  
Down from 22 in 2016



**3** HIJACKING  
FOR CARGO  
THEFT INCIDENTS  
Consistent from 2016

- 2017 is the third year in a row where OBP has observed a decrease in the number of overall incidents.
- The number of hijackings for cargo theft remained at the same level as in 2016, with 3 occurring in both years.
- 62 incidents at anchor.

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## EXECUTIVE SUMMARY

### LATIN AMERICA AND THE CARIBBEAN KEY FINDINGS

#### ECONOMIC COST

OBP was unable to compile a comprehensive economic cost of piracy for Latin America and the Caribbean due the complexity of maritime activity in the region.

#### HUMAN COST



**854**  
SEAFARERS  
IMPACTED

**42**  
YACHTS

Involved  
in incidents



**23**  
PERCENT

attackers were armed



- OBP found that 854 seafarers were affected by piracy and armed robbery incidents in 2017.
- Of the seven kinds of vessels found to be involved in piracy and armed robbery incidents, yachts were the primary target. Yachts were found to be involved in roughly 59% of all incidents.
- Only 23% of attackers were found to be armed, reflecting that most of crime recorded in the area is robbery from ships at anchor.

#### PIRATE ACTIVITY



**71**  
TOTAL  
INCIDENTS  
Up from 27 in 2016



**63**  
INCIDENTS  
AT ANCHOR

- Piracy and armed robbery incidents increased by 163% between 2016 and 2017.
- Most incidents in the region occurred in territorial waters, with anchored yachts serving as the primary targets for attackers.
- Recent attacks in Suriname in early 2018 represent rare but violent incidents that occur in Latin America and the Caribbean.