

LP 19/2025 IMB Revealed Piracy Report for January-September 2025

The ICC International Maritime Bureau (IMB) has revealed a slight increase in reported incidents of maritime piracy and armed robbery in the first nine months of 2025 with the highest recorded number since 1991 in the Singapore Straits. Despite the rise, IMB and its Piracy Reporting Centre (PRC) highlight a continued overall reduction in global incident levels, with no significant attacks recorded. The IMB Director urged that “this is an important time to reinforce the need for vigilance. There can be no room for complacency and globally, vessels and operators are encouraged to follow industry guidelines and report incidents promptly”.

I. Impact on ships

IMB reported 116 incidents for the period of January-September 2025, up from 79 in the same period last year, the highest reported nine-month figures since 2021. The vessels affected include 42 bulk carriers, 32 tankers, 18 containers and 24 other types of vessels.

The report reveals that 102 vessels were boarded, nine faced attempted boardings, four were hijacked and one was fired upon. In 91% of incidents, perpetrators successfully gained access to the vessel with most boarding incidents occurring at night. Statistics show that 89 vessels were steaming during the incident, 23 were at anchor and 4 were at berth.

II. Impact on crew

The threat of violence against crew remains a concern, with weapons identified in 55% of reported incidents in the first nine months of 2025. Guns were visibly carried in 33% of cases – the highest level since 2017. During this period, 43 crew members were taken hostage, 16 kidnapped, seven threatened, three assaulted and three injured.

III. Reported incidents by regions

According to the report, the situation in the Gulf of Guinea presents a complex trend. In the first nine months of 2025, 15 incidents were reported in the Gulf of Guinea region, compared to 12 in the same period of 2024. Of these, 10 occurred in territorial waters, under the definition of armed robbery and the remaining 5 under the definition of piracy.

While incident numbers remain curbed, crew safety remains a concern. Fourteen crew were kidnapped in these waters from January to September 2025. Despite zero crew kidnappings in Q3, perpetrators continue to demonstrate the capability to target vessels out at sea. In late August, a product tanker was boarded 46nm from Ghana. Its 13 crew are safe but this and other reports underscores the need to continue adhering to the latest versions of the industry recognized Best Management Practices, including enhancing ship lookout, turning off non-essential lighting during navigation and anchoring, and formulating emergency communication plans.

In contrast, a total of 73 incidents were reported in the Singapore Straits between January and September 2025 – the highest number since 1991. The Singapore Straits have always been one of the busiest waterways in the world and thus a frequent target of small criminal gangs. Most incidents involved small-scale boarding robberies with knives or simple tools, targeting mainly fuel oil, ship supplies, cash and personal belongings. Despite the overall rise, there has been a marked reduction in incidents following the arrest of two gangs in July 2025 by the Indonesian Marine Police (IMP). IMB commends the actions of the authorities and encourages all ships to report any incidents while in these waters.

No incidents were reported in the waters off Somalia and the Gulf of Aden in Q3, likely due to the prevailing southwest monsoon conditions. IMB advises vessels to continue to adhere to guidelines as 26 crew were taken hostage from two fishing vessels and one dhow in the first six months of 2025, which indicates that the Somali pirates still pose a threat.

IV. IMB remains cautiously optimistic

IMB is reiterating its call to all shipowners, operators, and captains to immediately notify the Piracy Reporting Centre whenever vessels encounter or spot suspected pirate activity. Prompt, precise reporting isn't just about meeting international obligations — it allows coastal nations and global forces to deploy resources effectively and mount timely interventions.

The IMB Director also urged the continued use of collaborative frameworks and commended the efforts undertaken by regional authorities that have contained incident levels and enhanced security of crews and vessels globally.

V. The IMB Piracy Reporting Centre

Founded in 1991, the IMB Piracy Reporting Centre (PRC) serves as a crucial global, 24-hour single point of contact to report crimes of piracy and armed robbery and to provide support to ships under threat. Quick reactions and a focus on coordinating

with response agencies, sending out warning broadcasts and email alerts to ships have all helped bolster security on the high seas. The data gathered by the Centre also provides key insights into the nature and state of modern piracy.

The above is based on the IMB Piracy and Armed Robbery Against Ships report, which can be found [here](#).

For more information, please contact Managers of the Association.