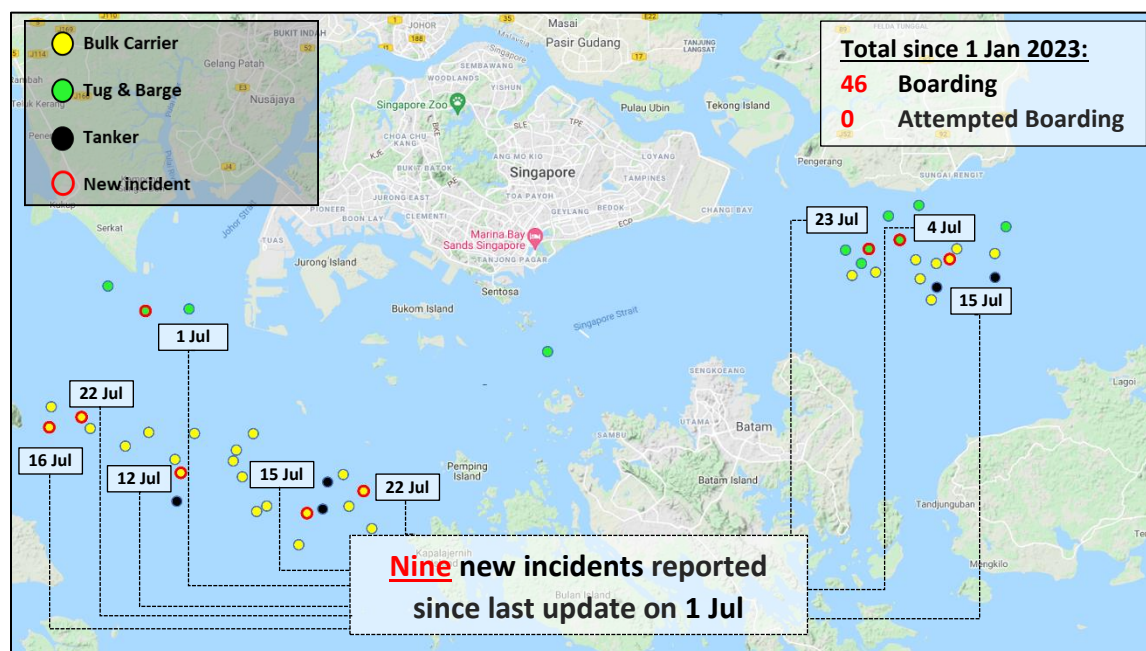


Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait (correct as at 1 Aug 2023)

Number of Incidents & Vessel Types



Bulk Carriers
24 + 6 (65%)



Tankers
5 (11%)



Tugs & Barges
8 + 3 (24%)

Key Observations and Assessments

- Of the nine new incidents, five occurred in Phillip Channel, one occurred in Eastbound Lane of Traffic Separation Scheme (TSS), and three occurred in Westbound Lane of TSS. Of note, since Q4 2022, majority of incidents continue to occur in the Phillip Channel.
- In two of the incidents (12 and 22 Jul), perpetrators were reportedly armed with knives; however, only the 22 Jul incident involved confrontation. Of note, no injury was reported in all of the incidents.
- Majority of the incidents occurred in hours of darkness (between 2100H to 0500H), and only one incident involving Tug & Barge (4 Jul) occurred in daylight (0900H). IFC assesses that perpetrators will continue to conduct boarding when opportune, even during daylight. Prompt reporting to local authorities is important to enable timely response.

Modus Operandi: Remains Consistent With Petty Crime

- Based on incident reports this year, perpetrators mostly avoided confrontation, and fled immediately upon being sighted by crew.
- Perpetrators are usually unarmed, operating in group(s) of up to 6 pax using small boats to target slow-moving vessels (7-12 knots) with low freeboard (up to 7m).
- Bulk Carriers and Tankers** – Perpetrators may be armed (i.e. knives, and steel bars) and confrontation (*out of 46 incidents since Jan 2023, 16 reported armed, and 5 reported with confrontation*), and they usually target ships' engine parts and stores. Same group of perpetrators may target few vessels in succession, in same night.
- Tugs & Barges** – Perpetrators are usually unarmed and have been observed to conduct their operations in both daylight and hours of darkness, as barges are often without lookouts and/or security fittings. Perpetrators tend to target scrap metal carried on the barges only.

Recommended Actions for All Transiting Vessels

- Always remain vigilant, particularly when transiting known areas of concern off Bintan and Batam, and particularly in the Phillip Channel, where incident numbers have been increasing since Q4 2022.
- Adopt Ship Protection Measures recommended in the Regional Guide 2 to Counter Piracy and Armed Robbery Against Ships in Asia, e.g., (1) turn on weather deck lighting around the accommodation block and rear facing lighting on the poop deck, (2) maintain an all-round lookout at an elevated position with focus on suspicious small craft(s) approaching or in proximity to the ship's aft, and (3) sound ship's alarm when suspicious small craft(s) sighted.
- To guard against successive boarding attempts by perpetrators, transiting vessels are encouraged to stay informed by participating in Voluntary Community Reporting as depicted in 4th Edition MARSEC Charts Q6112 and Q6113. Upon sighting of suspicious activities or perpetrators onboard, immediately report to local authorities and inform the IFC; DO NOT confront perpetrators.