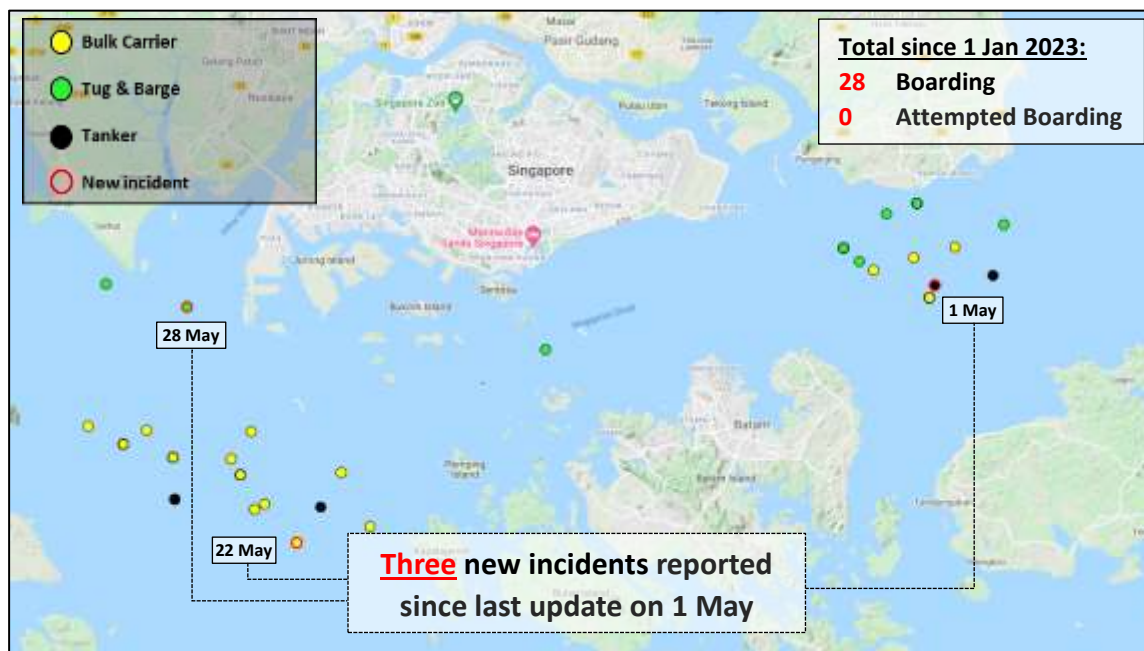


Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait (correct as at 1 Jun 2023)

Number of Incidents & Vessel Types



Bulk Carriers
15 + 1 (57%)



Tankers
3 + 1 (14%)



Tugs & Barges
7 + 1 (29%)

Key Observations and Assessments

- Of the three new incidents, one occurred in Phillip Channel, one occurred in Eastbound Lane of Traffic Separation Scheme (TSS), and one occurred in Westbound Lane of TSS. Of note, two incidents had items reported stolen (i.e. scrap metal, engine parts).
- Only one incident (22 May) reported perpetrators armed with knives. Of note, no confrontation and injury was reported in all of the incidents.
- All the incidents (involving different vessel types) occurred in hours of darkness (between 2330H to 0300H). IFC assesses that perpetrators will continue to conduct boarding when opportune, regardless of vessel types. Prompt reporting to local authorities is important to enable timely response.

Modus Operandi: Remains Largely 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 5 pax using small boats to target slow-moving vessels (7-12 knots) with low freeboard (up to 6m).
- Bulk Carriers and Tankers – Perpetrators may be armed (i.e. knives, and steel bars) and confrontation (*out of 28 incidents since Jan 2023, 9 reported armed, and 2 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 and Barges – Perpetrators are usually unarmed, and target scrap metal. The vessel type could be targeted in both daylight and hours of darkness.

Recommended Actions for All Transiting Vessels

- Always remain vigilant, particularly when transiting known areas of concern in the Phillip Channel, and off Bintan and Batam.
- 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.

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