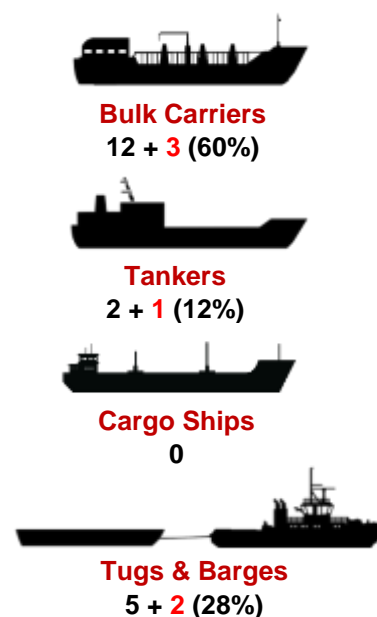
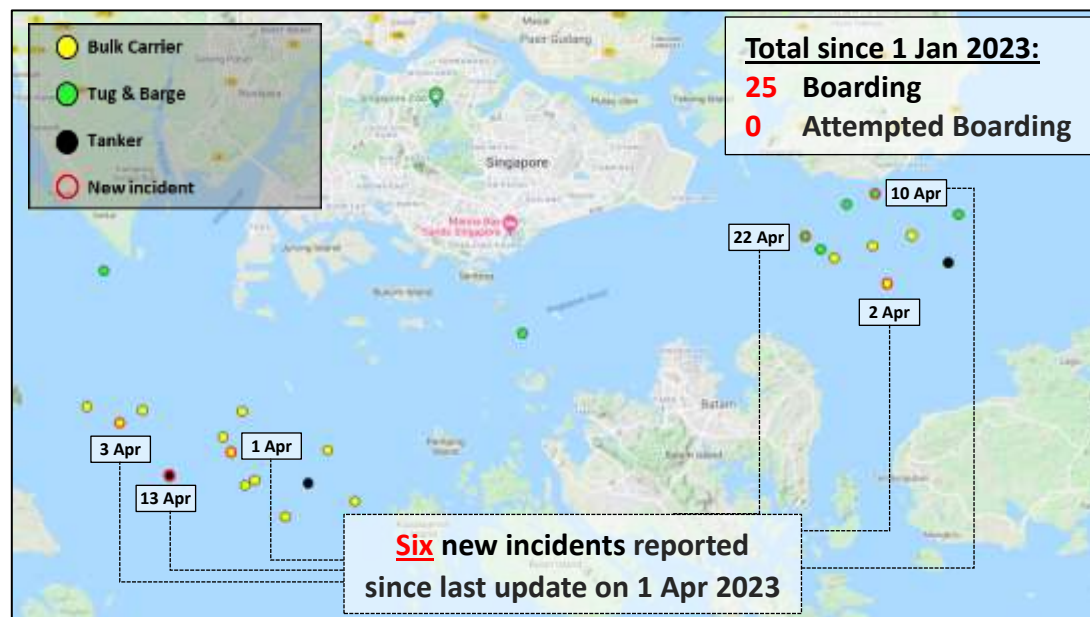


Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait (correct as at 1 May 2023)

Number of Incidents & Vessel Types



Key Observations and Assessments

- Of the six new incidents, three occurred in the Phillip Channel, two occurred in the Westbound Lane of Traffic Separation Scheme (TSS), and one occurred in the Eastbound Lane of TSS. Of note, four incidents had items reported stolen (i.e. scrap metal, engine parts).
- Only one incident (1 Apr) reported perpetrators armed with knives. Of note, no confrontation and injury was reported in all of the incidents.
- Two incidents (involving Tugs and Barges) occurred in daylight (between 0930H to 1230H), and the other four incidents (Bulk Carriers, and Tankers) occurred during hours of darkness. 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 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 10 pax using small boats to target slow-moving vessels (7-12 knots) with low freeboard (up to 7m).
- Cargo Ships, Bulk Carriers and Tankers – Perpetrators may be armed (i.e. small arms, knives, steel bars) and confrontational (*out of 25 incidents since Jan 2023, 8 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 success, in same night.
- Tugs and Barges – Perpetrators are usually unarmed, and target scrap metal. This vessel type could be targeted in both daylight and hours of darkness.

Recommended Actions for All Transiting Vessels

- Remain vigilant at all times, 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.