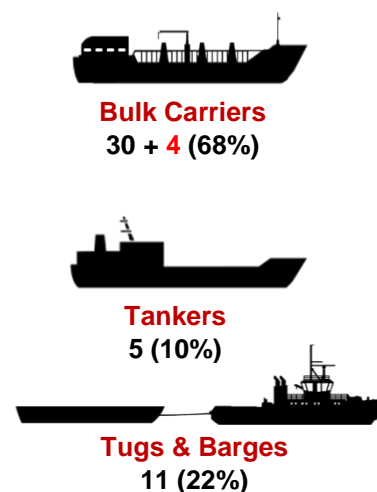
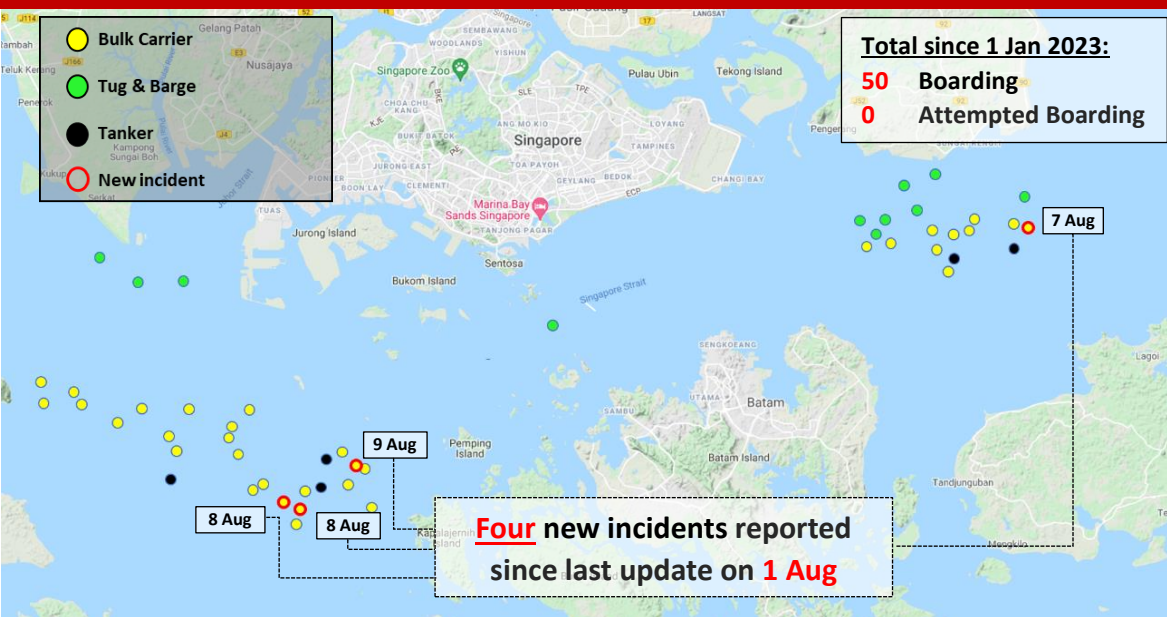


Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait (correct as at 1 Sep 2023)

Number of Incidents & Vessel Types



Key Observations and Assessments

- Of the four new incidents, three occurred in Phillip Channel and one occurred in Eastbound Lane of Traffic Separation Scheme (TSS). Of note, all the incidents involved Bulk Carriers, and this is consistent with past trending that Bulk Carrier is the most boarded vessel type.
- In majority of the incidents, perpetrators were reportedly unarmed (only one incident on 8 Aug reported perpetrators armed with knives). Of note, no injury was reported in all of the incidents.
- All the incidents occurred in hours of darkness. Of note, IFC assesses that the three incidents in Phillip Channel between 2150H (8 Aug) and 0335H (9 Aug) likely involved the same group of perpetrators based on incident locations (within 5nm apart), time interval (within 5.5 hours), and number of perpetrators (3 to 4 pax).

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 4 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 50 incidents since Jan 2023, 17 reported armed, and 4 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.