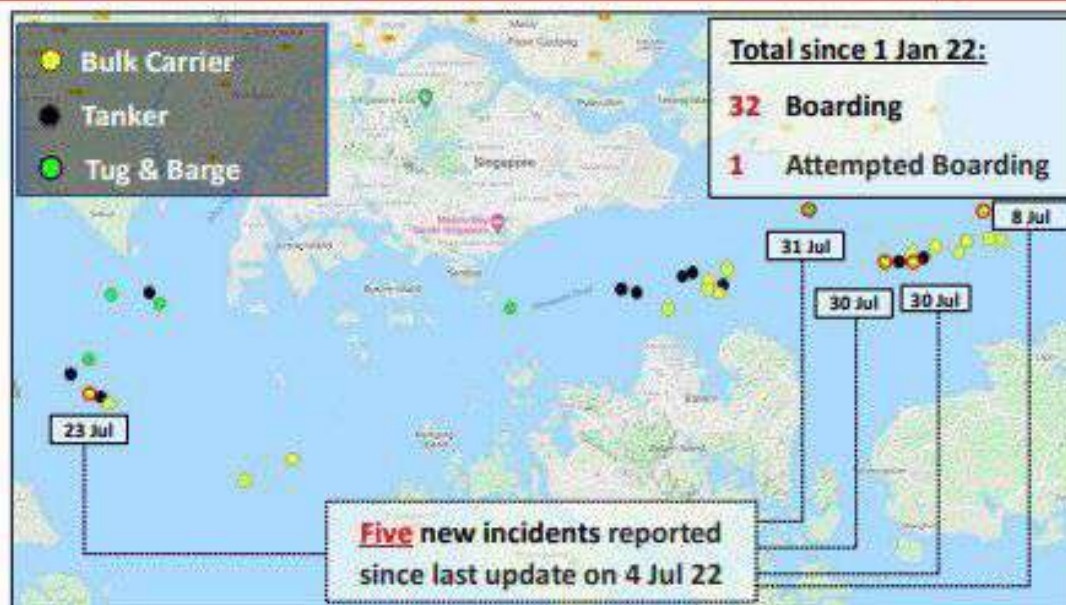


Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait (caa 2 Aug 22)

Number of Incidents & Vessel Types



Key Observations and Assessments

- Of the five new incidents reported, four occurred in Eastbound Lane, and one occurred in Westbound Lane of the Traffic Separation Scheme (TSS), within the Singapore Strait. In most of the incidents, nothing was stolen and the crew of all the vessels are safe.
- Majority of these incidents occurred in hours of darkness. Of note, one incident involving a tug and barge occurred in daylight. The last incident involving a tug and barge occurred on 19 May 22.
- Two incidents occurred on 30 Jul 22; assessed likely to be conducted by the same group of perpetrators due to (a) similar group size; and (b) location and time between incidents.

Modus Operandi: Remains Largely Consistent With Petty Crime

- Based on the incident reports, in most cases, perpetrators avoided confrontation and fled immediately upon being sighted by crew
- Perpetrators usually (a) are in group of average 4-6 pax, and (b) use small boats, targeting slow-moving vessels (7-12 knots) with low freeboard

Cargo Ships, Bulk Carriers & Tankers	Tugs & Barges
<ul style="list-style-type: none"> <u>May</u> be armed and confrontational e.g., small arms, knives, and steel bars (Out of 33 incidents since Jan 2022, 12 reported armed and 3 reported with confrontation) Usually target ship's engine parts and stores Same group of perpetrators may target few vessels in succession, in same night 	<ul style="list-style-type: none"> Usually unarmed Usually target scrap metal

Recommended Actions for All Transiting Vessels

- Remain vigilant, particularly when transiting the 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
- Participate in Voluntary Community Reporting as depicted in 4th Edition MARSEC Charts Q6112 and Q6113; upon sighting of suspicious activities, immediately report to local authorities and inform the IFC

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