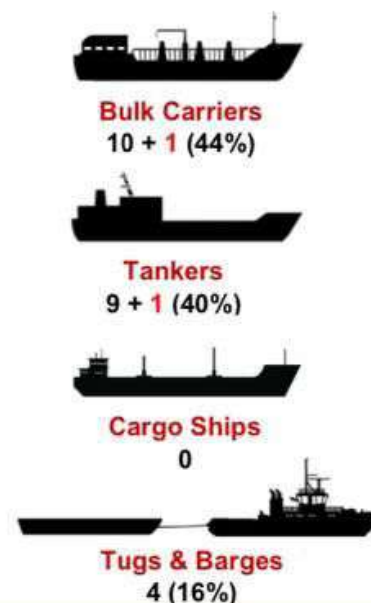


Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait (caa 31 May 22)

Number of Incidents & Vessel Types



Key Observations and Assessments

- The IFC recorded **two** new incidents since last update on 20 May; both incidents occurred in the Eastbound Lane of Traffic Separation Scheme (TSS), Phillip Channel, within the Singapore Strait in hours of darkness
- In both cases, there was no confrontation and perpetrators fled upon being sighted. Of note, in **one** incident, perpetrators reportedly carried knives
- The IFC assesses that both incidents were likely conducted by the same group of perpetrators due to similar group size and incident location

Modus Operandi: Remains Largely Consistent With Petty Crime

- Based on the incident reports, in majority of the 25 incidents reported, perpetrators avoided confrontation, and fled immediately upon being sighted by crew
- The perpetrators typically operated in (a) groups of 4-6 pax, and (b) 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 25 incidents since Jan 2022, 9 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"> <u>Usually</u> 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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