



Monthly Summary of Theft, Robbery, and Piracy at Sea Incidents in the Singapore Strait (correct as at 1 May 2025)

Number of Incidents & Vessel Types

Incidents Occurred in Apr	
Date, Time	#
3 Apr, 0340 (UTC+8)	1
6 Apr, 2350 (UTC+8)	1
7 Apr, 0345 (UTC+8)	1
20 Apr, 0500 (UTC+8)	1
21 Apr, 0134 (UTC+8)	1
22 Apr, 2300 (UTC+8)	1
25 Apr, 0300 (UTC+8)	1

Incidents Reported in Mar (Delayed Reporting)

13 Mar, 0330 (UTC+8)	1
----------------------	---

Legend:
● Bulk Carrier ● Tanker ● Tug and Barge ● Container Vessel ●

This Year to Date

Vessel Types	#	Incident Location	#
Bulk Carrier	23	Phillip Channel	28
Tanker	10	Eastbound Lane of TSS	13
Tug and Barge	3	Westbound Lane of TSS	2
Container Vessel	7		

Incident Types	#
Boarding	42
Attempted Boarding	1

Total Number of Incidents	#
Singapore Strait	43

Key Observations & Assessments

- Total seven (7) incidents occurred in Apr 2025 – six (6) in Phillip Channel, and one (1) in Eastbound Lane of TSS. Of note, all the incidents occurred in hours of darkness (between 2300H and 0500H); this is consistent with past observations where perpetrators tend to conduct boardings under the cover of darkness to avoid risk of detection.
- Phillip Channel:** Of the six (6) incidents, three (3) incidents [20, 21, and 22 Apr] involved perpetrators reportedly armed with knives, however, one (1) incident [22 Apr] involved confrontation. Of note, no injury was reported in all the incidents, and three (3) incidents [7, 22, and 25 Apr] reported ship stores and/or engine spare parts stolen.
- Eastbound Lane of TSS:** One (1) incident [3 Apr] involved perpetrators reportedly armed with knives, however, no confrontation and injury were reported. Engine spare parts were reported stolen.
- In addition, one (1) incident occurred in the Phillip Channel in Mar 2025, but was reported in Apr 2025 due to delayed reporting by ship master. Of note, the incident involved confrontation with perpetrators reportedly armed with knives, however, no injury was reported. Engine spare parts were reportedly stolen.
- The incident numbers in Apr 2025 is lower than Mar 2025 (15 incidents), which is likely due to better weather conditions and sea state in the South China Sea, enabling fishing activities to resume.
- Based on past trends, we can expect incident numbers in May 2025 to be lower than the first three months of this year if regional authorities step up enforcement efforts in known areas of concern. Notwithstanding, all vessels should remain vigilant and take all necessary ship protections measures to deter perpetrators and prevent boarding. When opportune, ship masters are encouraged to capture evidence of the incident in order to support authorities' investigations.

Modus Operandi: Remains Largely Consistent With Petty Crime

- Based on recent years' incident reports, perpetrators mostly avoided confrontation and fled immediately upon being sighted by crew. Perpetrators may be armed, usually operating in groups of 4-8 pax, using small boats to target slow-moving vessels (7-12 knots) with low to medium freeboard (less than 7m).
- It is highly possible that the same group of perpetrators may target multiple vessels within a single night or across successive nights in the same vicinity. *[Note: Based on incident reports in 2025, there were two nights [28 Feb, and 30 Mar] where multiple attempts were conducted on different vessels when earlier attempts were unsuccessful.]*
- Majority of the incidents involved Bulk Carriers and Tankers – Perpetrators typically target the vessel types at night, may be armed (i.e. with knives, gun-like object or steel bars), and have reportedly confronted crew members [out of 43 incidents in SS since Jan 2025, 26 reported armed, 5 reported with confrontation, and 1 reported with injury], and they usually steal engine parts and/or stores.
- Tugs and Barges – Perpetrators are usually unarmed, and steal scrap metal. The vessel type has been targeted in both daylight and in hours of darkness.

Recommended Actions for All Transiting Vessels

- Always remain vigilant, particularly when transiting known areas of concern in the Phillip Channel, and waters off Bintan and Batam. Prompt reporting to local authorities is important to enable timely responses, and can help prevent subsequent boardings on other transiting vessels.**
- 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 1st Edition MARSEC Charts Q6112 and Q6113 (dated 14 Nov 2024). Upon sighting of suspicious activities or perpetrators onboard, immediately report to local authorities and inform the IFC; do not confront perpetrators.

Contact IFC at +65 6594 5705 / 9626 8965 or information_fusion_centre@defence.gov.sg