



Monthly Summary of Theft, Robbery, and Piracy at Sea Incidents in the Singapore Strait (correct as at 1 Sep 2024)

Number of Incidents & Vessel Types			This Year to Date		
Incidents Occurred in Aug			Vessel Types	#	Incident Location
Date	#		Bulk Carrier	26	Phillip Channel
3 Aug 2024	1		Tug and Barge	5	Westbound Lane of TSS
5 Aug 2024	1		Tanker	3	Eastbound Lane of TSS
6 Aug 2024	1		Supply Vessel	1	Batam
11 Aug 2024	1		Incident Types		#
23 Aug 2024	1		Boarding	34	
27 Aug 2024	1		Attempted Boarding	0	
Incidents Reported in Aug (Delayed Reporting)			Suspicious Approach	1	
Date	#		Total Number of Incidents		#
-	-		Singapore Strait	31	
			Batam	4	

Legend:

- Bulk Carrier
- Tug and Barge
- Tanker
- Supply Vessel
- New Incident

Key Observations & Assessments

- Total six (6) incidents occurred in Aug 2024, of which two (2) in Phillip Channel, one (1) in Westbound lane of TSS, two (2) in Eastbound lane of TSS, and one (1) in Batam, Indonesia.
 - Phillip Channel: Of the two (2) incidents, one (1) involved confrontation with perpetrators armed with knives (6 Aug), however no injury was reported. Items such as ship stores were reportedly stolen in one (1) incident (6 Aug).
 - Westbound Lane of TSS: One (1) incident (23 Aug) involved Tug and Barge, and scrap metal was reportedly stolen; no confrontation or injury reported.
 - Eastbound Lane of TSS: Of the two (2) incidents, one (1) involved Tug and Barge reported scrap metal being stolen (5 Aug), and one (1) involved Bulk Carrier reported engine parts stolen (27 Aug). No confrontation or injury was reported in both incidents.
 - Batam: One (1) incident (3 Aug) involved Supply Vessel, and ship properties were reportedly stolen; no confrontation or injury reported. Of note, this is the first incident involving a Supply Vessel in this area.
- All incidents occurred during period of darkness except for one (1) in Eastbound Lane of TSS on 5 Aug at 0705am (UTC +8), and one (1) in Westbound Lane of TSS on 23 Aug at 1230pm (UTC +8). As such, ship masters are advised to remain vigilant when transiting known hotspots (Phillip Channel, waters off Batam and Bintan islands, and Batam Anchorages).
- Perpetrators continue to target vulnerable vessel types such as Bulk Carriers, and Tugs and Barges. Consistent with past trending, these vessels would remain preferred targets due to their ship characteristics (i.e. slow speed, and low freeboard). IFC assessed that the perpetrators' modus operandi would likely remain consistent with petty crime.

[Note: Since January 2024, there were a total of four (4) incidents off Batam, Indonesia (29 Feb, 5 and 25 June, and 3 Aug), it was assessed that these incidents were likely conducted by the same group of perpetrators operating in the SS. Vessels are encouraged to step up vigilance when transiting in the SS and also when anchored in ports/anchorages.]

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, operating in groups of up to 5-6 pax, using small boats to target slow-moving vessels (7-12 knots) with low freeboard (less than 8m).
- Bulk Carriers and Tankers – Perpetrators typically target the vessel types at night, may be armed (e.g. with knives or steel bars), and have reportedly confronted crew members (out of 31 incidents in SS since Jan 2024, 14 reported armed, and 4 reported with confrontation), and they usually steal engine parts and/or stores. The same group of perpetrators may target multiple vessels in the same night or over successive nights in the same area.
- Tugs and Barges – Perpetrators are usually unarmed, and steal scrap metal. The vessel type have 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.
- 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.