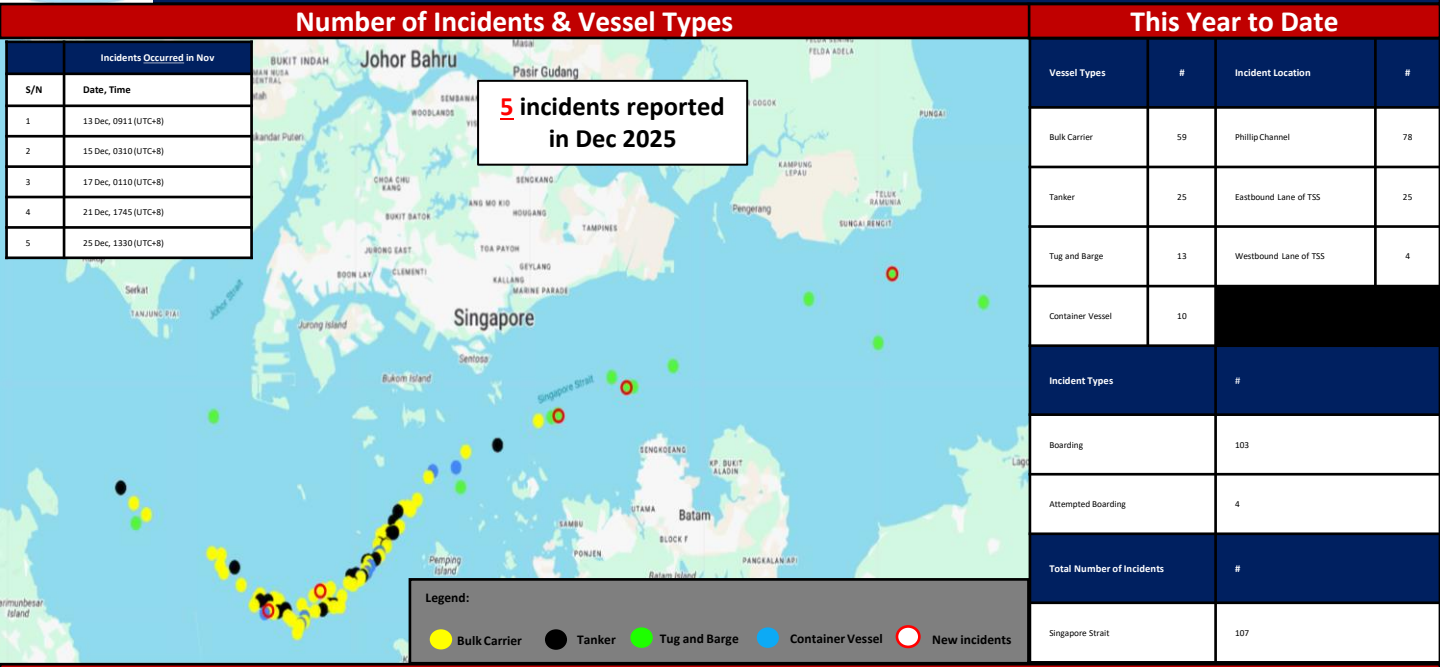




Key Observations & Assessments

- A total of 5 incidents were reported in Dec 2025 – two (2) in the Phillip Channel, two (2) in Eastbound Lane of Traffic Separation Scheme (TSS), and one (1) in Westbound Lane of TSS. Details as follows, based on the incident reports:
 - Phillip Channel:** Both incidents involved Bulk Carriers, and occurred in hours of darkness. Some perpetrators were reportedly armed with knives and batons, and boarded the vessels using 2-3 sampans. No confrontation nor injury reported. One (1) incident [15 Dec] reported engine spares stolen.
 - Eastbound Lane of TSS:** Both incidents involved Tugs and Barges, and occurred during daylight hours. The perpetrators were unarmed, and boarded the Barges using 4-6 sampans. No confrontation nor injury reported; some scrap metal stolen.
 - Westbound Lane of TSS:** Incident involved Tug and Barge, and occurred during daylight hours. The perpetrators were unarmed, and boarded the Barge using 2-3 sampans. No confrontation nor injury reported; some scrap metal stolen.
- Of note, all three (3) incidents involving Tug and Barges [13, 21, and 25 Dec] occurred in the TSS and in daylight. Tugs and Barges tend to be easier targets due to unmanned barges (perpetrators can easily climb on), slow speed, limited maneuverability, and predictable routes.
- Based on past trends, we can expect the incident numbers in Jan/Feb to remain similar to Dec 2025 due to the combined effects of (a) Northeast Monsoon, resulting in unfavorable fishing conditions in the South China Sea; and (b) upcoming festivities, adding to locals’ financial burden. As such, more locals may be tempted to resort to petty crime to supplement their income.
- As such, while regional authorities remain commitment to step up enforcement efforts, all vessels are strongly advised to maintain heightened vigilance and implement necessary ship protection measures at all times.

Modus Operandi: Remains Largely Consistent With Petty Crime

- Perpetrators may be armed, but usually avoid confrontation and flee immediately upon sighted by the crew. They typically operate in groups of 4-8 pax, using small boats to target slow-moving vessels (7-12 knots) with low to medium freeboard (less than 8m).
- Based on recent incident reports, 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 five nights [28 Feb, 30 Mar, 7 May, 5 Jun, and 1 Jul] where subsequent 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 107 incidents in SS since Jan 2025, 48 reported armed, 8 reported with confrontation, and 2 reported with injury], and they usually steal engine parts and/or stores.
- Tugs and Barges – Perpetrators are usually unarmed and come in large groups to steal scrap metal. The vessel type has been targeted in both daylight and during 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.
- All are highly encouraged to capture and share CCTV footage taken during the incidents with the regional authorities to support investigations.**
- 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.