



Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait (correct as at 01 March 2024)

Number of Incidents & Vessel Types			This Year to Date		
<div><div></div> New Incident, Bulk Carrier</div> <div><div></div> Bulk Carrier</div>			Incident Type	Incidents	Δ
Reported this Month			Boarding	6	3 ↑
3					
↓ -1.7 vs 12 month average			Grand total	6	3 ↑
Date			Vessel Type		
Incidents			Incidents		
Jan 31	1		Bulk Carrier	6	3 ↑
Feb 6	1				
Feb 20	1				
			Grand total	6	3 ↑

Key Observations and Assessments

- All three (3) incidents occurred in Phillip Channel during ship underway, with one (1) of the incidents Sea Robbery (31 Jan) involving six robbers armed with knives. Three (3) ships crew being tied up and ship's spare part were stolen. No Injuries in this incident.
- While two (2) of the incidents Sea Theft involved perpetrators, without confrontation nor injuries.
- All incidents occurred in hours of darkness (between 0200H and 0400H), which is consistent with past observations where perpetrators tend to conduct their activities under the cover of darkness to avoid detection. The IFC assesses that the perpetrators' modus operandi will remain similar. As such, prompt reporting to local authorities is important to enable timely response.

Modus Operandi: Remains Largely Consistent With Petty Crime

- Based on incident reports this year, perpetrators mostly avoided confrontation, and fled immediately upon being sighted by crew.
- Perpetrators may be armed, operating in group(s) of up to 5-6 pax using small boats to target slow-moving vessels (7-12 knots) with low freeboard (up to 8m).
- Bulk Carriers and Tankers – Perpetrators may be armed (*i.e. knives, and steel bars*) and *confrontation* (out of 56 incidents since Jan 2023, 25 reported armed, and 5 reported with confrontation), and they usually target engine parts and stores. Same group of perpetrators may target few vessels in succession, in the same night.
- Tugs and Barges – Perpetrators are usually unarmed, and target scrap metal. The vessel type could be targeted in both daylight and hours of darkness.

Recommended Actions for All Transiting Vessels

- Always remain vigilant, particularly when transiting known 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*.
- 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.