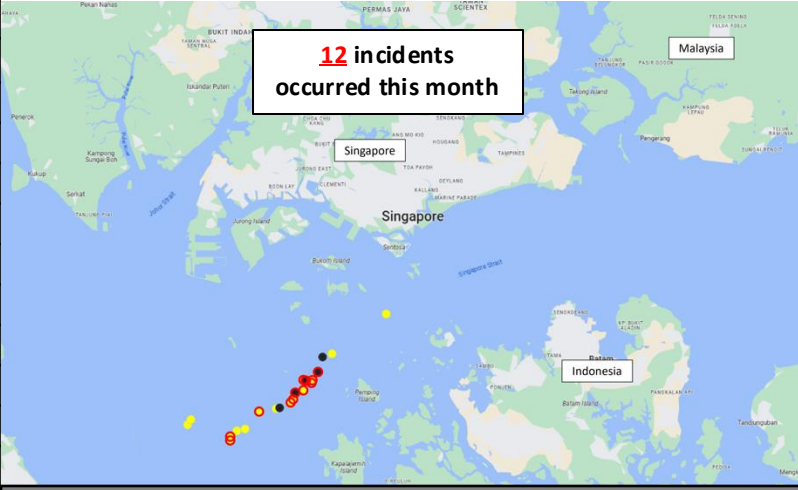







Monthly Summary of Theft, Robbery, and Piracy at Sea Incidents in the Singapore Strait (correct as at 1 Mar 2025)

Number of Incidents & Vessel Types				This Year to Date			
Incidents Occurred in Feb 2025				Vessel Types	#	Incident Location	#
Date, Time	#			Bulk Carrier	16	Phillip Channel	16
1 Feb, 0600 (UTC+8)	1			Tanker	5	Eastbound Lane of TSS	5
3 Feb, 0359 (UTC+8)	1			Incident Types	#		
3 Feb, 0415 (UTC+8)	1			Boarding	21		
12 Feb, 0250 (UTC+8)	1			Total Number of Incidents	#		
14 Feb, 0250 (UTC+8)	1			Singapore Strait	21		
16 Feb, 0200 (UTC+8)	1						
16 Feb, 0445 (UTC+8)	1						
22 Feb, 0310 (UTC+8)	1						
26 Feb, 0520 (UTC+8)	1						
28 Feb, 0030 (UTC+8)	1						
28 Feb, 0122 (UTC+8)	1	Legend:  Bulk Carrier  Tanker  Incidents in Feb					
28 Feb, 0650 (UTC+8)	1						

Key Observations & Assessments

- Total **12** incidents occurred in Feb 2025 – 10 in Phillip Channel, and two (2) in Eastbound lane of TSS. [Note: Referenced IFC Spot Commentary 1/25, three (3) incidents occurred in Phillip Channel in one night [28 Feb]; first time in 2025 that the IFC recorded three (3) incidents in one night in Singapore Strait; a similar occurrence was last recorded in 14 Nov 2024.]
- **Phillip Channel:** Of the 10 incidents, eight (8) involved perpetrators reportedly armed (i.e. knives, and “gun-like” objects) [3 – 0359 (UTC+8), and 0415 (UTC+8), 12, 14, 22, 28 – 0030, 0122, and 0650 (UTC+8) Feb], however two (2) incidents reported confrontation, and one (1) incident reported injury (CSO updated that crew has received treatment in Singapore, and his condition in stable). Items such as engine spare parts and ship stores reported stolen in four (4) incidents [3 – 0359 (UTC+8), and 0415 (UTC+8), 12, and 22 Feb].
- **Eastbound Lane of TSS:** Of the two (2) incidents, one (1) involved perpetrators reportedly armed with knives [16 Feb]. Items such as engine spare parts reported stolen in one (1) incident [16 Feb].
- The incident numbers in Feb 2025 is higher than Jan 2025 [nine (9) incidents]. Due to the combined effects of (a) prevailing Northeast Monsoon, resulting in unfavourable fishing conditions in the South China Sea; and (b) increased financial obligations leading up to festivities, the IFC expects incident numbers in Mar 2025 to remain high as locals may resort to petty crime to supplement their income.
- As such, all vessels should remain vigilant and take all necessary measures to deter perpetrators and prevent boarding. Where opportune, ship masters are encouraged to capture evidence of the incident in order to support authorities’ investigations. IFC will continue working with regional authorities to step up enforcement efforts in known areas of concern.

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. [Note: The high incident numbers may result in higher chances of confrontation, as such ship crew should avoid confronting the perpetrators for their own safety.]
- 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).
- 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 21 incidents in SS since Jan 2025, 16 reported armed, 1 reported with confrontation, and 1 reported with injury], 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, 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*.