



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

Number of Incidents & Vessel Types			This Year to Date																										
<div>Incidents Occurred in Jan 2025</div> <table><tr><th>Date, Time</th><th>#</th></tr><tr><td>8 Jan, 2025 (UTC+8)</td><td>1</td></tr><tr><td>9 Jan, 0540 (UTC+8)</td><td>1</td></tr><tr><td>16 Jan, 0237 (UTC+8)</td><td>1</td></tr><tr><td>19 Jan, 0509 (UTC+8)</td><td>1</td></tr><tr><td>22 Jan, 0403 (UTC+8)</td><td>1</td></tr><tr><td>26 Jan, 0135 (UTC+8)</td><td>1</td></tr><tr><td>26 Jan, 0215 (UTC+8)</td><td>1</td></tr><tr><td>28 Jan, 2355 (UTC+8)</td><td>1</td></tr><tr><td>29 Jan, 0105 (UTC+8)</td><td>1</td></tr></table> <div>Incidents Reported in Dec 2024 (Delayed Reporting)</div> <table><tr><th>Date, Time</th><th>#</th></tr><tr><td>-</td><td>-</td></tr></table>			Date, Time	#	8 Jan, 2025 (UTC+8)	1	9 Jan, 0540 (UTC+8)	1	16 Jan, 0237 (UTC+8)	1	19 Jan, 0509 (UTC+8)	1	22 Jan, 0403 (UTC+8)	1	26 Jan, 0135 (UTC+8)	1	26 Jan, 0215 (UTC+8)	1	28 Jan, 2355 (UTC+8)	1	29 Jan, 0105 (UTC+8)	1	Date, Time	#	-	-	<div>9 incidents occurred this month</div> <div>Legend: ● Bulk Carrier ● Tanker ● Incidents in Jan</div>		
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Date, Time	#																												
-	-																												
			Vessel Types	#	Incident Location	#																							
			Bulk Carrier	8	Phillip Channel	6																							
			Tanker	1	Eastbound Lane of TSS	3																							
			Incident Types		#																								
			Boarding		9																								
			Total Number of Incidents		#																								
			Singapore Strait		9																								

## Key Observations & Assessments

- Total nine (9) incidents occurred in Jan 2025 – six (6) in Phillip Channel, and three (3) in Eastbound lane of TSS. Of note, no confrontation and injury were reported for all incidents.
- Phillip Channel: Of the six (6) incidents, four (4) involved perpetrators reportedly armed (i.e. knives, and “gun-like” objects) [8, 16, 22, and 26 – 0215 (UTC+8) Jan]. Items such as engine spare parts and ship stores were reported stolen in two (2) incidents [22, and 29 Jan].
- Eastbound Lane of TSS: All three (3) incidents involved perpetrators reportedly armed (i.e. knives, and “gun-like” objects). Items such as engine spare parts were reported stolen in one (1) incident [9 Jan].
- The incident numbers in Jan 2025 is similar to Dec 2024 [nine (9) incidents]. Due to prevailing Northeast Monsoon, resulting in unfavourable fishing conditions, the IFC expects incident numbers in Feb 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. 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.
- 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 nine (9) incidents in SS since Jan 2025, 7 reported armed, and 0 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, 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 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*.