



Monthly Summary of Theft, Robbery, and Piracy at Sea Incidents in the Singapore Strait (correct as at 1 Feb 2026)

Number of Incidents & Vessel Types

Incidents Occurred in Nov	
S/N	Date, Time
1	5 Jan, 1341 (UTC+8)
2	16 Jan, 1339 (UTC+8)
3	17 Jan, 0354 (UTC+8)
4	19 Jan, 1455 (UTC+8)

This Year to Date

Vessel Types	#	Incident Location	#
Bulk Carrier	1	Phillip Channel	1
Tanker	-	Eastbound Lane of TSS	3
Tug and Barge	3	Westbound Lane of TSS	-
Container Vessel	-		

Incident Types	#
Boarding	4
Attempted Boarding	-
Total Number of Incidents	#
Singapore Strait	4

Key Observations & Assessments

- Total **4** incidents occurred in Jan 2026 – three (3) in Eastbound Lane of Traffic Separation Scheme (TSS) and 1 off Phillip Channel. Details as follows:
 - Eastbound Lane of TSS:** The three (3) 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 were reportedly stolen. This modus operandi is consistent with past trends involving Tugs with laden Barges that were unmanned as they tend to be easier targets due to slow speed, limited maneuverability, and predictable routes.
 - Phillip Channel:** The one (1) incident involved a Bulk Carrier. Perpetrators were reportedly armed with knives. Of note, no confrontation, injury or stolen items were reported. This incident occurred in hours of darkness which is consistent with past observations where perpetrators tend to conduct boardings under the cover of darkness to avoid detection.
- Based on past trends, we can expect the incident numbers in Feb 2026 to be comparable to Jan 2026 due to the combined effects of (1) Northeast Monsoon, resulting in unfavorable fishing conditions in the South China Sea; and (2) upcoming festivities, adding to locals' financial burden. As such, more locals may resort to petty crime to supplement their income.
- Hence, while regional authorities remain committed to step up enforcement efforts, all vessels are strongly advised to maintain heightened vigilance when transiting known areas of concern, and implement necessary ship protection measures to deter potential perpetrators and prevent unauthorised boarding.

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. They also tend to steal engine parts and/or stores. *[Note: 48 out of the 107 incidents in 2025 involved armed perpetrators. However, only 8 resulted in confrontation, and 2 reported with injury]*
- Tugs and Barges – Perpetrators are usually unarmed and 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 (particularly those that show the facial features of perpetrators) 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.