



Monthly Summary of Theft, Robbery, and Piracy at Sea Incidents in the Singapore Strait (correct as at 1 August 2024)

| Number of Incidents & Vessel Types | | This Year to Date | | | | |
|--|---|--|--|----|-----------------------|----|
| Incidents Occurred in July | | <div><p>Legend:</p><ul style="list-style-type: none">Bulk CarriersTugs and BargesTankersNew Incidents</div> | | | | |
| Date | # | | | | | |
| 8 July 2024 | 1 | | | | | |
| 15 July 2024 | 1 | | | | | |
| 16 July 2024 | 1 | | | | | |
| 23 July 2024 | 1 | | | | | |
| 29 July 2024 | 2 | | | | | |
| Incidents Reported in July (Delayed Reporting) | | Incident Types | | | | |
| Date | # | Vessel Types | | # | Incident Location | # |
| 15 June 2024 | 1 | Bulk Carrier | | 23 | Phillip Channel | 24 |
| 25 June 2024 | 1 | Tug and Barge | | 3 | Eastbound Lane of TSS | 2 |
| | | Tanker | | 3 | Batam | 3 |
| | | Boarding | | 28 | | |
| | | Attempted Boarding | | 0 | | |
| | | Suspicious Approach | | 1 | | |
| | | Total Number of Incidents | | # | | |
| | | Singapore Strait | | 26 | | |
| | | Batam | | 3 | | |

Key Observations & Assessments

- Total six (6) incidents occurred in July 2024, of which five (5) in Phillip Channel, and one (1) in Eastbound Lane of TSS. Of note, this month recorded the highest number of incident occurrences within a month in this year.
 - Phillip Channel: Amongst the five (5) incidents, three (3) involved armed perpetrators (16, 23 and 29 July), of which one incident (16 July) involved confrontation with perpetrators allegedly armed with knives and/or "gun-like" objects, however no injury was reported. In two (2) incidents (16 and 23 July), items such as engine parts and ship stores were reportedly stolen.
 - Eastbound Lane of TSS: One (1) incident (15 July) involved Tug and Barge, and scrap metal was reportedly stolen; no confrontation and injury reported.
- In addition, two (2) incidents occurred in June 2024, but were reported in July 2024 due to delayed reporting by ship master.
 - Eastbound Lane of TSS: One (1) incident (15 June) involved a suspicious sampan accelerating towards a merchant vessel.
 - Batam: One (1) incident (25 June) involved confrontation, and one ship crew sustained minor injury to his hand.
- All incidents occurred during period of darkness except for one (1) incident in Eastbound Lane of TSS on 15 June at 0433pm (UTC +8), as such ship masters are advised to remain vigilant when transiting known hotspots (Phillip Channel, waters off Batam and Bintan islands, and Batam Anchorages).
- Perpetrators continue to target vulnerable vessel types such as Bulk Carriers, and Tugs and Barges. Consistent with past trending, these vessels would remain preferred targets due to their ship characteristics (i.e. slow speed, and low freeboard). IFC assessed that the perpetrators' modus operandi would likely remain consistent with petty crime.

[Note: Since January 2024, there were a total of three (3) incidents off Batam, Indonesia (29 Feb, and 5, and 25 June), it was assessed that these incidents were likely conducted by the same group of perpetrators operating in the SS. Vessels are encouraged to step up vigilance when transiting in the SS and also when anchored in ports/anchorages.]

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, operating in groups of up to 5-6 pax, using small boats to target slow-moving vessels (7-12 knots) with low freeboard (less than 8m).
- Bulk Carriers and Tankers – Perpetrators typically target the vessel types at night, may be armed (e.g. with knives or steel bars), and have reportedly confronted crew members (out of 25 incidents in SS since Jan 2024, 13 reported armed, and 3 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.
- 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.