



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

Number of Incidents & Vessel Types					This Year to Date			
Incident's Occurred in Jun					Vessel Types	#	Incident Location	#
S/N	Date, Time				Malaysia			
1	1 Jul, 0020 (UTC+8)				Bulk Carrier	52	Phillip Channel	70
2	1 Jul, 0150 (UTC+8)				Tanker	23	Eastbound Lane of TSS	19
3	1 Jul, 0430 (UTC+8)				Tug and Barge	7	Westbound Lane of TSS	3
4	3 Jul, 0020 (UTC+8)				Container Vessel	10		
5	4 Jul, 0335 (UTC+8)				Incident Types	#		
6	4 Jul, 0438 (UTC+8)				Boarding	88		
7	4 Jul, 2250 (UTC+8)				Attempted Boarding	4		
8	6 Jul, 0035 (UTC+8)				Total Number of Incidents	#		
9	6 Jul, 2030 (UTC+8)				Singapore Strait	92		
10	6 Jul, 2212 (UTC+8)							
11	7 Jul, 0015 (UTC+8)							
12	7 Jul, 0330 (UTC+8)							
13	8 Jul, 0200 - 0400 (UTC+8)							
14	9 Jul, 0220 (UTC+8)							

- ### Key Observations & Assessments
- There were 14 incidents reported in Jul 2025; all occurred in the Phillip Channel. Of note, two (2) incidents were attempted boarding [S/N: 1 and 10], involving multiple perpetrators who tried to board the vessel(s) but fled upon being sighted by the ship crew and/or after the ship's alarm was sounded. [Note: Three (3) incidents were reported in the Phillip Channel on the night of 1 Jul. This marked the fifth instance in 2025 where the IFC recorded three incidents within a single night in the Singapore Strait. The most recent similar occurrence was on 5 Jun 2025.]
 - Of the 14 incidents, three (3) incidents [S/N: 4, 8 and 11] involved perpetrators reportedly armed (i.e. with knives, "gun-like" objects); however, no confrontation and crew injury were reported. Of note, five (5) incidents [S/N: 2, 5, 6, 13 and 14] reported engine spares stolen.
 - All the incidents occurred in hours of darkness, consistent with past observations that perpetrators tend to exploit limited visibility and reduced crew responsiveness to board vessels.
 - Notably, there were no incidents since 10 Jul 2025. This is likely due to the effective joint operations conducted by Indonesian authorities on 9 and 10 Jul 2025, arresting 11 individuals allegedly involved in a series of TRAPS incidents in the SS.
 - We expect incident numbers in Aug 2025 to remain low, provided regional authorities continue their enforcement efforts in known areas of concern. Nonetheless, all vessels are strongly advised to maintain heightened vigilance and implement necessary ship protection measures to deter potential perpetrators and prevent unauthorised boarding.

- ### Modus Operandi: Remains Largely Consistent With Petty Crime
- Perpetrators usually avoid confrontation and flee immediately upon being sighted by crew. Perpetrators may be armed, usually operating in groups of 4-8 pax, using small boats to target and board slow-moving vessels (7-12 knots) with low to medium freeboard (less than 8m).
 - It is highly possible that the same group of perpetrators may target multiple vessels in the same vicinity within a single night or across successive nights. [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 after 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 [out of 92 incidents in SS since Jan 2025, 45 reported armed, 6 reported with confrontation, and 2 reported with injury], and they usually steal engine parts and/or stores.
 - Tugs and Barges – Perpetrators are usually unarmed and steal scrap metal. The vessel type has 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.
 - All are highly encouraged to capture and share CCTV footage 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.