



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

Number of Incidents & Vessel Types		This Year to Date			
Incidents Occurred in Jun					
S/N	Date, Time				
1	3 Jun, 01:26 (UTC+8)	Bulk Carrier	44	Phillip Channel	57
2	3 Jun, 04:35 (UTC+8)	Tanker	19	Eastbound Lane of TSS	18
3	5 Jun, 01:52 (UTC+8)	Tug and Barge	7	Westbound Lane of TSS	3
4	5 Jun, 03:30 (UTC+8)	Container Vessel	8		
5	5 Jun, 04:40 (UTC+8)	Incident Types			
6	7 Jun, 02:30 (UTC+8)	Boarding	76		
7	7 Jun, 13:30 (UTC+8)	Attempted Boarding	2		
8	12 Jun, 04:00 (UTC+8)	Total Number of Incidents	#		
9	13 Jun, 2:30 (UTC+8)	Singapore Strait	78		
10	13 Jun, 2:30 (UTC+8)				
11	15 Jun, 00:03 (UTC+8)				
12	17 Jun, 00:54 (UTC+8)				
13	18 Jun, 2:23 (UTC+8)				
14	22 Jun, 0:33 (UTC+8)				
15	27 Jun, 00:02 (UTC+8)				
16	28 Jun, 00:05 (UTC+8)				
Incidents Reported in May (Delayed Reporting)					
8 May, 07:30 (UTC+8)					

Key Observations & Assessments

- A total of 16 incidents occurred in Jun 2025 – thirteen (13) in Phillip Channel, and three (3) in Eastbound Lane of TSS. Of note, majority of the incidents occurred in hours of darkness, and only one (1) incident [7 Jun] occurred during daytime [1310 (UTC+8)]. This is consistent with past observations where perpetrators tend to take advantage of limited visibility and reduced crew responsiveness to board vessels. *[Note: Three (3) incidents were reported in Phillip Channel on the night of 5 Jun. This marked the fourth instance in 2025 where the IFC recorded three incidents within a single night in the Singapore Strait. The most recent similar occurrence was on 7 May 2025.]*
 - Phillip Channel:** Of the 13 incidents, eight (8) incidents [S/N: 4, 5, 8, 10, 11, 14, 15, and 16] 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: 8, 10, 14, 15, and 16] reported items stolen (i.e. engine spares, paint drums, breathing apparatus, charging air compressor).
 - Eastbound Lane of TSS:** No confrontation and injury were reported in the three (3) incidents. Of note, one (1) incident [7 Jun – 1310 (UTC+8)] reported scrap metal stolen.
- In addition, one (1) incident occurred in the Westbound Lane of TSS in May 2025, but was reported in Jun 2025 due to delayed reporting by ship master. Of note, the incident involved a tug and barge, however no confrontation and injury were reported. Some ship stores were reportedly stolen.
- The incident numbers in Jun 2025 is comparable to May 2025 [17 incidents], which is likely due to the increased financial obligations leading up to festivities (Jun 2025), causing locals to resort to petty crime to ease their financial burden.
- Based on past trends, we expect incident numbers in Jul 2025 to be higher than the previous three months due to the upcoming Southwest Monsoon (Jul to Sep), which may cause unfavourable fishing conditions in the South China Sea, and affect fishing yield. This may result in more locals resorting to petty crime in coastal waters to supplement their income. As such, all vessels are strongly advised to maintain a high level of vigilance and implement all necessary ship protection measures to deter potential perpetrators and prevent unauthorised boarding. The IFC will continue to work with regional authorities to step up enforcement efforts in known areas of concern.

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 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 four nights [28 Feb, 30 Mar, 7 May, and 5 Jun] where multiple 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 [out of 78 incidents in SS since Jan 2025, 42 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.
- When opportune, ship masters are highly encouraged to capture CCTV footage/pictures during the incidents, and share these evidences expeditiously 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.