



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

Incidents Occurred in Mar

Date, Time	#
3 Mar, 0500 (UTC+8)	1
7 Mar, 2000 (UTC+8)	1
11 Mar, 0240 (UTC+8)	1
16 Mar, 0001 (UTC+8)	1
17 Mar, 0550 (UTC+8)	1
19 Mar, 0330 (UTC+8)	1
23 Mar, 0138 (UTC+8)	1
26 Mar, 0118 (UTC+8)	1
28 Mar, 0630 (UTC+8)	1
29 Mar, 0408 (UTC+8)	1
29 Mar, 0515 (UTC+8)	1
30 Mar, 0015 (UTC+8)	1
30 Mar, 0143 (UTC+8)	1
30 Mar, 0255 (UTC+8)	1

Vessel Types	#	Incident Location	#
Bulk Carrier	20	Phillip Channel	21
Tanker	8	Eastbound Lane of TSS	12
Tug and Barge	3	Westbound Lane of TSS	2
Container Vessel	4		
Incident Types	#		
Boarding	34		
Attempted Boarding	1		
Total Number of Incidents	#		
Singapore Strait	35		

## Key Observations & Assessments

- Total 14 incidents occurred in Mar 2025 – five (5) in Phillip Channel, seven (7) in Eastbound Lane of TSS, and two (2) in Westbound Lane of TSS. *[Note: There was an attempted boarding in one (1) incident [26 Mar], which involved perpetrators’ attempt to board the vessel but their attempt was foiled after the ship crew had raised the alarm, causing the perpetrators to flee.]*
- Phillip Channel:** Of the five (5) incidents, four (4) incidents [3, 11, 19, and 30 – 0015 (UTC+8) Mar] involved perpetrators reportedly armed (i.e. knives, “gun-like” objects), however, no confrontation and injury reported. Three (3) incidents [3, 19, and 30 – 0255 (UTC+8) Mar] reported engine parts stolen.
- Eastbound Lane of TSS:** Of the seven (7) incidents, two (2) incidents [23 and 28 Mar] involved perpetrators reportedly armed (i.e. knives, “gun-like” objects), however one (1) incident [28 Mar] reported confrontation (two ship crew tied up, but no injury). Of note, two (2) incidents [7 and 28 Mar] reported scrap metal, and engine parts stolen respectively.
- Westbound Lane of TSS:** Both incidents involved Tugs and Barges; items such as a gangway [16 Mar], and scrap metal [17 Mar] were reported stolen.
- The incident numbers in Mar 2025 is comparable to Feb 2025 [12 incidents], which is likely due to the combined effects of (1) Northeast Monsoon (Dec to Mar), resulting in unfavourable fishing conditions in the South China Sea (SCS); and (2) increased financial obligations leading up to festivities (Feb to Mar).
- With the Northeast Monsoon abating, weather conditions in the SCS are likely to improve, enabling fishing activities to resume. Based on past trends, we can expect incident numbers to decline in the coming months if regional authorities step up enforcement efforts in known areas of concern. Notwithstanding, all vessels should remain vigilant and take all necessary measures to deter perpetrators and prevent boarding. When opportune, ship masters are encourage to capture evidence of the incident in order to support authorities’ investigations.

## 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).
- The same group of perpetrators may target multiple vessels in the same night or over successive nights in the same area. *[Note: Based on incident reports in 2025, there were two nights [28 Feb, and 30 Mar] 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 35 incidents in SS since Jan 2025, 22 reported armed, 2 reported with confrontation, and 1 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.
- 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.