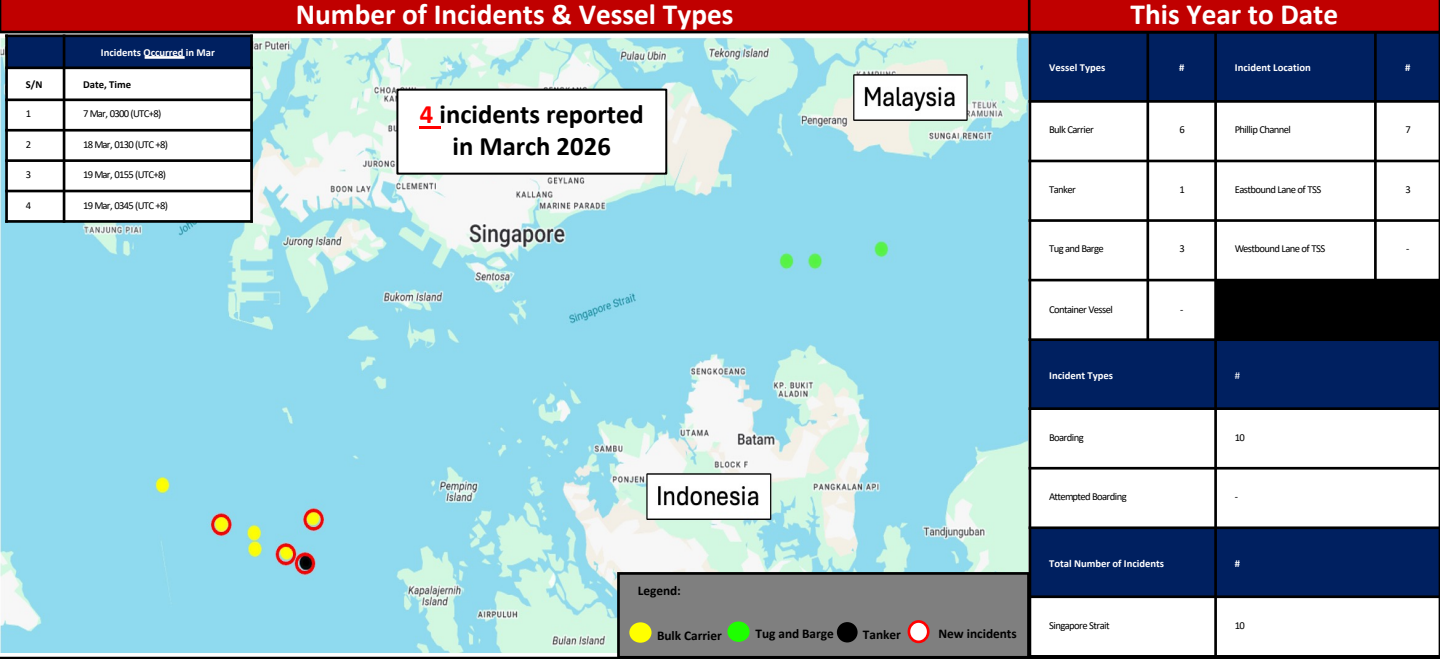




Key Observations & Assessments

- Total 4 incidents were reported in March 2026 – All incidents occurred in the Phillip Channel.
 - All incidents occurred during hours of darkness, and are consistent with past observations where perpetrators utilise cover of darkness to reduce likelihood of detection and conduct boardings in the Phillip Channel.
 - Of note, one crew member sustained minor injury in the incident on 19 March at 0155H (UTC+8).
- With the Northeast Monsoon abating, weather conditions are likely to improve, enabling the resumption of fishing activities. Based on past trends, we can expect incident numbers to decline in the coming months. Notwithstanding, all vessels are strongly advised to maintain heightened vigilance and implement necessary ship protection measures at all times. Timely reporting and the preservation of evidence remain essential to support follow-on investigations and strengthen overall deterrence.

Modus Operandi: Remains Largely Consistent With Petty Crime

- Perpetrators may be armed, but generally avoid confrontation and tend to fled immediately when detected by crew. They typically operate in small groups of 4 to 8 persons, using small boats to target slow-moving vessels (7–12 knots) with low to medium freeboard (below 8 meters).
- Recent observations suggest that the same group of perpetrators may conduct multiple attempts within a single night or over consecutive nights in the same vicinity. This indicates a persistent and opportunistic approach, particularly when earlier attempts are unsuccessful.
- The majority of incidents involved bulk carriers and tankers, which continue to be the preferred targets, especially during hours of darkness. Perpetrators may be armed (e.g. knives, gun-like objects or metal bars) and, in some cases, have confronted crew members. Reported thefts mainly involve engine parts and ship stores. Based on available data since January 2026, a proportion of incidents involved armed perpetrators, with fewer cases escalating to confrontation or injury.
- In contrast, incidents involving tugs and barges show a different pattern. Perpetrators are generally unarmed and tend to target scrap materials, with incidents occurring in daylight condition.

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 and arrests.**
- 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.