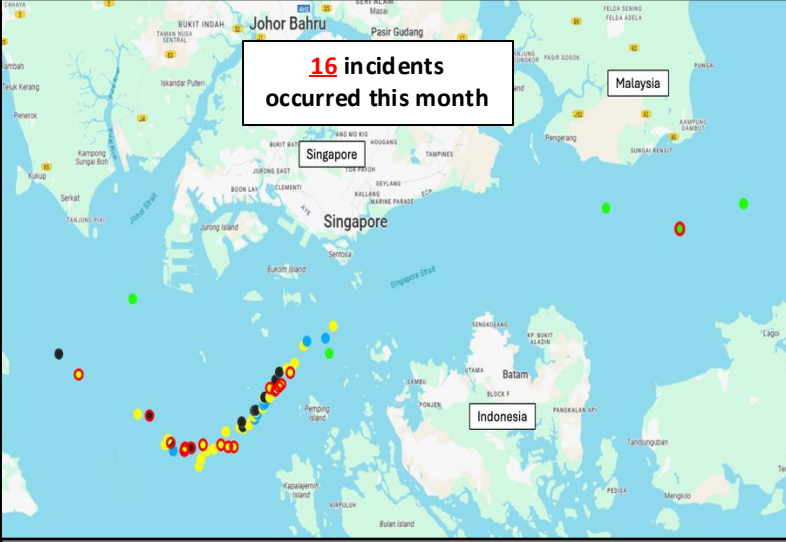




Monthly Summary of Theft, Robbery, and Piracy at Sea Incidents in the Singapore Strait (correct as at 1 Jun 2025)

Number of Incidents & Vessel Types				This Year to Date			
Incidents Occurred in May				Vessel Types	#	Incident Location	#
Date, Time	#						
2 May, 02:55 (UTC+8)	1			Bulk Carrier	33	Phillip Channel	43
2 May, 06:30 (UTC+8)	1			Tanker	15	Eastbound Lane of TSS	15
5 May, 03:30 (UTC+8)	1			Tug and Barge	5	Westbound Lane of TSS	2
7 May, 02:45 (UTC+8)	1			Container Vessel	7		
7 May, 03:20 (UTC+8)	1			Incident Types			
7 May, 04:03 (UTC+8)	1			Boarding	59		
14 May, 0:22 (UTC+8)	1			Attempted Boarding	1		
17 May, 0:143 (UTC+8)	1			Total Number of Incidents	#		
20 May, 0:345 (UTC+8)	1			Singapore Strait	60		
22 May, 0:220 (UTC+8)	1						
22 May, 0:330 (UTC+8)	1						
23 May, 0:112 (UTC+8)	1						
23 May, 0:356 (UTC+8)	1						
25 May, 0:302 (UTC+8)	1						
27 May, 0:140 (UTC+8)	1						
30 May, 0:530 (UTC+8)	1						
Incidents Reported in Apr (Delayed Reporting)		Legend:					
21 Apr, 00:00 (UTC+8)	1	Bulk Carrier Tanker Tug and Barge Container Vessel Other					

Key Observations & Assessments

- Total 16 incidents occurred in May 2025 – 15 in Phillip Channel, and one (1) in Eastbound Lane of TSS. Of note, all the incidents occurred in hours of darkness, with two (2) incidents occurring close to sunrise (0630H) [2 and 30 May]. This is consistent with past observations where perpetrators tend to take advantage of limited visibility and reduced crew responsiveness to conduct boardings. [Note: Three (3) incidents occurred in Phillip Channel in one night [7 May]; third time in 2025 that the IFC recorded three (3) incidents in one night in Singapore Strait; a similar occurrence was last recorded on 30 Mar 2025.]
- Phillip Channel:** Of the 15 incidents, six (6) incidents [7 – 0403 (UTC+8), 17, 20, 22 23, and 27 May] involved perpetrators reportedly armed (i.e. knives, “gun-like” objects), however one (1) incident [27 May] involved confrontation, and one crew sustained minor injury to the head. Of note, four (4) incidents [2, 14, 20, and 23 – 0156 (UTC+8) May] reported items stolen (i.e. engines spare parts, lube oil drums).
- Eastbound Lane of TSS:** One (1) incident [30 May] involved a tug and barge, however, no confrontation and injury were reported. Nothing was reported stolen.
- In addition, one (1) incident occurred in the Eastbound Lane of TSS in Apr 2025, but was reported in May 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 scrap metals were reportedly stolen.
- The incident numbers in May 2025 is higher than Apr 2025 [eight (8) 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 can expect incident numbers in Jun 2025 to be lower than the earlier months of this year due to better weather conditions in the South China Sea, enabling fishing activities to resume. Notwithstanding, all vessels should remain vigilant and take all necessary ship protections measures to deter perpetrators and prevent boarding. When opportune, ship masters are encouraged to capture evidence of the incident to support authorities’ investigations. [Note: May 2025 recorded the highest number of incidents per month in recent years, and IFC will continue to monitor the situation and work with regional authorities to step up enforcement efforts in known areas of concern.]

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).
- It is highly possible that the same group of perpetrators may target multiple vessels within a single night or across successive nights in the same vicinity. [Note: Based on incident reports in 2025, there were three nights [28 Feb, 30 Mar, and 7 May] 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 60 incidents in SS since Jan 2025, 35 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.
- 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.