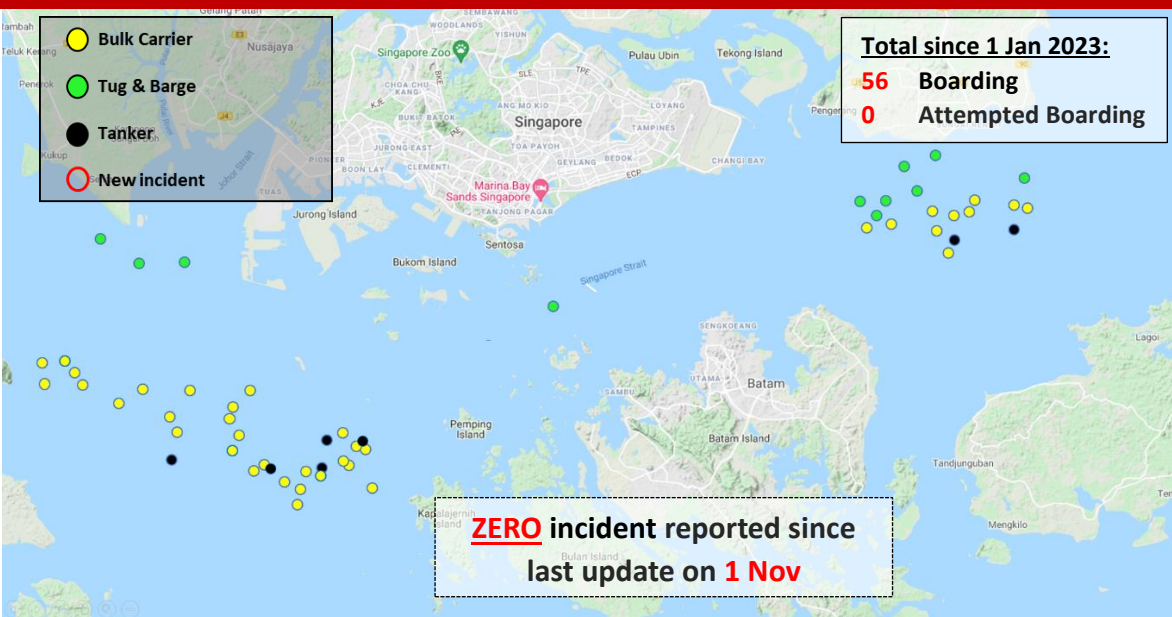


Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait (correct as at 1 Dec 2023)

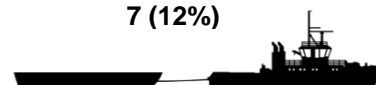
Number of Incidents & Vessel Types



Bulk Carriers
38 (68%)



Tankers
7 (12%)



Tugs & Barges
11 (20%)

Key Observations and Assessments

- ZERO** incident occurred in Nov 2023. Of note, this is the first time since Dec 2020 where there is no incident recorded in a month.
- While there is **ZERO** incidents in Nov 2023, it is assessed that perpetrators still retain the capability and possible intent to board vessels that are transiting known hotspots (i.e. Phillip Channel, Waters off Batam and Bintan).
- Majority of past incidents in 2023 have occurred in hours of darkness (between 2100H to 0600H), which is consistent with past observations where perpetrators tend to conduct opportunistic boardings under the cover of darkness to avoid detection. The IFC assesses that the perpetrators' modus operandi will remain similar. As such, prompt reporting to local authorities is important to enable timely response.

Modus Operandi: Remains Largely Consistent With Petty Crime

- Based on incident reports this year, perpetrators mostly avoided confrontation, and fled immediately upon being sighted by crew.
- Perpetrators may be armed, operating in group(s) of up to 5 pax using small boats to target slow-moving vessels (7-12 knots) with low freeboard (up to 8m).
- Bulk Carriers and Tankers** – Perpetrators may be armed (i.e. knives, and steel bars) and confrontation (*out of 56 incidents since Jan 2023, 25 reported armed, and 5 reported with confrontation*), and they usually target ships' engine parts and stores. Same group of perpetrators may target few vessels in succession, in the same night.
- Tugs and Barges** – Perpetrators are usually unarmed, and target scrap metal. The vessel type could be targeted in both daylight and hours of darkness.

Recommended Actions for All Transiting Vessels

- Always remain vigilant, particularly when transiting known areas of concern in the Phillip Channel, and off Bintan and Batam.
- 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 4th Edition MARSEC Charts Q6112 and Q6113. Upon sighting of suspicious activities or perpetrators onboard, immediately report to local authorities and inform the IFC; do not confront perpetrators.