



Monthly Summary of Theft, Robbery, and Piracy at Sea Incidents in the Singapore Strait (correct as at 1 Dec 2024)

Number of Incidents & Vessel Types

Incidents Occurred in Nov

Date, Time	#
13 Nov, 1120 (UTC+8)	1
13 Nov, 0440 (UTC+8)	1
14 Nov, 0248 (UTC+8)	1
14 Nov, 0346 (UTC+8)	1
14 Nov, 0507 (UTC+8)	1
17 Nov, 0400 (UTC+8)	1
19 Nov, 2249 (UTC+8)	1
20 Nov, 0510 (UTC+8)	1
23 Nov, 0150 (UTC+8)	1
24 Nov, 0100 (UTC+8)	1
26 Nov, 0001 (UTC+8)	1

Incidents Reported in Oct (Delayed Reporting)

Date, Time	#
25 Oct, 0100 (UTC+8)	1

11 incidents occurred this month

Legend:
● Bulk Carrier ● Tug and Barge ● Tanker ● Supply Vessel ● Incidents in Nov

This Year to Date

Vessel Types	#	Incident Location	#
Bulk Carrier	43	Phillip Channel	44
Tug and Barge	6	Westbound Lane of TSS	4
Tanker	7	Eastbound Lane of TSS	5
Supply Vessel	1	Batam Anchorage/Port	4

Incident Types	#
Boarding	56
Attempted Boarding	0
Suspicious Approach	1

Total Number of Incidents	#
Singapore Strait	53
Batam Anchorage/Port	4

Key Observations & Assessments

- Total eleven (11) incidents occurred in Nov 2024 – all incidents occurred in Phillip Channel. [Note: Referenced IFC Spot Commentary 3/24 on 15 Nov 2024, three (3) incidents occurred in Phillip Channel in one night [14 Nov] between 0250 (UTC+8) and 0507 (UTC+8). Based on the proximity of incident locations, time intervals, and number of perpetrators observed (5 to 8 pax), it is likely that the same group of perpetrators were involved in all the incidents. This is the third time in 2024 that IFC recorded three (3) incidents in one night in the Singapore Strait (SS); the first was on 14 Sep, and the second was on 18 Oct.]
 - Of all the incidents, seven (7) involved armed perpetrators (i.e. knives, steel rods and “gun-like object”) [13 – 0440 (UTC+8), 14 – 0248 (UTC+8), 0355 (UTC+8), and 0507 (UTC+8), 20, 23 and 24 Nov], however two (2) involved confrontation with perpetrators [14 Nov – 0507 (UTC+8) incident, a crew member was reportedly hit on the head and tied up; and 20 Nov incident, a crew member was tied up with a rubber tube.]
 - No injury was reported in all the incidents, and three (3) incidents [13 – 1120 (UTC+8), and 0440 (UTC+8), and 14 – 0507 (UTC+8) Nov] reported engine parts stolen.
 - All the incidents in Nov 2024 occurred ~7nm northwest of Kepulauan Riau Island, which is a known area of concern within the Phillip Channel. Vessels transiting this area and heading towards the SS typically decrease speed significantly when turning, making them susceptible to attacks.
- In addition, one (1) incident occurred in the Phillip Channel on 25 Oct 2024, but was reported in Nov 2024 due to delayed reporting by ship master. The incident involved confrontation with perpetrators (reportedly armed with knives), however, no injury was reported. Items such as ship spares were reportedly stolen.
- The incident numbers in Nov 2024 is higher than Oct 2024 (seven (7) incidents). Of note, the eleven (11) incidents in Nov 2024 is the highest number of incidents recorded within a month in recent years. In line with IFC’s expectation for Q4 2024, where we expect locals to resort to petty crimes in coastal waters due to the combined effects of (1) unfavorable weather in the South China Sea impacting fishing yields, and (2) increased financial obligations leading up to year-end festivities.
- Based on past trends, IFC assesses that the incident numbers in Dec 2024 are likely to remain comparable to Nov 2024. Notwithstanding, all vessels should remain vigilant and take all necessary measures to deter perpetrators and prevent boarding. IFC will continue working with regional authorities to step up enforcement efforts in known areas of concern.

[Note: Since Jan 2024, there was a total of four (4) incidents off Batam, Indonesia (29 Feb, 5 and 25 June, and 3 Aug), it was assessed that these incidents were likely conducted by the same group of perpetrators operating in the SS. Vessels are encouraged to step up vigilance when transiting in the SS and also when anchored in ports/anchorages.]

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).
- Bulk Carriers and Tankers – Perpetrators typically target the vessel types at night, may be armed (e.g. with knives or steel bars), and have reportedly confronted crew members (out of 53 incidents in SS since Jan 2024, 28 reported armed, and 8 reported with confrontation), and they usually steal engine parts and/or stores. The same group of perpetrators may target multiple vessels in the same night or over successive nights in the same area.
- Tugs and Barges – Perpetrators are usually unarmed, and steal scrap metal. The vessel type have 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 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*.

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