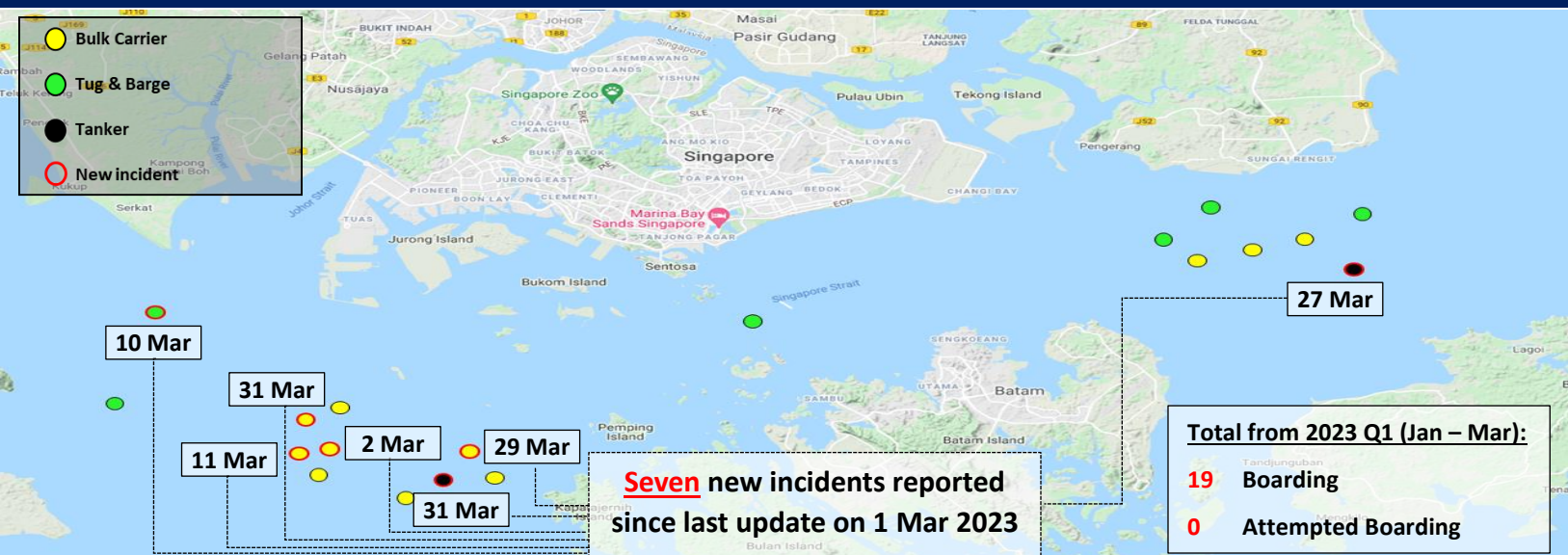
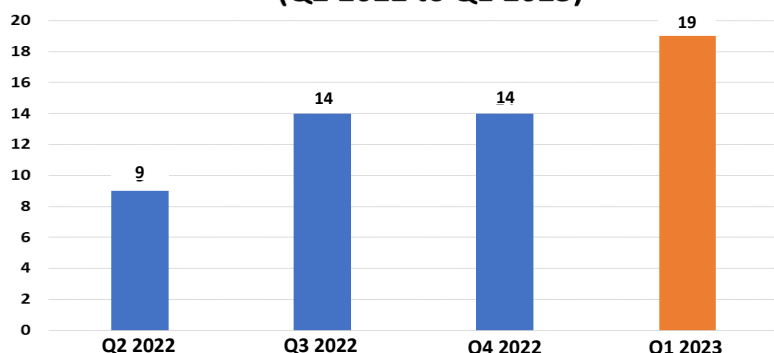


Quarterly Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait – Q1 (correct as at 31 Mar 2023)

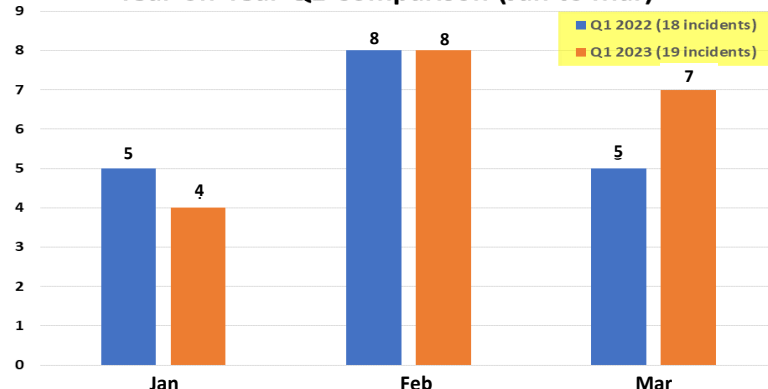


Key Observations and Assessments

Quarter-on-Quarter Comparison (Q2 2022 to Q1 2023)



Year-on-Year Q1 Comparison (Jan to Mar)



- Summary of the Seven Incidents in Mar.** Five occurred in Phillip Channel, one occurred in Eastbound Lane of Traffic Separation Scheme (TSS), and one occurred in Westbound Lane of TSS. In three of the incidents, items such as scrap metal and spare parts were reported stolen. Perpetrators reportedly armed with knives in three incidents (27, 29 and 31 Mar); however, no confrontation or injury reported in all the incidents.
- Overview of Q1 2023 (Jan to Mar).** Total of 19 incidents recorded in Q1 2023, which is higher than past few Qs in 2022. A contributing factor to the increase may be due to the Northeast Monsoon (Oct to Mar), causing unfavourable fishing conditions, affecting fishing yields; this could drive some locals to petty crime to supplement their income. In most of the incidents, there were no confrontation and/or injury reported. Items reported stolen, if any, were typically scrap metal and engine parts.
 - All the incidents occurred in **identified hotspots**. Majority occurred in Phillip Channel, and off Batam and Bintan.
 - Perpetrators continued to target **vulnerable vessel types** such as Bulk Carriers (12), Tug & Barges (5), and Tankers (2). Consistent with past trending, these vessels remain the preferred targets due to their slow speed (7 to 12 knots) and low freeboard (up to 7m).
 - Based on incident reports, perpetrators' **modus operandi** remains largely consistent with petty crime, and are opportunistic nature. Perpetrators operated in small boats (up to 10 pax), and approach the vessels from the stern. Of note, the perpetrators are usually unarmed (7 of 19 incidents reportedly involved knives), and avoided confrontation and escape upon being sighted (2 of 19 incidents involved confrontation). **IFC assesses that perpetrators have good knowledge of local waters and will continue to blend in with the traffic in SS, and board when opportune.**
- Outlook for Q2 2023 (Apr to Jun).** Based on past trends, overall incident numbers in Q2 2023 can be expected to decline. With the Northeast Monsoon warning, we can expect more favorable weather conditions for fishing activities to resume in the coming months. 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 hotspots.

Recommended Actions for All Transiting Vessels

- Remain vigilant at all times, 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: (1) turn on 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 so as to facilitate prompt responses; do not confront perpetrators.

Contact IFC at +65 6594 5705 / 9626 8965 or email us at information_fusion_centre@defence.gov.sg