



Quarterly Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait - Q1 (correct as at 01 April 2024)

Number of Incidents & Vessel Types

- New Incident, Bulk Carrier
- Bulk Carrier
- New Incident, Tug and Barge

Reported this Month

6

↑ 1.3 vs 12 month average

Date Incidents

Feb 29 1

Mar 4 1

Mar 6 2

Mar 30 1

Mar 31 1



This Year to Date

Incident Type	Incidents	Δ
---------------	-----------	---

Boarding	12	6 ↑
----------	----	-----

Grand total	12	6 ↑
-------------	----	-----

Vessel Type	Incidents	Δ
-------------	-----------	---

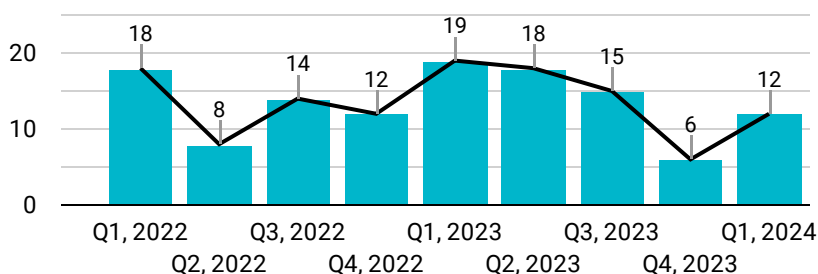
Bulk Carrier	11	5 ↑
--------------	----	-----

Tug and Bar...	1	-
----------------	---	---

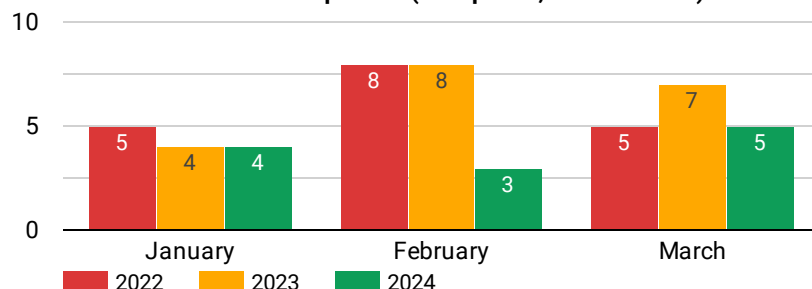
Grand total	12	6 ↑
-------------	----	-----

Key Observations and Assessments

Quarter-on-Quarter Comparison (from 2022 to date)



Year-on-Year Comparison (this quarter, 2022 to 2024)



- Summary of Incidents in Mar.** Five occurred in Phillip Channel, all occurred Westbound Lane of TSS. Two incidents (6, 31 Mar) reported some engine parts and ship's store were stolen. Perpetrators reportedly armed with knives in two incidents (30 & 31 Mar); however, no confrontation or injury reported in all the incidents.
- Overview of Q1 2024 (Jan to Mar).** Quarter-on-quarter, Q1 2024 (12 incidents) recorded the lowest incident numbers since Q1 2022 (18 incidents) and Q1 2023 (19 incidents). This decline is likely due to the combined effects of enforcement efforts by regional authorities and the vigilance of the shipping community.
 - Perpetrators continued to target **vulnerable vessel types** such as Bulk Carriers (10) and Tug & Barges (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 in nature. In most of the incidents, there were no confrontation and/or injury reported. Items reported stolen, if any, were typically engine parts and ship's store.
- Key Observations and Assessments.** While waters off Batam and Bintan remain areas of concern, IFC observed that majority of incidents have been occurring in the Phillip Channel (11 out of 12 incidents in Q1 2024), where vessels have been known to decrease speed significantly when turning, and enforcement is challenging. IFC assesses those 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 2024 (Apr to Jun).** Based on past trending and the recent arrest of perpetrators by IDN authorities, the overall incident numbers in Q2 2024 are likely to decline compared to last years. With the end of Northeast Monsoon (Nov to Mar), we can however 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, and provide timely reporting of any suspicious activities to the local authorities. IFC will continue working with regional authorities to step up enforcement efforts in known areas of concern.

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.