



Quarterly Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait - Q2 (correct as at 1 July 2024)

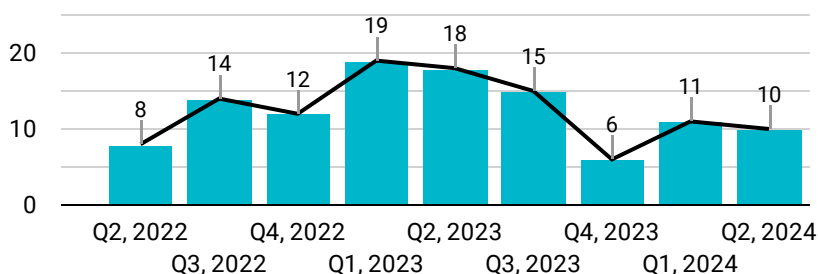
Number of Incidents & Vessel Types

This Year to Date

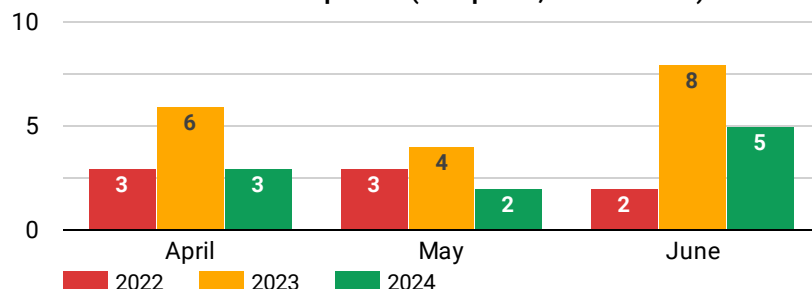
<div><div><div>Tug and Barge</div><div>Anchorage</div><div>New Incident</div><div>Bulk Carrier</div></div><table><tr><th>Date</th><th>Note</th><th>#</th></tr><tr><td>May 27, 2024</td><td>Late Report</td><td>1</td></tr><tr><td>Jun 5, 2024</td><td></td><td>1</td></tr><tr><td>Jun 10, 2024</td><td></td><td>1</td></tr><tr><td>Jun 11, 2024</td><td></td><td>1</td></tr><tr><td>Jun 15, 2024</td><td></td><td>1</td></tr><tr><td>Jun 27, 2024</td><td></td><td>1</td></tr></table></div>			Date	Note	#	May 27, 2024	Late Report	1	Jun 5, 2024		1	Jun 10, 2024		1	Jun 11, 2024		1	Jun 15, 2024		1	Jun 27, 2024		1	<div>Reported this Month (June 2024)</div> <div>6</div> <div>↑ 1.9 vs 12 month average</div> <div></div>			<table><tr><th>Location</th><th>#</th><th>Δ</th></tr><tr><td>Phillip Channel</td><td>17</td><td>5 ↑</td></tr><tr><td>Batam Anchorage</td><td>2</td><td>1 ↑</td></tr><tr><td>Westbound Lane of TSS</td><td>2</td><td>0</td></tr><tr><td colspan="3"></td></tr><tr><th>Vessels</th><th>#</th><th>Δ</th></tr><tr><td>Bulk Carrier, Underway</td><td>17</td><td>5 ↑</td></tr><tr><td>Tug and Barge, Underway</td><td>2</td><td>0</td></tr><tr><td>Bulk Carrier, Anchored</td><td>1</td><td>0</td></tr><tr><td>Tug, Anchored</td><td>1</td><td>-</td></tr></table>			Location	#	Δ	Phillip Channel	17	5 ↑	Batam Anchorage	2	1 ↑	Westbound Lane of TSS	2	0				Vessels	#	Δ	Bulk Carrier, Underway	17	5 ↑	Tug and Barge, Underway	2	0	Bulk Carrier, Anchored	1	0	Tug, Anchored	1	-
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Key Observations and Assessments - Q2 2024

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



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



- **Summary of Incidents in Jun.** Total six (6) incidents reported, of which five (5) incidents occurred in Phillip Channel, and one (1) in Batam Anchorage. Of note, one (1) of the incidents (27 May) was recorded in Jun 2024 due to delayed reporting by the ship master to authorities.
 - o **Phillip Channel:** Of the five (5) incidents, three (3) incidents (10, 11 & 15 Jun) reported engine parts, ship's store, and crew belongings stolen. Perpetrators reportedly armed with knives in three (3) incidents (10, 11 & 15 Jun), and one (1) incident (11 Jun) involved confrontation between perpetrators and crew; however, no injury reported in all the incidents.
 - o **Batam Anchorage:** During the incident (5 Jun), perpetrators attempted to attack one of the ship crew, but he managed to escape into ship accommodation block and locked the door. The timely reporting by ship master and company security officer enabled the Indonesian authorities to respond to the incident, which resulted in no injury to the crew.
- **Overview of Q2 2024 (Apr to Jun).** Quarter-on-quarter, Q2 2024 (10 incidents) was lower compared to Q2 2023 (18 incidents). The drop in incident numbers as compared to Q2 2023 was likely due to the combined effects of enforcement efforts by regional authorities and the vigilance of the shipping community.
 - o Perpetrators continued to target **vulnerable vessel types** such as Bulk Carriers (7) and Tugs & Barges (3). 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).
 - o 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 occurred in Phillip Channel (7 out of 10 incidents in Q2 2024), where vessels are known to decrease their 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 Q3 2024 (Jul to Sep).** Based on past trending, **the overall incident numbers in Q3 2024 are likely to maintain within the range of six (6) to 10 incidents** due to the unpredictable weather (rough sea) effects caused by climate change, which may cause unfavourable fishing conditions, and affect fishing yield. As such, locals may resort to petty crime in coastal waters to supplement their income. [Note: Meteorological Service Singapore (MSS) forecasted that there would be 60 - 70% chance of La Nina conditions developing in second half of 2024.] 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.