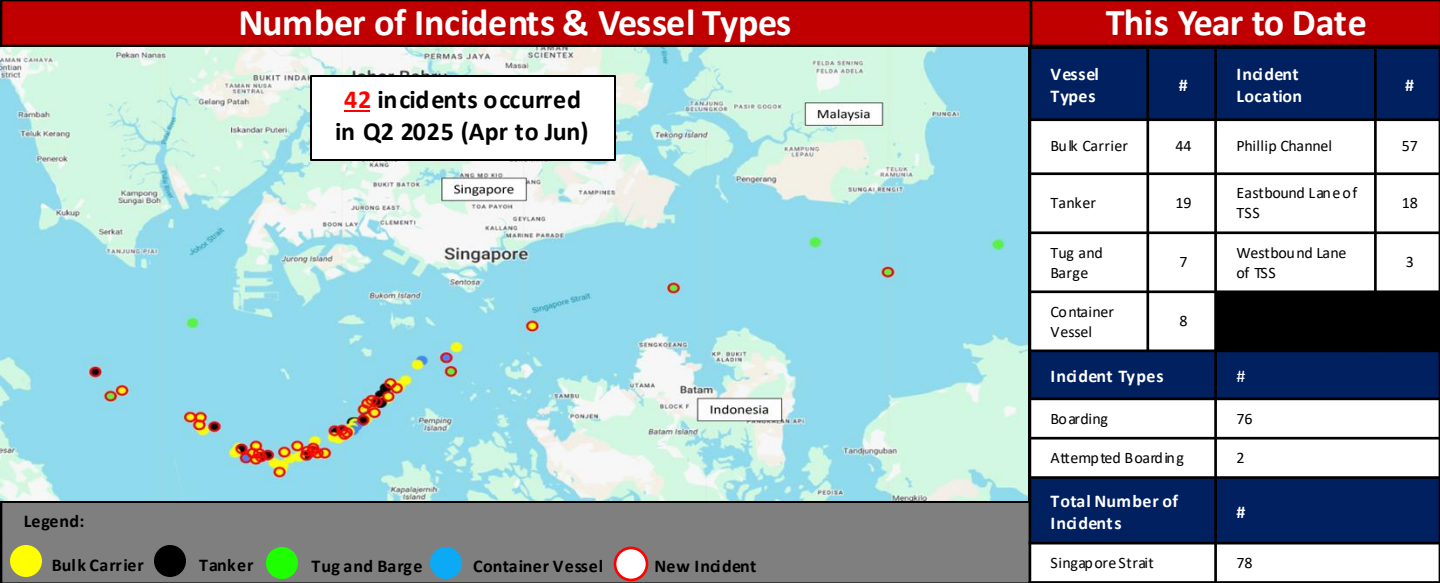
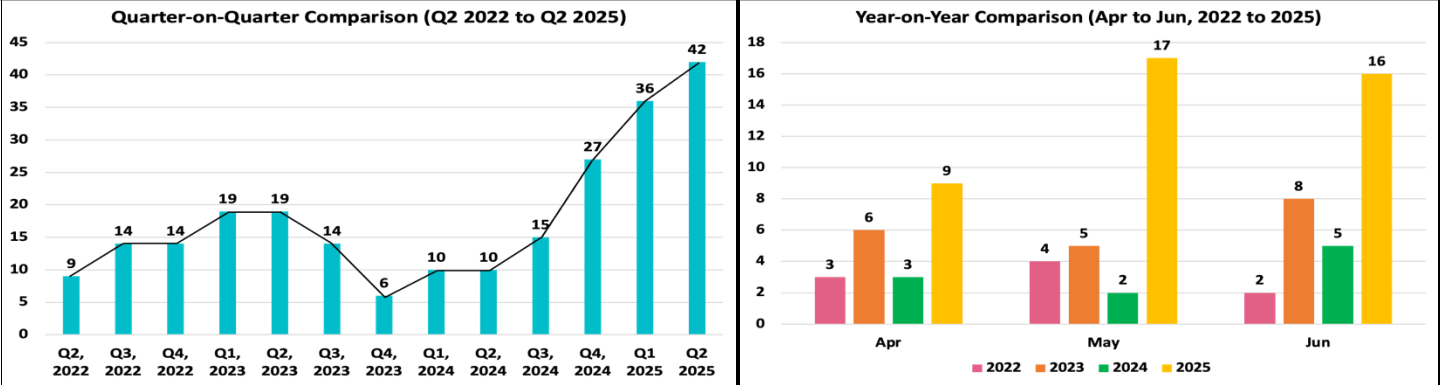




Key Observations & Assessments



- 1) Overview of Q2 2025 (Apr to Jun).** Quarter-on-quarter, Q2 2025 (42 incidents) recorded the highest number of incidents per quarter in recent years. This is likely due to the combined effects of (a) increased financial burdens leading up to festivities (Jun); and (b) perpetrators' perception that petty theft is more lucrative than fishing, causing locals to resort to petty crime in coastal waters to supplement their income. [Info: Weather/Sea conditions in the South China Sea tended to improve in Q2s (end of Northeast Monsoon), enabling fishing activities to resume fully. As such Q2s typically recorded lower incident numbers than Q1s. However, the IFC assessed that the perpetrators are no longer sufficiently deterred by the successful enforcement operations by regional authorities on land and at sea, and willing to conduct boardings despite risks of being caught.]
- 2) Key Observations and Assessments.**
- Based on incident reports, perpetrators' **modus operandi remained largely consistent with petty crime, and were opportunistic in nature.** In most of the incidents, there were no confrontation and/or injury reported. Items stolen, if any, were typically engine parts and scrap metals.
 - Majority of the incidents occurred in **hours of darkness**, but two (2) incidents occurred during daytime [8 May – 0730 (UTC+8), and 7 Jun – 1310 (UTC+8)], and two (2) incidents [2, and 30 May] occurred close to sunrise (0630H). This is consistent with past observations where perpetrators tend to take advantage of limited visibility and reduced crew responsiveness to conduct boardings.
 - Majority of the incidents continued to occur in the **Phillip Channel** (35 out of 42 incidents in Q2 2025). This suggests that perpetrators are exploiting predictable vessels' behaviour(s), such as reducing speed significantly when turning in the Phillip Channel, making them more susceptible to boarding.
 - There was an **observed increase in unsuccessful attempts** in Q2 2025, where perpetrators fled upon being detected by ships' crew and/or sighting enforcement vessels in vicinity. [Note: There were 27 unsuccessful attempts, out of a total of 42 incidents in Q2 2025.]
 - On two occasions [7 May, and 5 Jun], there were **three (3) incidents in one night**, particularly when the initial attempt(s) were unsuccessful. Given the proximity of incident locations, time intervals, and number of pax involved, it was likely that same group of perpetrators conducted multiple attempts on different vessels on the respective nights. [Note: 7 May (nothing stolen in all three (3) incidents), and three (3) incidents on 30 Mar (engine spare parts were reported stolen in the second incident).]
 - Bulk Carrier, Tanker, and Tug and Barge remain the main **vessel types targeted** due to their ship characteristics (i.e. slow speed of 7 to 12 knots, low freeboard of up to 8m). Of note, all the vessels involved in incidents in Q2 2025 had freeboards (up to 8m), and transiting speed (max 12 knots).
 - In addition to the five (5) incidents [13, 19, 28, 29, and 30 Mar] involving **Container Vessels** in Q1 2025, three (3) incidents [3 Apr, 20 Apr, and 28 Jun] involved this vessel type in Q2 2025. [Note: For the first time in more than five years, Container Vessels were targeted in the SS. Incident reports did not indicate any specific reason for the shift in target vessel type. As container vessels were not usually targeted in the past, it is likely that complicity had set in, with limited security measures or protocols in place—making them easier targets for opportunistic actors.]
- 3) Outlook for Q3 2025 (Jul to Sep).** Based on past trending, the upcoming Southwest Monsoon (Jul to Sep) is likely to cause unfavourable fishing conditions in the South China Sea, and affect fishing yield. This may result in more locals resorting to petty crimes in coastal waters to supplement their income. As such, IFC assesses that the **overall incident numbers in Q3 2025 are likely to remain high.** IFC will continue working with regional authorities to step up enforcement efforts on land and at sea.

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.
- When opportune, ship masters are highly encouraged to capture CCTV footage/pictures during the incidents, and share these evidences expeditiously with the regional authorities to support investigations.**
- To guard against successive boarding attempts by perpetrators, transiting vessels are encouraged to stay informed by participating in **Voluntary Community Reporting** as depicted in 1st Edition MARSEC Charts Q6112 and Q6113 (dated 14 Nov 2024). Upon sighting of suspicious activities or perpetrators onboard, immediately report to local authorities and inform the IFC; do not confront perpetrators.