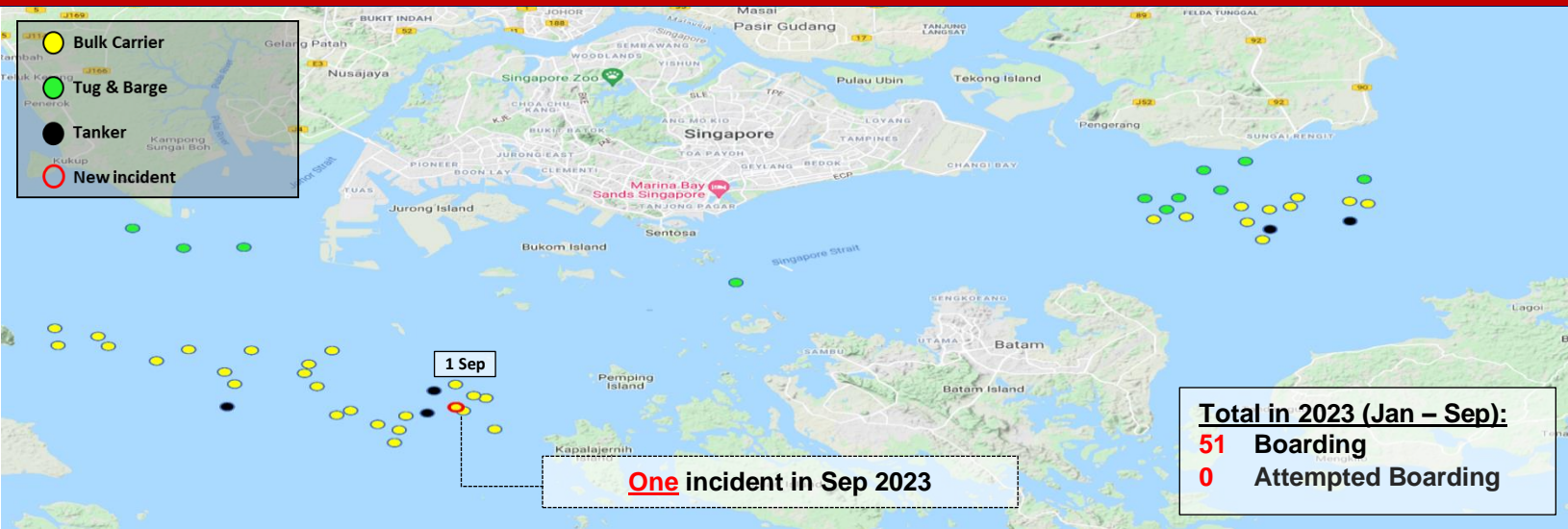


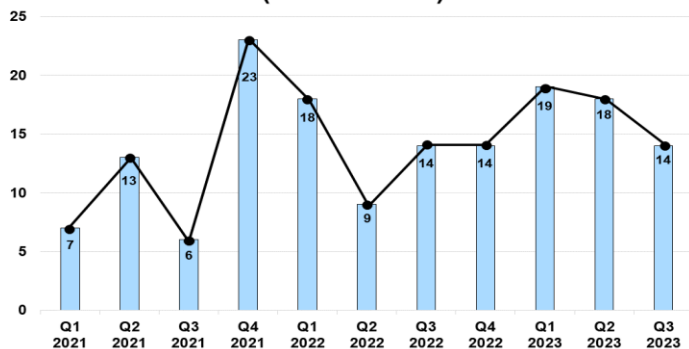
Quarterly Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait – Q3 (correct as at 1 Oct 2023)

Number of Incidents & Vessel Types

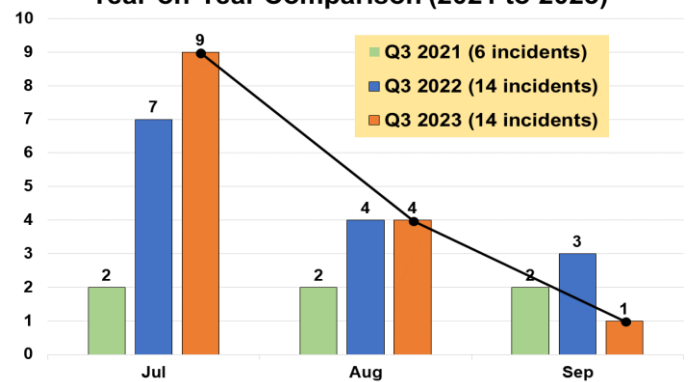


Key Observations and Assessments

Quarter-on-Quarter Comparison (2021 to 2023)



Year-on-Year Comparison (2021 to 2023)



- Summary of Incidents in Sep.** One incident took place in Sep 2023; lowest number of incidents recorded in a month since 2019. The incident occurred in the Phillip Channel; no reported confrontation.
- Overview of Q3 2023 (Jul to Sep).** There is a decline in monthly incident numbers from Jul to Sep. In addition, quarter-on-quarter, Q3 2023 (14 incidents) numbers were lower than Q1 2023 (19 incidents) and Q2 (18 incidents) 2023. Of note, this is the first quarter-on-quarter decrease in number of incidents since Q2 2022, and IFC is working with stakeholders to identify the cause of the decrease. It is likely due to the combined effects of enforcement efforts and cooperative initiatives by regional authorities, and vigilance of the shipping community.
 - Perpetrators continued to target **vulnerable vessel types** such as Bulk Carriers (11) and Tug & 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).
 - Based on incident reports, perpetrators' **modus operandi remains largely consistent with petty crime, and are opportunistic nature**. In most of the incidents, there were **no confrontation and/or injury** reported. Items reported stolen, if any, were typically engine and generator parts.
- Key Observations and Assessments.** While waters off Batam and Bintan remain areas of concern, IFC observed that since Q4 2022, majority of incidents have been occurring in the Phillip Channel (9 out of 14 incidents in Q3 2023), 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 Q4 2023 (Oct to Dec).** Based on past trending, the **overall incident numbers in Q4 2023 are likely to be within the range of 13 to 15 incidents** due to the combined effect of seasonally unfavourable weather conditions (from Oct onwards) causing fishermen to stay near the coast and possibly affecting fishing yields; and increased financial obligations leading up to year-end festivities, may cause locals to resort to petty crime in coastal waters to supplement their income. 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. [Note: Incident numbers in Q4 2021 was unexpected, and may be due to the sudden increased demand for engine parts as shipbuilding industry resumed after COVID-19 lockdown.]

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**.