
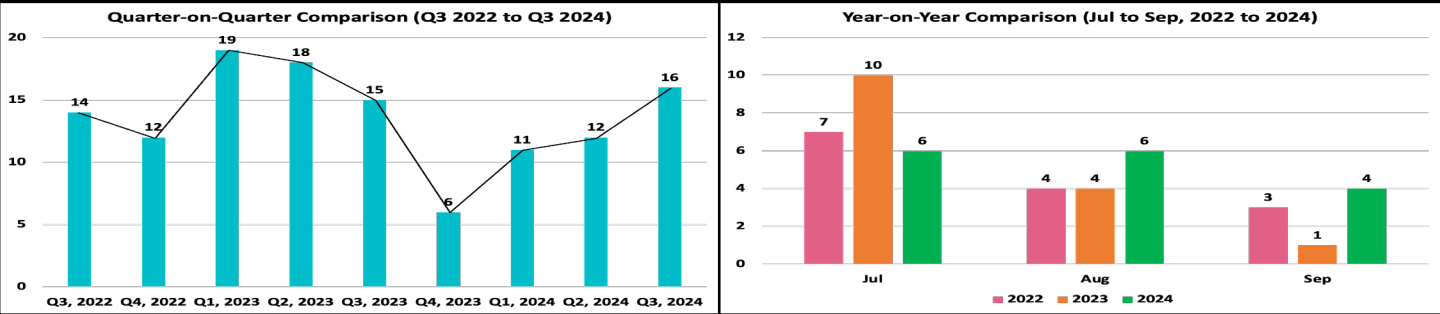




Quarterly Summary of Theft, Robbery, and Piracy at Sea Incidents in the Singapore Strait – Q3 (correct as at 1 Oct 2024)

Number of Incidents & Vessel Types			This Year to Date			
Incidents <u>Occurred</u> in Sep			Vessel Types	#	Incident Location	#
Date	#		Bulk Carrier	29	Phillip Channel	27
14 Sep 2024	1		Tug and Barge	6	Westbound Lane of TSS	4
14 Sep 2024	1		Tanker	3	Eastbound Lane of TSS	4
14 Sep 2024	1		Supply Vessel	1	Batam Anchorage/Port	4
30 Sep 2024	1		Incident Types			
Incidents <u>Reported</u> in Sep (Delayed Reporting)		Boarding	38			
Date	#	Attempted Boarding	0			
		Suspicious Approach	1			
		Total Number of Incidents				#
		Singapore Strait	35			
		Batam Anchorage/Port	4			

Key Observations & Assessments



- Summary of Incidents in Sep.** Total four (4) incidents reported – three (3) in Phillip Channel, and one (1) in Westbound Lane of TSS. *[Note: Referenced IFC Spot Commentary 1/24 on 16 Sep 2024, three (3) incidents in one night (14 Sep) between 0002 (UTC+8) and 0125 (UTC+8) – two (2) in Phillip Channel, and one (1) in Westbound Lane of TSS. Based on proximity of the two (2) incidents in Phillip Channel, time interval and number of perpetrators, it was likely that the same group of perpetrators were involved in both incidents. However, the one (1) incident in Westbound Lane of TSS (~40nm from Phillip Channel) was likely conducted by a different group of perpetrators.]*
 - Phillip Channel:** Amongst the three (3) incidents, two (2) involved allegedly armed perpetrators (i.e. with knives, "gun-like" objects) on 14 and 30 Sep, however no confrontation and injury was reported.
 - Westbound Lane of TSS:** One (1) incident (14 Sep) involved Tug and Barge, and scrap metal was reportedly stolen; no confrontation and injury reported.
- Overview of Q3 2024 (Jul to Sep).** Quarter-on-quarter, Q3 2024 (16 incidents) recorded the highest number of incidents within a quarter since Q4 2023 (6 incidents). IFC assessed that the recent typhoons (i.e. Typhoon Gaemi in Jul, and Typhoon Yagi in Sep) may have exacerbated the already unfavourable fishing conditions in the SCS in Q3, severely affecting the fishing activity and yield. This may caused more locals to resort to petty crime in coastal waters to supplement their income, despite continued enforcement efforts and risk of arrests. Other observations include:
 - Perpetrators continued to target **vulnerable vessel types** such as Bulk Carrier (11), Tug and Barge (4) and Supply Vessel (1). Consistent with past trending, these vessels remain the preferred targets due to their ship characteristics (i.e. slow speed, and low freeboard).
 - 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, if any, were typically engine parts, ship stores, and scrap metals.
- Key Observations and Assessments.** While waters off Batam and Bintan remained areas of concern, IFC continued to observe that majority of incidents occurred in Phillip Channel (10 out of 16 incidents in Q3 2024), where vessels were 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 2024 (Oct to Dec).** Based on past trends, the Northeast Monsoon in the latter half of Q4 2024 is expected to cause unfavourable fishing conditions in the SCS and affect fishing yield. Locals are also expected to face increased financial obligations leading up to year-end festivities. These factors may cause locals to resort to petty crime in coastal waters to supplement their income. As such, IFC assesses that the **overall incident numbers in Q4 2024 are likely to maintain within the range of 12 to 16 incidents.** 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 hotpots.

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.
- 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.**