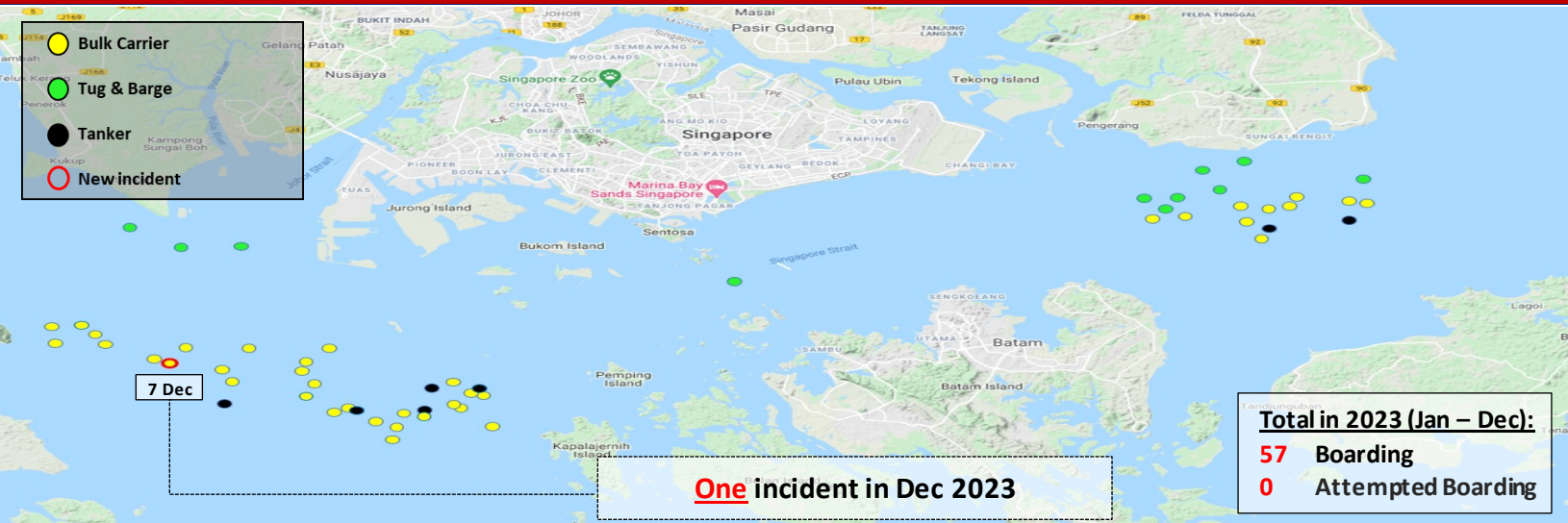


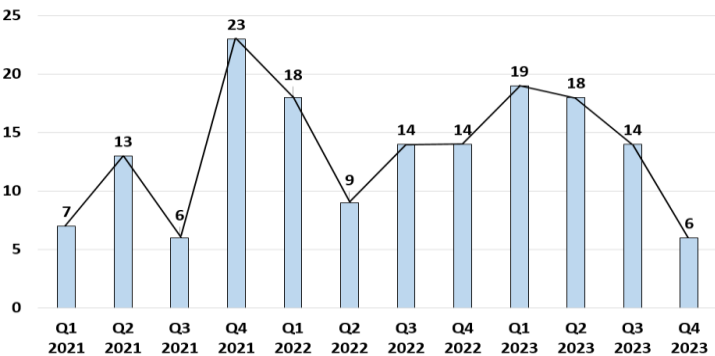
Quarterly Summary of Boarding and Attempted Boarding Incidents in the Singapore Strait – Q4 (correct as at 31 Dec 2023)

Number of Incidents & Vessel Types

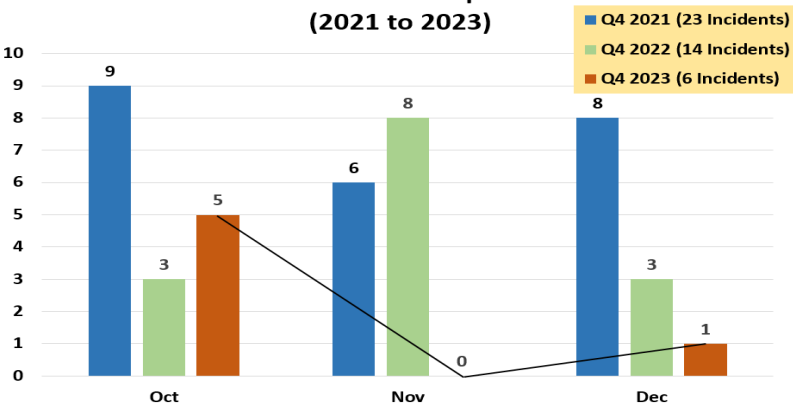


Key Observations and Assessments

Quarter-on-Quarter Comparison
(2021 to 2023)



Year-on-Year Comparison
(2021 to 2023)



- Summary of Incidents in Dec:** One incident occurred on 7 Dec 2023. Of note, the location is the point at which the ship crew found engine spares missing during their routine security rounds, and no perpetrators were sighted. It is postulated that the perpetrators could have boarded the vessel as it was transiting along eastbound lane of TSS in Malacca Strait towards Phillip Channel, Singapore Strait.
- Overview of Q4 2023 (Oct to Dec):** Quarter-on-quarter, Q4 2023 (6 incidents) recorded the lowest incident numbers since Q3 2021 (6 incidents). This decline is likely due to the combined effects of enforcement efforts by regional authorities and the vigilance of the shipping community. Of note, Indonesian authorities mounted land operations in end-Oct 2023, arresting several suspects; this has had a significant impact sending a strong deterrence message to would-be perpetrators, and likely resulted in the lower incident numbers in Q4 2023.
 - Perpetrators continue to target **vulnerable vessel types** such as Bulk Carriers (4) and Tankers (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 8m).
 - 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 and generator parts.
- 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 (6 incidents in Q4 2023), where vessels have been known to decrease speed significantly when turning. 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 Q1 2024 (Jan to Mar):** If ongoing enforcement efforts continue to remain effective, we can expect overall **incident numbers in Q1 2024 to be similar to Q4 2023**. Notwithstanding, continued vigilance is vital; all vessels should adopt 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 continue effective 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.