

Incidents Occurred in Dec

Date, Time

#

2 Dec, 0343 (UTC+8)

1

7 Dec, 0346 (UTC+8)

1

7 Dec, 2350 (UTC+8)

1

9 Dec, 0417 (UTC+8)

1

11 Dec, 0210 (UTC+8)

1

14 Dec, 0001 (UTC+8)

1

17 Dec, 2250 (UTC+8)

1

22 Dec, 0606 (UTC+8)

1

28 Dec, 0114 (UTC+8)

1

Incidents Reported in Dec (Delayed Reporting)

Date, Time

#

-

-

Legend:

Bulk Carrier

Tug and Barge

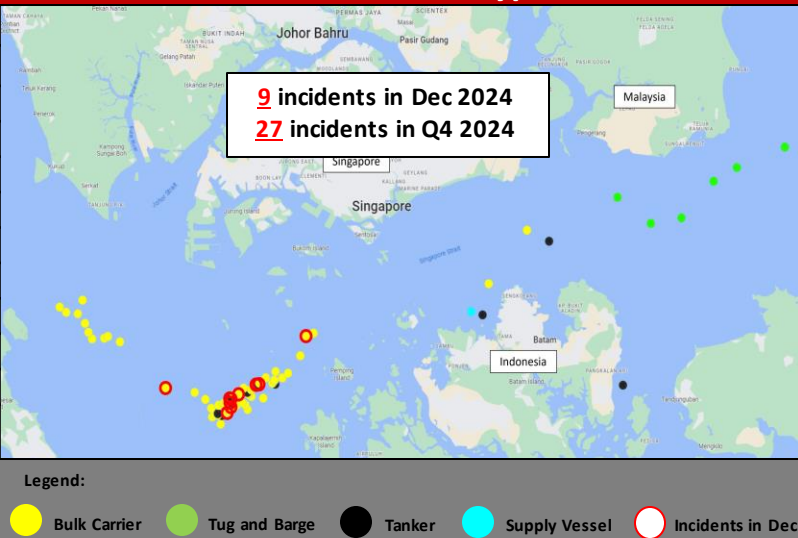
Tanker

Supply Vessel

Incidents in Dec

9 incidents in Dec 2024

27 incidents in Q4 2024



Total Number of Incidents in 2024

#

Singapore Strait

62

Batam Anchorage/Port

4

Vessel Types

#

Incident Location

#

Bulk Carrier

49

Phillip Channel

53

Tug and Barge

8

Westbound Lane of TSS

4

Tanker

8

Eastbound Lane of TSS

5

Supply Vessel

1

Batam Anchorage/Port

4

Incident Types

#

Boarding

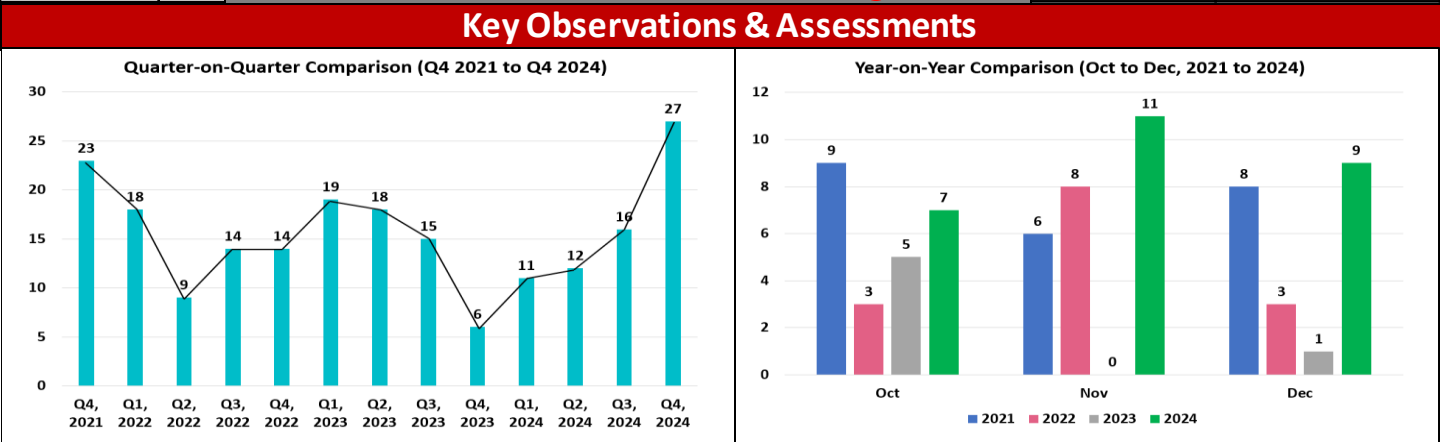
65

Attempted Boarding

0

Suspicious Approach

1



- 1) Summary of Incidents in Dec.** Total nine (9) incidents reported – all incidents occurred in the Phillip Channel, Singapore Strait.

 - Six (6) incidents involved armed perpetrators (i.e. knives, “gun-like” object) [2, 7, 11, 14, 17, and 28 Dec]
 - Two (2) incidents involved confrontation, of which one (1) incident resulted in injury to crew [2 Dec – one crew reportedly tied up but no injury; and 11 Dec – one crew sustained multiple cut wounds that were non life-threatening.]
 - Six (6) incidents [2, 7, 9, 11, 14, and 28 Dec] reported items stolen (i.e. engine parts, ship spares).
- 2) Overview of Q4 2024 (Oct to Dec).**

 - Quarter-on-quarter, Q4 2024 (27 incidents) recorded the highest number of incidents since Q4 2021. This is likely due to the combined effects of (1) Northeast Monsoon season, causing unfavourable fishing conditions in the South China Sea (SCS), which impacted fishing yields; and (2) increased financial obligations leading up to year-end festivities. The multiple typhoons in the second half of 2024 also exacerbated the already unfavourable fishing conditions in the SCS, severely affecting fishing activity and yield. These factors may cause locals to resort to petty crime in coastal waters to supplement their income, despite ongoing enforcement efforts and associated risk of arrests. *[Info: From past trends, Q4s typically record higher incident numbers due to factors listed above. However, an exception to this trend was observed in Q4 2023 (6 incidents), likely due to the successful enforcement operations conducted by regional authorities, which achieved a strong deterrent effect.]*
- 3) Key Observations and Assessments.**

 - All incidents occurred in known areas of concern within the Phillip Channel. Vessels transiting this area were known to decrease speed significantly when turning, and enforcement is challenging. IFC assessed that perpetrators had good knowledge of local waters and will continue to blend in with traffic in SS, and board when opportune.
 - Perpetrators continued to target vulnerable vessel types such as Bulk Carriers and Tankers. Consistent with past trending, these vessels remain the preferred targets due to their ship characteristics (i.e. slow speed, 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 spares, and scrap metals.
 - Consistent with past trending, perpetrators may target multiple vessels in the same night or over subsequent nights in the same area, especially if previous attempts were unsuccessful. *[Note: In Q4, there were two occasions (18 Oct, and 14 Nov) where three (3) incidents occurred within one night.]*
- 4) Outlook for Q1 2025 (Jan to Mar).** Based on past trends, the ongoing Northeast Monsoon (till Mar 2025) is expected to cause unfavourable fishing conditions in the SCS and affect fishing yields, this 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 Q1 2025 are likely to be comparable to Q4 2024. 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 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.
- 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.

Contact IFC at +65 6594 5705 / 9626 8965 or information_fusion_centre@defence.gov.sg