



- There was one (1) incident reported in Sep 2025, which occurred in the Phillip Channel. The incident involved a Tanker, and occurred during hours of darkness. According to incident reports, three perpetrators tied up a ship crew in the engine room, but he managed to escape unharmed. No injuries were reported; some engine parts were stolen.
- The number of incidents in Sep 2025 remained significantly lower than in previous months. This decline was likely due to the effective joint operations conducted by the Indonesian authorities in Jul 2025, which sent a strong deterrent message to the would-be perpetrators; CCTV evidence submitted by the shipping community played a key role in this effort. In addition, the littoral authorities continued to conduct joint coordinated patrols in the area, projecting a sustained deterrent posture.
- We expect incident numbers in Oct 2025 to remain low as regional authorities continue their enforcement efforts in known areas of concern. Nonetheless, all vessels are strongly advised to maintain heightened vigilance and implement necessary ship protection measures to deter potential perpetrators and prevent unauthorised boarding.

- Perpetrators may be armed, but usually avoid confrontation and flee immediately upon being sighted by crew. They usually operate in groups of 4-8 pax, using small boats to target and board slow-moving vessels (7-12 knots) with low to medium freeboard (less than 8m).
- Same group of perpetrators have been known to target multiple vessels in the same vicinity within a single night or across successive nights. *[Note: Based on incident reports in 2025, there were five nights (28 Feb, 30 Mar, 7 May, 5 Jun, and 1 Jul) where subsequent attempts were conducted on different vessels after earlier attempts were unsuccessful.]*
- Majority of the incidents involved Bulk Carriers and Tankers – Perpetrators typically target the vessel types at night, may be armed (i.e. with knives, gun-like object or steel bars), and have reportedly confronted crew members [out of 95 incidents in SS since Jan 2025, 44 reported armed, 8 reported with confrontation, and 2 reported with injury], and they usually steal engine parts and/or stores.
- Tugs and Barges – Perpetrators are usually unarmed and steal scrap metal. The vessel type has been targeted in both daylight and in hours of darkness.

- 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.*
- All are highly encouraged to capture and share CCTV footage taken during the incidents 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.

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