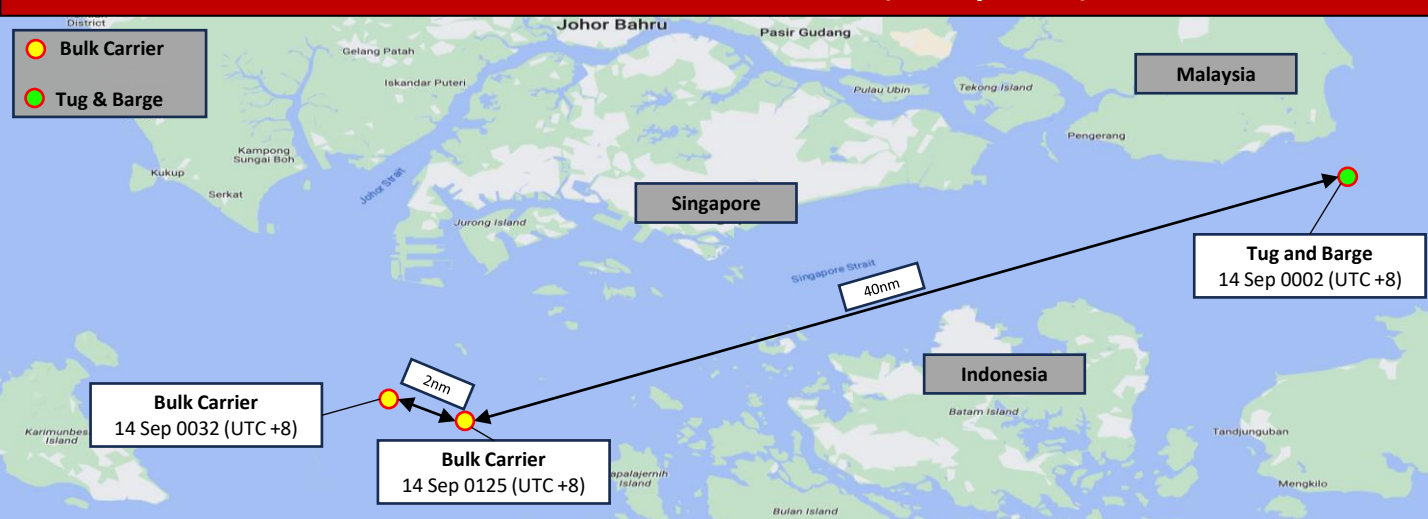


# Singapore Strait – 3 TRAPS Incidents in One Night

## Number and Location of Incidents (14 Sep 2024)



## Key Observations & Assessments

- Overview:** Three (3) incidents occurred on 14 Sep 24, between 0002 (UTC +8) and 0125 (UTC +8). Two (2) occurred in the Phillip Channel, and one (1) in the Westbound Lane of TSS. No confrontation reported in all three (3) incidents; some items were reported stolen in two (2) incidents. *[Note: The last time three (3) incidents occurred in one night in the SS was on 9 Aug 2023.]*
  - Phillip Channel:** Based on proximity of the two incident locations, time interval, and number of perpetrators observed (5 to 7 pax), it is likely that the **same group of perpetrators were involved in both incidents**. Engine parts were reported stolen in the 0125 (UTC +8) incident. *[Note: Phillip Channel has been identified as an area of concern in since Q4 2022. It accounts for 75% of all TRAPS incidents recorded in SS thus far in 2024 (~55% of TRAPS incidents in same window last year).]*
  - Westbound Lane of TSS:** Based on the distance of incident location (~40nm), this was likely conducted by a **different group of perpetrators** from the ones in Phillip Channel. Scrap metal were reported stolen. *[Note: This is the fourth incident involving Tugs and Barges in this area, and the first time it was conducted in hours of darkness i.e. prior three (3) incidents involving Tug and Barge in this area occurred in daylight.]*
- Key Observations and Assessments:** Continued slow economic recovery in the region and unfavourable sea conditions due to SW Monsoon (causing fishermen to stay near the coast and affecting fishing yields), likely caused locals to resort to petty crime to supplement income.
  - Consistent with past trending, perpetrators continue to **target vulnerable vessel types** such as Bulk Carriers and Tugs and Barges (i.e. slow transit speed between 7 to 12 knots, and low freeboard of up to 7m – these characteristic make them easier to target).
  - Based on incident reports, **perpetrators' modus operandi remains largely consistent with petty crime**, and are opportunistic in nature (no confrontation reported).
  - IFC assesses that there is likely **multiple groups of perpetrators operating across the Singapore Strait**, and these perpetrators have good knowledge of local waters and will continue to blend in with the traffic under the cover of darkness, and board when opportune. Perpetrators may **target multiple vessels in the same night or over subsequent nights** in the same area, especially if previous attempts were unsuccessful.

## Recommended Actions for All Transiting Vessels

- Heighten vigilance, particularly when transiting in hours of darkness. Upon sighting of suspicious activities or perpetrators onboard, immediately report to local authorities and inform the IFC; prompt reporting can help cue operational responses from authorities and prevent subsequent boardings on other transiting vessels. **Do not confront perpetrators; they are assessed to be petty thieves and unlikely to be aggressive unless provoked.**
- 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.