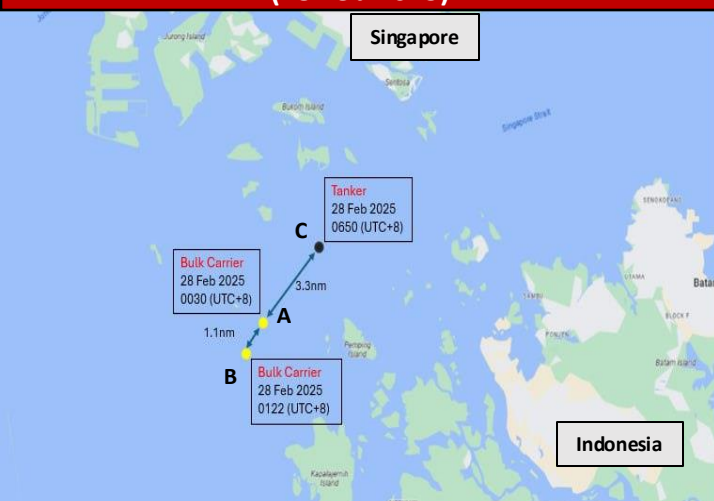


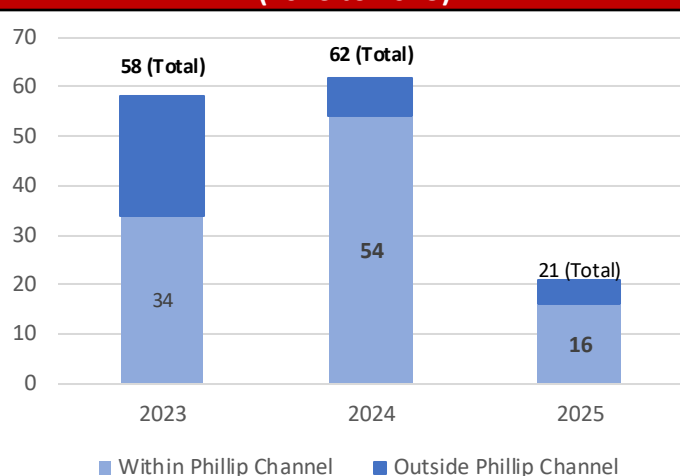


# Observations of TRAPS Incidents in the Phillip Channel in 2025

## Three TRAPS Incidents in One Night (28 Feb 2025)



## Incidents Occurred in Singapore Strait (2023 to 2025)



## Key Observations & Assessments

**Summary of Incidents on 28 Feb 2025:** Three (3) incidents occurred in Phillip Channel (PC) between 0030 (UTC +8) and 0650 (UTC +8) – one (1) incident (0650 UTC+8) reported confrontation; **one crew reported minor injury** (CSO updated that the crew remained conscious and condition was stable). *[Note: This is the first time in 2025 that the IFC recorded three (3) incidents in one night in the Singapore Strait (SS); a similar occurrence was recorded in 14 Nov 2024.]* Based on incident reports thus far, it is possible that the incidents involved the same group of perpetrators due to:

- Incidents A and B:** Proximity of incident locations (~1.1nm apart), time intervals (<1 hour), and number of perpetrators observed (5 to 6 pax).
- Incidents B and C:** The perpetrators were reportedly armed with similar equipment.

**Key Observations and Assessments:** Of all the incidents in 2025 thus far, 76% (16 out of 21) of the incidents occurred in the PC. Based on incident and investigation reports, **perpetrators' modus operandi remained largely consistent with petty crime**, and are opportunistic in nature (majority no confrontation reported). *[Note: The IFC assesses that enforcement efforts by the regional authorities on land and in the waters off Batam and Bintan Islands caused the perpetrators to shift their operations to PC (since Oct 2022) where enforcement was more challenging due to the characteristics of the AO.]*

- All 16 incidents that took place in the PC involved **vessels transiting easterly from the Malacca Strait towards SS**; as such, these vessels were transiting nearer to the coastal areas where majority of fishing activity took place, enabling perpetrators to hide and escape easily. Of note, enforcement operations in this area remained challenging due to wide area, busy traffic, and high fishing activity.
- All 16 incidents occurred within identified hotspots in PC (Northwest of Kapalajernih Island). Vessels transiting these areas and heading towards the SS typically **decrease speed significantly when turning, making them susceptible to attacks**.
- The freeboard of the three (3) vessels were between 4 and 6m; consistent with past trending, perpetrators continued to target such vulnerable vessel types with low freeboard (up to 7m), and slow transit speed (less than 12 knots).
- Based on past trending, it was assessed that there was likely **multiple groups of perpetrators operating in the PC**, and these perpetrators had good knowledge of local waters and would 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

## Recommended Actions for All Transiting Vessels

- Heighten vigilance, particularly when transiting through PC, in hours of darkness. Upon sighting of suspicious activities or perpetrators onboard, immediately report to local authorities and inform the IFC; do not confront perpetrators. Prompt reporting 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 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*.