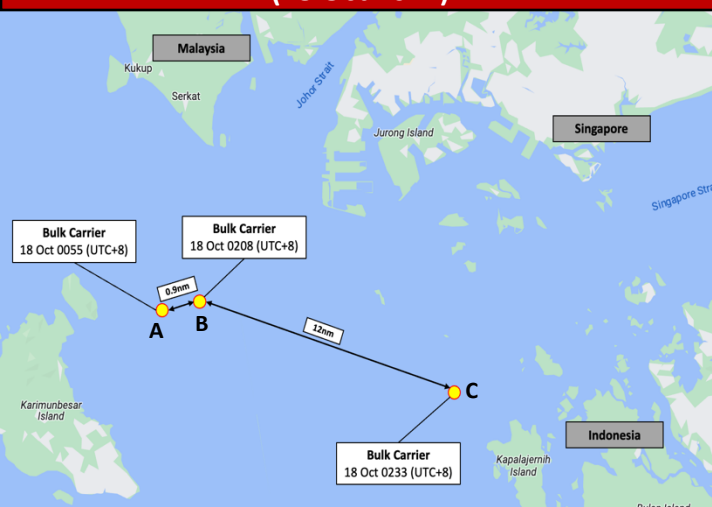
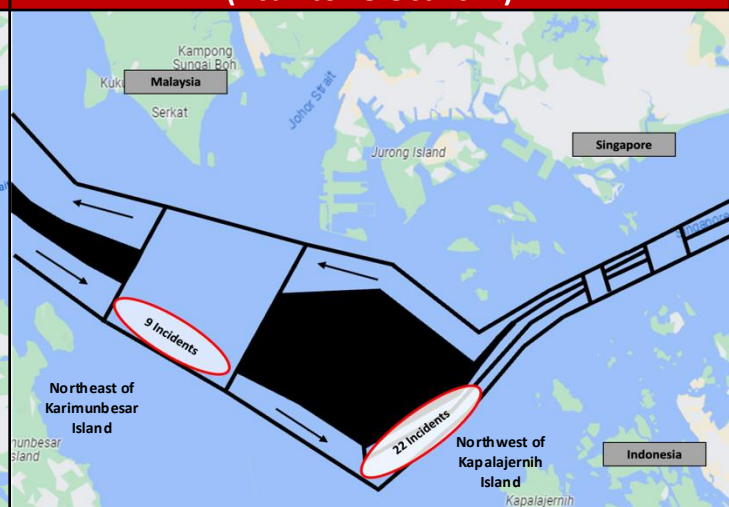


## Three TRAPS Incidents in One Night (18 Oct 2024)



## 31 Incidents Occurred in the Phillip Channel (1 Jan to 18 Oct 2024)



## Key Observations & Assessments

**Summary of Incidents on 18 Oct 2024:** Three (3) incidents occurred in Phillip Channel (PC) between 0055 (UTC +8) and 0233 (UTC +8) – one (1) incident (0208 UTC+8) reported confrontation; however **nothing stolen and no injury reported**. [Note: This is based on the latest information provided by local authorities after investigation and interviewing the crew. This is second time in 2024 that IFC recorded three (3) incidents in one night in the Singapore Strait (SS); the first was on 14 Sep 2024.]

- Incidents A and B:** Based on proximity of the two incident locations, time interval, and number of perpetrators reported, it is likely that the **same group of perpetrators were involved in both incidents**. IFC assesses that the same group of perpetrators made a second attempt to steal items after an unsuccessful attempt on vessel in Incident A (0055 UTC+8). [Note: Initial report for Incident B indicated 10 perpetrators and some spares stolen. Authorities investigated and interviewed the crew when vessel called into port. Ship crew said that (a) there was a brief confrontation but perpetrators fled after ship master sounded alarm; (b) they were unable to ascertain actual number of perpetrators in the moment of panic, but estimated that there were approx. 7 to 10 perpetrators; and (c) post stock-taking, they confirmed that nothing was stolen. Based on past trending, IFC assessed that the number of perpetrators was more likely between 5 to 7 pax, similar to Incident A (5 pax).]
- Incident C:** Based on the distance from Incidents A and B (~12nm), this was likely conducted by a **different group of perpetrators**.
- The freeboard of the three (3) Bulk Carriers were between 5 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).

**Overview of Incidents in PC in 2024:** 31 out of the 39 incidents reported in the SS this year occurred in the PC, comparable to the same period last year. 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: 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 the PC (since Oct 2023) where enforcement was more challenging due to the characteristics of the AO.]

- All 31 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 most fishing activity takes place, enabling potential perpetrators to hide and escape easily. Despite regional authorities stepping up enforcement efforts in the area, enforcement remained challenging due to wide area, busy traffic, and high fishing activity.
- The identified hotspots within the PC are (a) Northeast of Karimunjaya Island with nine (9) incidents, and (b) Northwest of Kapalajernih Island with 22 incidents. Vessels transiting these areas and heading towards the SS typically **decrease speed significantly when turning, making them susceptible to attacks**.
- 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 attempts were unsuccessful.

## Recommended Actions for All Transiting Vessels

- Heighten vigilance, particularly when transiting the two identified hotspots in the 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 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**.