



5 Aug 2020

IFC Shipping Advisory 02/20 – Observations on the Shift in Sea Theft and Attempted Actions Incidents to Northwest of Bintan (Within the Singapore Strait)

OVERVIEW

1. IFC observed a shift in sea theft and attempted action incidents to northwest of Bintan between **28 Jun to 12 Jul 20**. This involved two bulk carriers and one refrigerator cargo vessel (reefer) transiting the east-bound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (see **Diagram 1**) where ship engine spares were reported stolen in two sea theft incidents. While the modus operandi of the perpetrators, remained **consistent with petty crime**, IFC observed a **shift in the location**. The advisory aims to provide awareness of the emerging area of concern including insights into the incidents as well.

SUMMARY OF FACTS

2. Shift in Location. The spate of incidents occurred in Singapore Strait to the northwest of Bintan (See **Diagram 1**) after a lull period between mid of May to Jun. All three incidents involved **east-bound** vessels with **low freeboards** (between 4.5 to 6.5 m) and transiting at **slow speeds** (between 7 to 10 knots). IFC observed that the area of concern has shifted easterly from East Karimun and North Batam to Northwest of Bintan. These incidents also occurred during the night where there was minimal illumination from the moon. All the incidents occurred within the hours of darkness between 2300 (UTC +8) to 0600 (UTC +8).



Diagram 1: Locations of Incidents

IFC ACTIONS

3. IFC will continue to info-share any details of incidents and observation on any trend changes with the relevant regional OPCENS. IFC will also continue to engage the shipping community to underscore the importance of maintaining a proper and vigilant lookout, adhering to ship security standard operating procedures, and the timely reporting of incidents to local authorities. IFC will remind ships’ masters to contact **the local authorities** and the **IFC** immediately, when they sight suspicious activities (including suspicious small boats approaching) and not confront the perpetrators who likely armed with knives when boarding had occurred.

4. Local authorities contacts are as follow:

Malaysia	Radio channel: Ch 16 Phone number: (+60) 7 219 9401/9407
Indonesia	Radio channel: Ch 16 Phone number: +62 812 7754 8766
Singapore	Radio channel: Ch 10, 14 or 73 Phone number: (+65) 6325 2493
IFC	Phone number: <u>+65 9626 8965 (Mobile)</u> Phone number: <u>+65 6594 5728 (Office)</u> Email: <u>ifc_do@defence.gov.sg</u> : <u>information fusion centre@defence.gov.sg</u>

IFC RECOMMENDATIONS

1. The IFC recommends the following measures to be implemented while transiting or anchored.
 - a. Activate the ship's Automatic Identification System (AIS) at all times.
 - b. Timely reporting to the local authorities.
 - c. Increase vigilance in watch-keeping and deploy additional lookouts. Be wary of suspicious small boats approaching. Take photo of the suspicious boat and send to IFC.
 - d. Participate in the IFC Voluntary Community Reporting (VCR) System and provide status update, while in transit, as much as possible.
 - e. Use CCTV cameras for coverage of vulnerable areas (if available).
 - f. Keep ship's whistle, search lights and fog horn ready for immediate use.
 - g. Secure or lift external ladders to prevent their use and to restrict external access to the bridge.
 - h. Deploy Self-Protection Measures (SPM) e.g. Rig the water spray hoses and foam monitors in a fixed position. Evasive manoeuvres have also been proven to deter perpetrators in the areas of concern.
 - i. Secure all doors and hatches preventing access to the accommodation and machinery spaces.
 - j. Rig safety precautionary measures on the anchor cable hawse pipe while anchored.
2. Ships should apply the appropriate security measures that are mentioned in the Tugs and Barge Guide, Guide for Tankers Operating in Asia, and/or Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia.
3. Ship masters should also be aware and refer to the Maritime Security Charts Q6112 and Q6113, both published by the UK Hydrographic Office.