

Republic of the Marshall Islands

MARITIME ADMINISTRATOR

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SHIP SECURITY ADVISORY No. 06-26

To: Owners/Operators, Masters, Company Security Officers, Recognized Security Organizations

Subject: THREATS TO SHIPPING IN SOUTHEAST ASIA

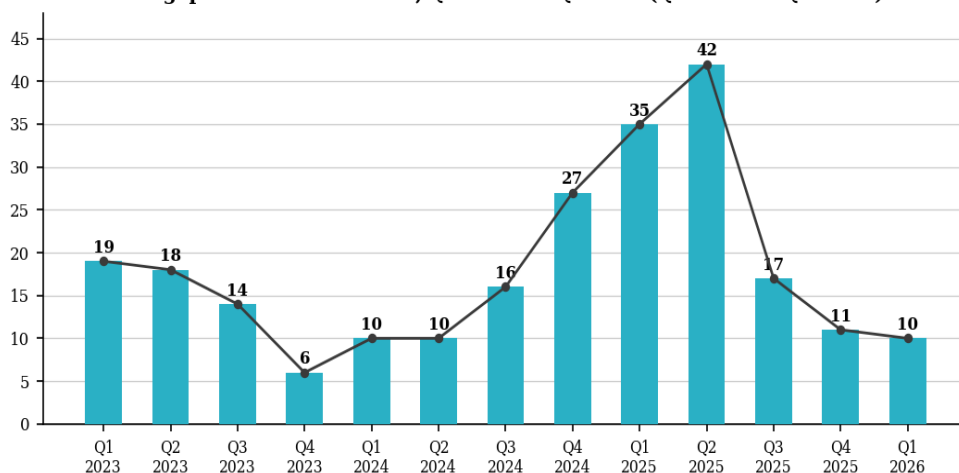
Date: 10 July 2026

This Ship Security Advisory (SSA) supersedes SSA No. 06-25 and provides an updated threat assessment for the Southeast Asia region.

1.0 Recent Incidents

- 1.1 The Information Fusion Centre (IFC) Singapore and the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) Information Sharing Centre (ISC) reported 10 incidents in the Singapore Strait (SS) during the first quarter of 2026, all attributed to armed robbery against ships. This represents a 71% decrease compared to the 35 incidents recorded during the first quarter of 2025 and reflects a sustained decline following the arrest of multiple perpetrators by Indonesian authorities in July and August 2025. Additional incident details are published on the [IFC Singapore](#) and [ReCAAP ISC](#) websites.

Singapore Strait Incidents, Quarter-on-Quarter (Q1 2023 to Q1 2026)



Source: IFC Singapore [monthly reports](#).

This SSA is evaluated annually by the Administrator and expires one year after its issuance or renewal unless otherwise noted, superseded, or revoked.

- 1.2 The Phillip Channel has remained an area of particular concern in the SS since Q4 2022, accounting for a large majority of total incidents. The eastbound lane of the Traffic Separation Scheme (TSS) is a secondary hotspot, with tug-and-barge combinations frequently targeted. With the Northeast Monsoon abating and sustained enforcement pressure in place, IFC assesses that overall incident numbers are likely to remain low through 2026, though the Phillip Channel continues to warrant heightened vigilance.
- 1.3 Bulk carriers and tankers remain the most frequently targeted vessel types, followed by tug-and-barge combinations. No container vessels have been targeted in the SS in 2026 to-date. Perpetrators continue to favor slow-moving vessels (7-12 knots) with low-to-medium freeboard (under 8 meters), which are more readily boarded from small craft.
- 1.4 Incidents remain overwhelmingly opportunistic and low-severity, typically involving groups of four to eight perpetrators seeking engine spares, scrap metal, and ship stores, who flee upon detection. Of the 10 SS incidents in the first quarter of 2026, one was assessed as moderately significant (ReCAAP Category 2), with the remainder assessed as petty theft or attempted theft. On 13 May 2026, a bulk carrier was boarded in the Phillip Channel by a perpetrator armed with a knife, who fled when the alarm was raised; no crew were injured and nothing was stolen.

2.0 Risk Mitigation Measures

- 2.1 The Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) reminds all vessels transiting the SS to adopt the following basic protective measures, as advised by IFC Singapore.
 - .1 Maintain an all-round lookout from an elevated position, with a focus on suspicious small craft(s) approaching or in proximity of the ship’s aft.
 - .2 Turn on weather deck lighting around the accommodation block and rear-facing lighting on the poop deck.
 - .3 Sound the ship’s alarm when suspicious small craft(s) are sighted.
 - .4 Do not confront perpetrators; prioritize the safety of the crew and report promptly to local authorities and IFC Singapore.
- 2.2 IFC Singapore also encourages ships to provide photographic or video evidence to educate the industry on the modus operandi of the perpetrators and help the authorities with their investigation.

3.0 Additional IFC Singapore Resources and Guidance

3.1 The IFC Singapore website provides informative threat assessment and response tools for ships transiting the Asian region, including:

- .1 a [Bridge Card](#) to outline the Voluntary Community Reporting (VCR) scheme;
- .2 [recommended shipboard protection measures](#);
- .3 weekly, monthly, half-yearly, and annual [incident reports](#); and
- .4 [infographics](#) to help visualize incidents in the region.

4.0 Reporting and Contact Information

- 4.1 All security incidents and suspicious activities must be reported by operators of RMI-flagged vessels to the Administrator, as per §12.5 of RMI Marine Notice (MN) [2-011-39](#).
- 4.2 Refer to *Global Maritime Security Contacts* ([MARSEC-210](#)) for all relevant regional reporting center contact information.

5.0 References

- 5.1 MN [2-011-39](#).
- 5.2 ReCAAP Guidance, [Regional Guide 2](#) to Counter Piracy and Armed Robbery Against Ships in Asia.
- 5.3 Best Management Practices for Maritime Security ([BMP-MS](#)) published 31 March 2025, which superseded BMP5, BMP West Africa, and the Global Counter Piracy Guidance.
- 5.4 Maritime Industry Security Threat Overview ([MISTO](#)), updated 26 November 2025.