

NEWS RELEASE – FOR IMMEDIATE RELEASE

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132 incidents of piracy and armed robbery against ships in Asia reported to ReCAAP Information Sharing Centre in 2025

- Highest number of incidents recorded in the Straits of Malacca and Singapore since 2007

The ReCAAP Information Sharing Centre (ISC) issued its 2025 annual report on piracy and armed robbery against ships in Asia today at the 17th Nautical Forum held in Singapore. The forum was attended by over 120 participants from shipping companies, shipping associations, government and law enforcement agencies, diplomatic missions and academia.

The key highlights of the annual report, covering the period of January to December 2025, are as follows:

Situation of Piracy and Armed Robbery Against Ships in Asia - 2025

- A total of 132 incidents of piracy and armed robbery against ships in Asia were reported to ReCAAP ISC from January to December 2025. This marks a 23% increase over the 107 incidents reported in 2024. Of the 132 incidents recorded, 127 were actual incidents and five were attempted¹ incidents.
- The Straits of Malacca and Singapore (SOMS) continues to be an area of concern, with 108 sea robbery incidents reported in 2025. This is the highest number of incidents recorded in the SOMS during the 19-year period from 2007 to 2025.
- Fewer incidents were reported in ports and anchorages in Bangladesh, Indonesia and Philippines in 2025 compared to 2024. Marginal increase in the number of incidents in India's anchorages.
- The incidents in Asia in 2025 were of lower severity compared to 2024. Of the 127 actual incidents in 2025, 53% were classified as CAT 4 (lowest severity),

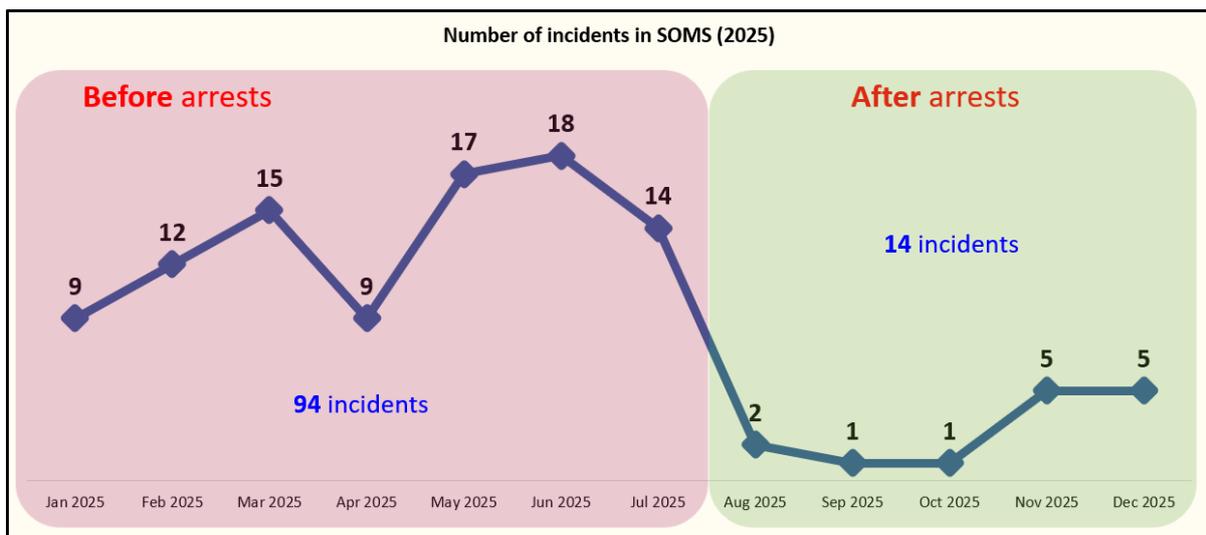
¹ Attempted incidents refer to incidents whereby the pirates/robbers tried but failed in their attempt to board the ship

where the perpetrators were not reported to have carried any weapon and the crew were not injured. In comparison, 44% of the actual incidents in 2024 were CAT 4. In addition, there were no CAT 1 incidents (highest severity) reported in 2025, compared to two CAT 1 incidents in 2024. Please refer to [Annex A](#) for ReCAAP ISC’s methodology in classifying incidents.

- For the 5th consecutive year, there has been no report of incident of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah. The last incident occurred on 17 January 2020. In January 2025, the Philippine Coast Guard downgraded the threat level of ‘Abduction of crew for ransom in the Sulu-Celebes Seas’ from “Moderate Low” to “Low” meaning ‘No information or monitored activities suggest an impending attack; hence incidents are not expected to occur’.

Area of Concern – Straits of Malacca and Singapore (SOMS)

- A total of 108 incidents (104 actual and four attempted) were reported in the busy and narrow waterways of the SOMS in 2025. This is a 74% increase over the 62 incidents reported in the SOMS in 2024. The incidents were mostly opportunistic theft committed during hours of darkness between 8pm and 6am. In the majority of incidents, the crew was not injured.
- Approximately 87% of the incidents in the SOMS in 2025 occurred in the first seven months of the year (January to July). There was a significant decline in the number of incidents in the SOMS from August to December 2025, following the arrests of perpetrators by the Indonesian authorities in July and August 2025, with evidence from the CCTV footages. Please refer to the chart below for detailed statistics.



- In about half the incidents reported in the SOMS, nothing was stolen. The remaining incidents reported stolen items such as engine spares, scrap metal, unsecured items, ship stores and personal belongings of crew.

- Over half of the incidents in the SOMS occurred onboard bulk carriers (52%), with the remaining incidents occurring onboard tankers (23%), container ships (10%), tug boats towing barges (12%) and general cargo ships (3%).

“The sharp increase in number of incidents in the SOMS in 2025 does not indicate a corresponding increase in threat to maritime trade passing through the SOMS. The higher number of incidents largely corresponds to minor petty theft cases. In fact, there were no severe CAT 1 incidents in the SOMS in 2025,” said ReCAAP ISC Executive Director, Mr Vijay D Chafekar.

“While the increase in sea robbery incidents in the SOMS highlights the continuing security challenges faced by ships transiting the busy waterway, the decline in incidents following the arrest of perpetrators by the Riau Islands Regional Police illustrates the deterrent effect of effective enforcement. To help reduce the number of incidents, the ReCAAP ISC would like to urge shipping companies to report all incidents of theft and unauthorised boarding to the nearest coastal state authority. Where possible, shipping industry should provide CCTV footage of perpetrators as evidence when making incident reports, so as to assist law enforcement agencies to swiftly arrest and prosecute the suspects,” he added.

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About ReCAAP Information Sharing Centre (ReCAAP ISC)

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) is the first regional government-to-government agreement to promote and enhance cooperation against piracy and armed robbery against ships in Asia. The Agreement entered into force on September 4, 2006 with 14 Asian countries as Contracting Parties, and the Information Sharing Centre was established on November 29, 2006. To date, 21 States (14 Asian countries, 5 European countries, Australia, the USA) have become Contracting Parties to ReCAAP. To fulfil its vision as the Information Hub for combating piracy and armed robbery against ships in Asia, ReCAAP ISC enhances regional cooperation through information sharing, capacity building and cooperative arrangements. At the 12th Governing Council Meeting in 2018, the Council announced that ReCAAP ISC has met the criteria to be a Centre of Excellence for information sharing in combating piracy and armed robbery at sea. For more information about ReCAAP ISC, please visit <http://www.recaap.org>

Methodology in Classifying Incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC, evaluates the significance level of each incident on **two factors** – the violence and economy. The indicators for these two factors are as follows:

1. **Violence.** This factor refers to the intensity of violence in an incident. It is further grouped under the three indicators to determine the gravity of violence:

(a) Type of weapons. Perpetrators who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

(b) Treatment of Crew. Incidents where perpetrators kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(c) Number of pirates/robbers engaged in attack. As a rule, an incident where a larger number of perpetrators were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

2. **Economy.** This factor takes into consideration the type of the property stolen from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

Using these indicators, the ReCAAP ISC, classifies all incidents into one of the four categories based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

Category	Description
CAT 1	The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved perpetrators likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including

	engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	CAT 3 incidents involved perpetrators who were armed, with either knives/machetes or other items such as sticks, rods, bats etc. The crew was not harmed, although there were cases of crew subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved perpetrators who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC to provide some perspective on the piracy and armed robbery situation in Asia, and to facilitate the maritime community to carry out risk assessment.