



2026年 第4周市场周报

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本周话题 WEEKLY TOPIC

租船AI是一款利用大模型技术自动整理船货盘邮件、快速检索公开/私密船盘与货盘，并帮助您更高效发布信息的智能工具。
Chartering AI is an AI-powered tool that automatically organises tonnage and cargo circulars, enables fast search and filtering, and helps you publish open tonnage or cargo requirements with ease.

主要用途Key benefits:

- 01 每天收到大量船货盘邮件，阅读工作量大，找船特别费时。HiFleet租船AI使用大模型技术帮您整理船货盘邮件，能高效检索船盘与货盘。
Automatically structures tonnage/cargo emails for efficient review.
- 02 按区域、港口附近智能检索船盘与货盘。Smart search by region or port proximity.
- 03 自动识别发件人角色（船东/OP/经纪人）。Identifies sender type (Owner/Operator/Broker).
- 04 标注 PSC 风险、制裁风险、吊机、舱口等关键技术信息。Tags key technical & risk fields (PSC, sanctions, cranes, hatch specs, etc.).
- 05 支持公开与私密两种模式，适用于不同公司需求。Supports both Public and Private modes for different confidentiality needs.
- 06 按港口多维度筛选预抵船舶，快速锁定目标船舶。Expected Arriving Vessels with multi-dimensional filters for quick targeting.

HiFleet

LLM AI Shipping Chartering Tool

Expected Arrivals Screening

Public or private service modes

AI analysis of cargo & tonnage offers chartering emails

Fast search & filtering of cargo/tonnage offers

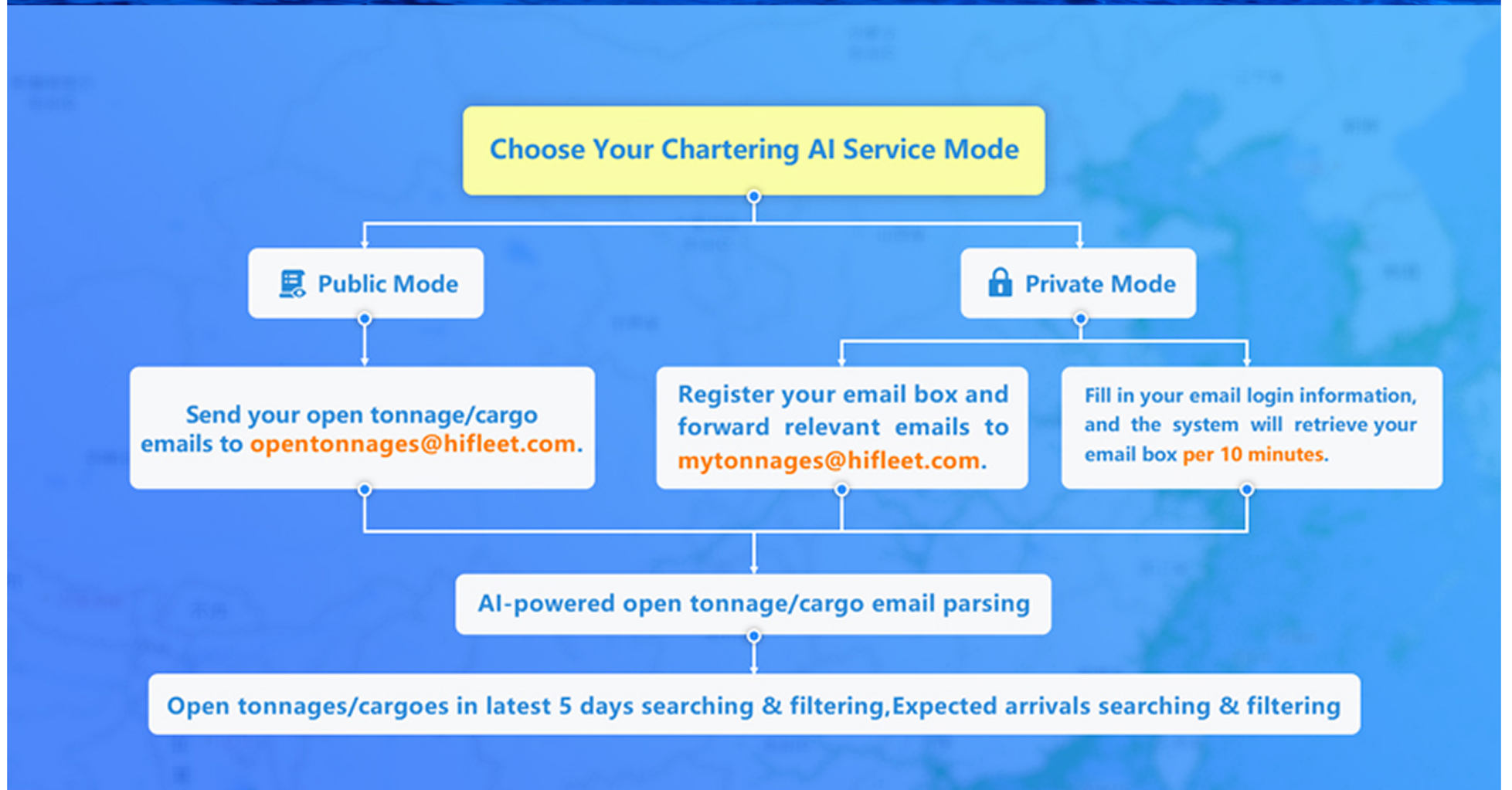
Search cargo & tonnage offers by port & its nearby

Basic authenticity screening for tonnage offers

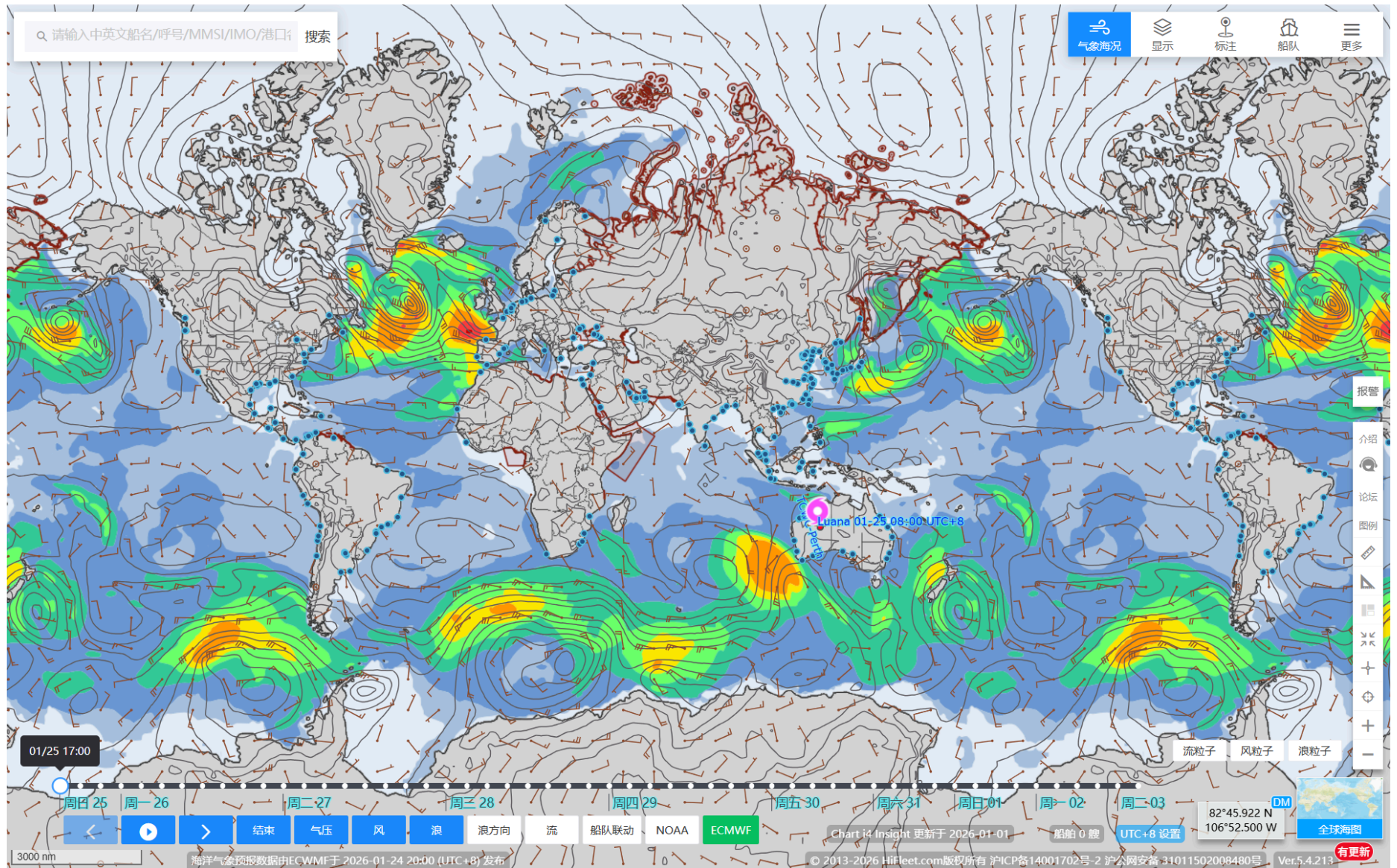
Sanctions-risk alerts for tonnage offers

Basic analysis of 3-year vessel performance (speed/consumption)

Port-of-call country tags (e.g., CIS, AU, BH)



第一部分 航运安全 SHIPPING SAFETY



航行警告 Navigation Warning

HiFleet显示全球目前有效的航行警告有1658个，远东和环加勒比海居多，请相关水域船舶注意航行警告内容。There are currently 1658 navigational warnings in effect around the ocean on hiFleet with the Far East and around the coastal of Caribbean Sea still being the majority. Please pay attention to the navigational warnings in relevant waters.

海盗事件 Piracy

最近一周没有海盗事件报告。There is no piracy reports for the latest week.

其它 Others

没有 Nil

航海气象 Meteorology

未来一周中国渤海海域风力3-4级，轻浪；黄海风力3-5级，中浪；东海风力3-6级，中浪；台湾海峡6-8级风，有巨浪；南海大部海域风力4-6级，中后半周有大浪。太平洋北部和北大西洋的低气压都开始变得活跃。The coming week the wind in Bohai Sea is gentle with slight sea. Yellow Sea the wind is fresh with moderate sea. And China East Sea is fresh with moderate sea. The wind in the Taiwan Strait is strong with rough sea occasionally. In most of the South China Sea the wind is strong with rough sea in the late of the week. The low pressure activities become frequent both in North of Pacific and Atlantic.

海上事件 Marine Incidents

2026年1月19日，据一位协助数个家庭寻找失踪船员的志愿者称，有超过 10 名中国船员据信被困在与柬埔寨有关的诈骗团伙之中。On January 19, 2026, according to a volunteer who assisted several families in searching for their missing crew members, it is believed that more than 10 Chinese crew members were trapped in a fraud ring related to Cambodia.

备注 Remark

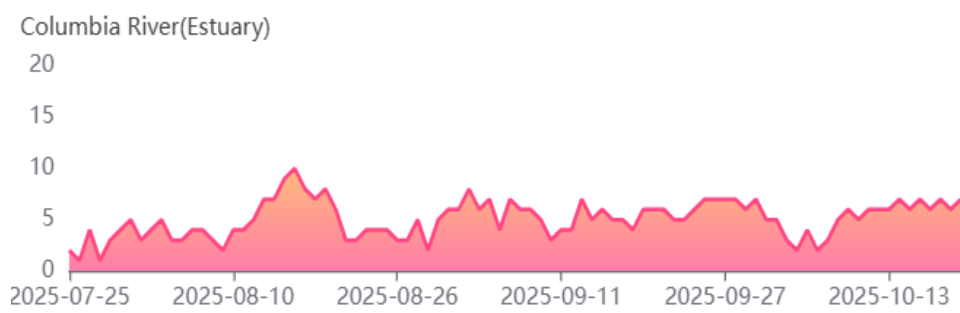
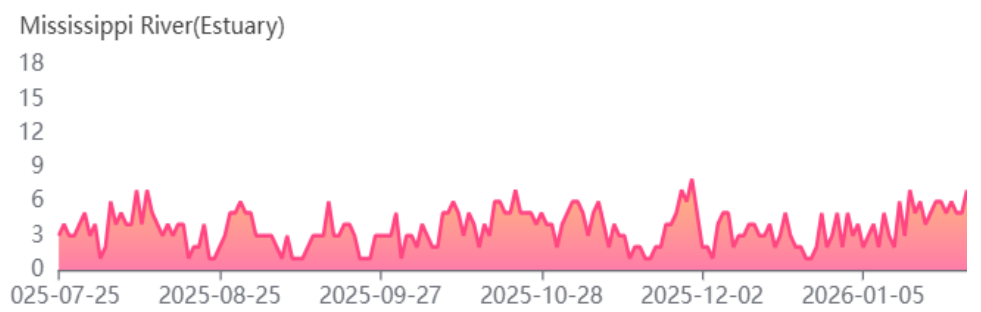
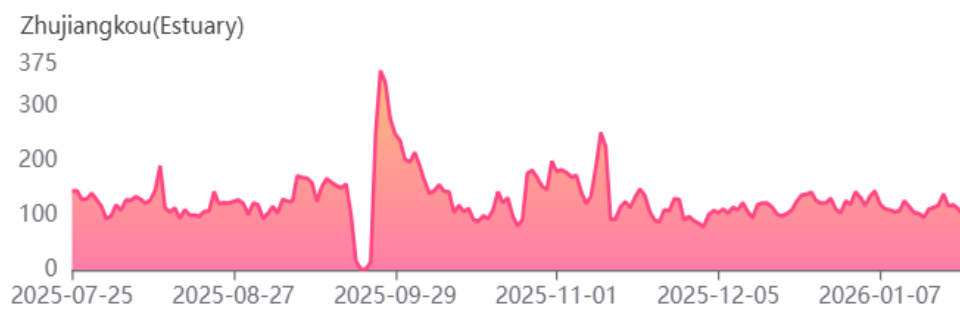
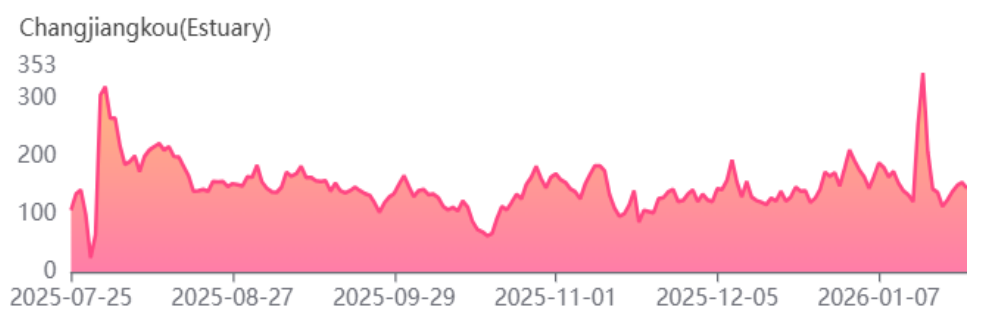
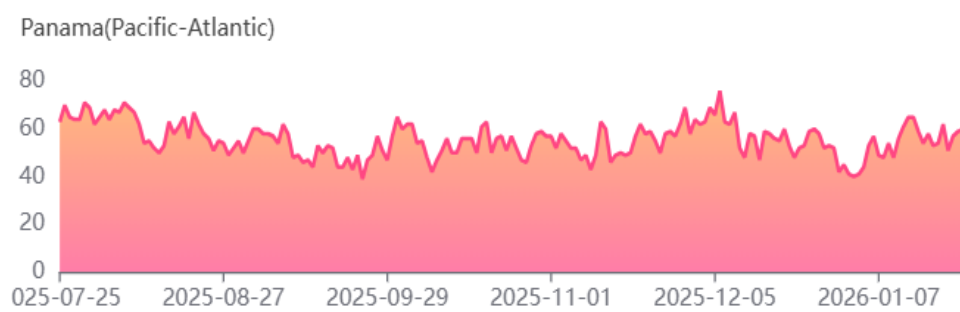
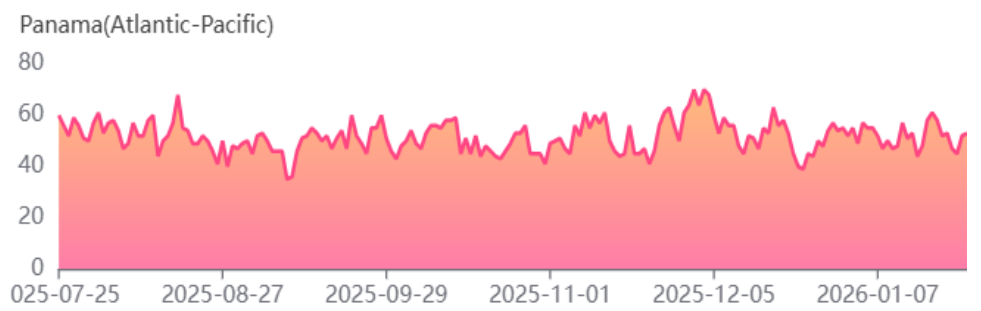
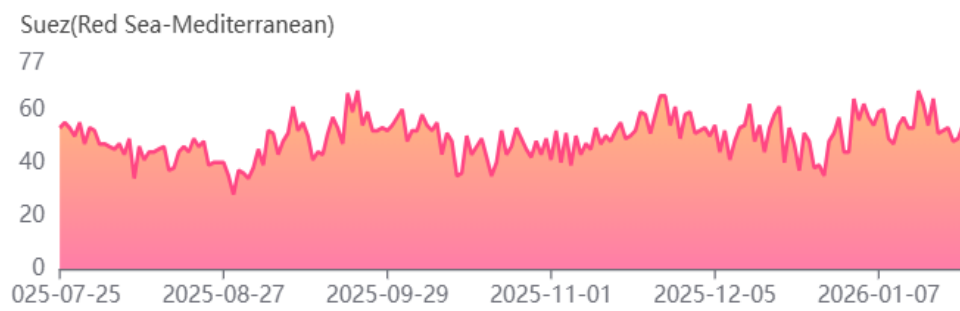
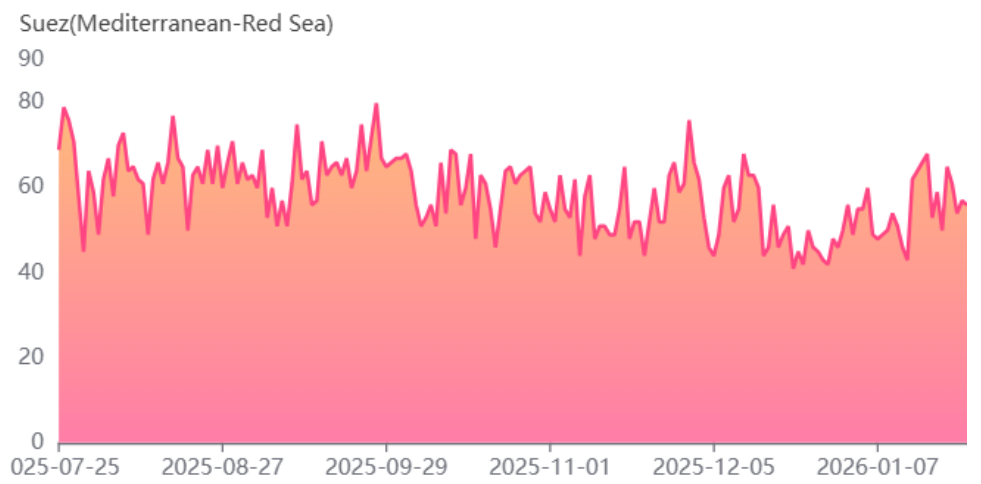
本报告数据截止时间为2026年1月25日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Jan 25th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

第二部分 航运数据 SHIPPING DATA

最近一周船舶运河/河口锚地等待数量

Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	60	1583	-33	156
Miss.Riv.	7	126	7	42
CJK	144	4871	-392	876
Pa.Atlan.	53	1519	1	-47
Colum.Riv.	4	144	-2	20
Suez.Med.	56	1566	2	40
Pa.Pac.	55	1536	-20	-152
ZJK	116	3416	58	149

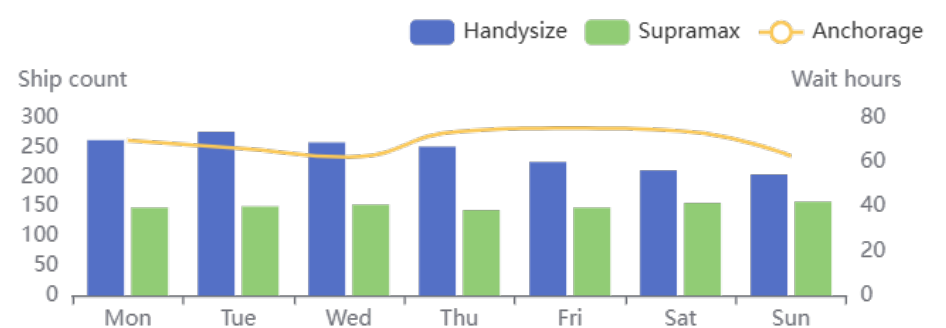


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

最近一周中国区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of China

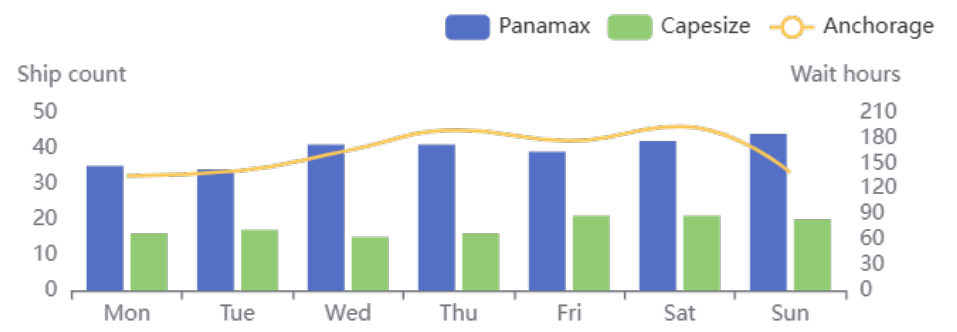
Type	M	T	W	Th	F	Sat	Sun
HDY	262	276	258	251	225	211	204
SMX	148	150	153	144	148	156	158
WT.h.	69.8	66.3	62.3	73.8	75.3	74	62.7



最近一周巴西区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Brazil

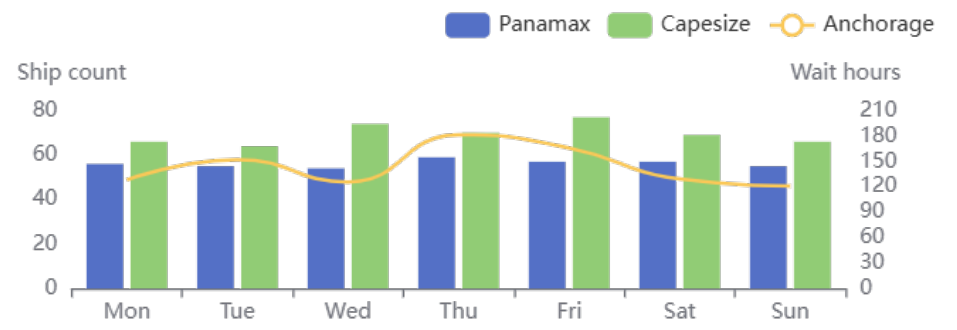
Type	M	T	W	Th	F	Sat	Sun
Pan.	35	34	41	41	39	42	44
Cap	16	17	15	16	21	21	20
WT.h.	135.4	141.3	165.3	189.3	176.8	193.7	139.2



最近一周澳大利亚区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Australia

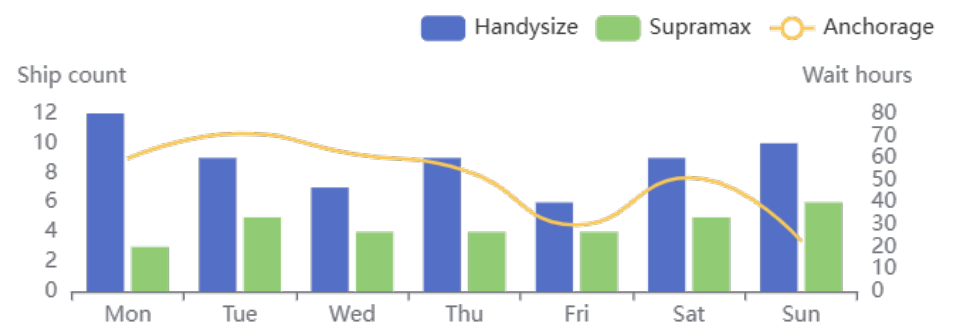
Type	M	T	W	Th	F	Sat	Sun
Pan.	56	55	54	59	57	57	55
Cap	66	64	74	70	77	69	66
WT.h.	128.2	152.2	125.7	181.6	165.9	129.2	120.9



最近一周黑海区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra & Handy Num. and Waiting Time Information in Anchorages of Black Sea

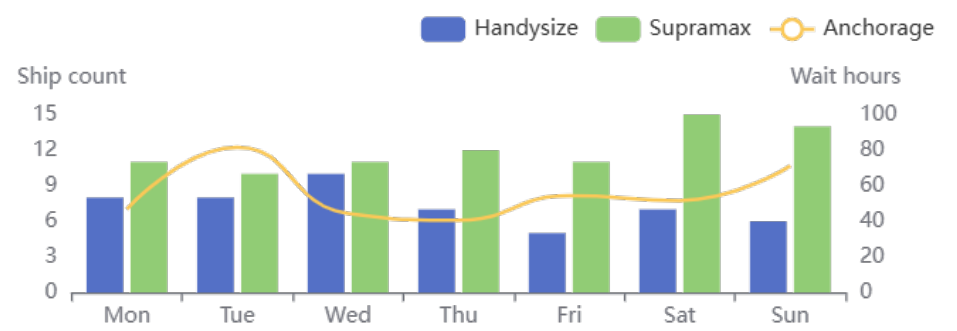
Type	M	T	W	Th	F	Sat	Sun
HDY	12	9	7	9	6	9	10
SMX	3	5	4	4	4	5	6
WT.h.	59.8	71.05	61.9	54.5	29.95	51.2	22.55



最近一周美湾区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of US Gulf

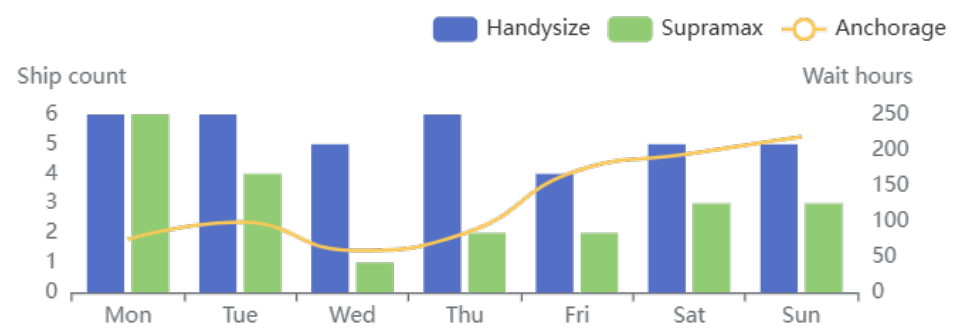
Type	M	T	W	Th	F	Sat	Sun
HDY	8	8	10	7	5	7	6
SMX	11	10	11	12	11	15	14
WT.h.	46.8	81.7	44.4	40.6	54.5	51.7	71.15



最近一周拉普拉特河区域超大型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of Plate River

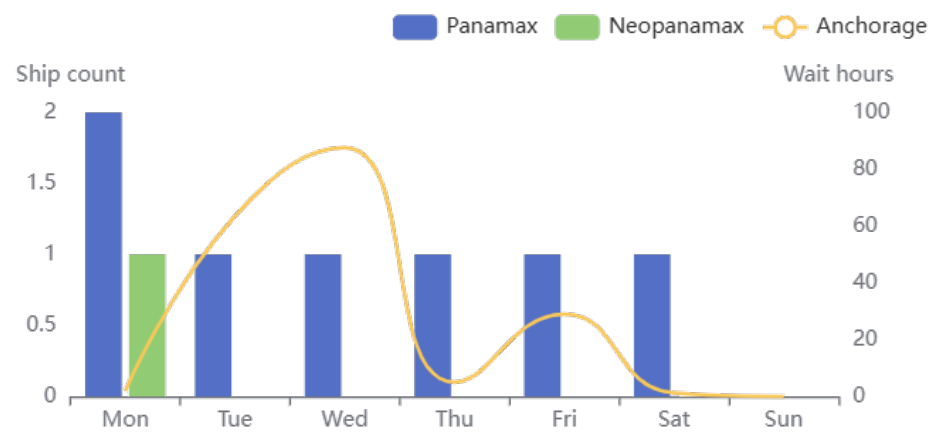
Type	M	T	W	Th	F	Sat	Sun
HDY	6	6	5	6	4	5	5
SMX	6	4	1	2	2	3	3
WT.h.	74.6	99	59.1	83.1	171	194.8	218.8



最近一周香港区域集装箱船锚泊数量和平均等待时长

Latest Week Update for Container Vessels Num. and Waiting Time Information on Anchorages of HongKong

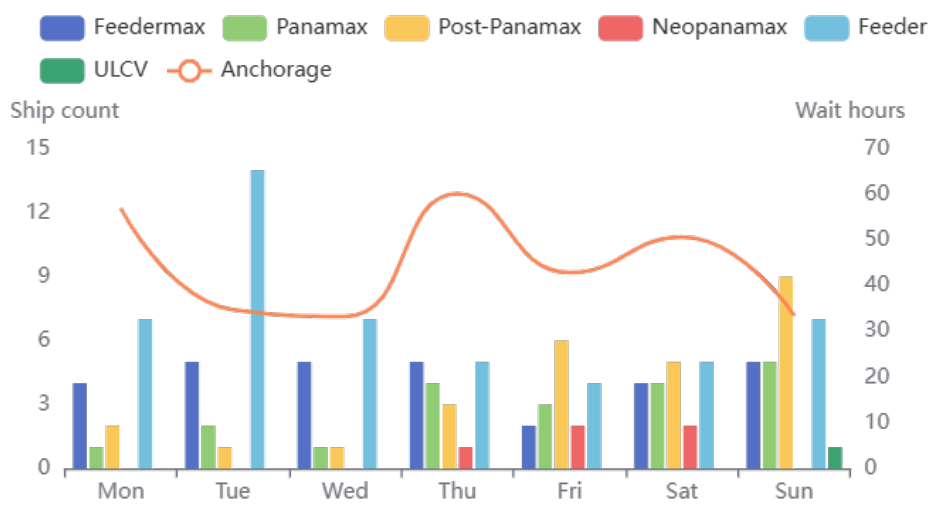
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	0
Pan.	2	1	1	1	1	1	0
PPx	0	0	0	0	0	0	0
NPx	1	0	0	0	0	0	0
Fd	0	0	0	0	0	0	0
WT.h.	2	63.6	87.6	5	29	1.2	0.0
UlcV	0	0	0	0	0	0	0



最近一周上海区域集装箱船锚泊数量和平均等待时长

Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Shanghai

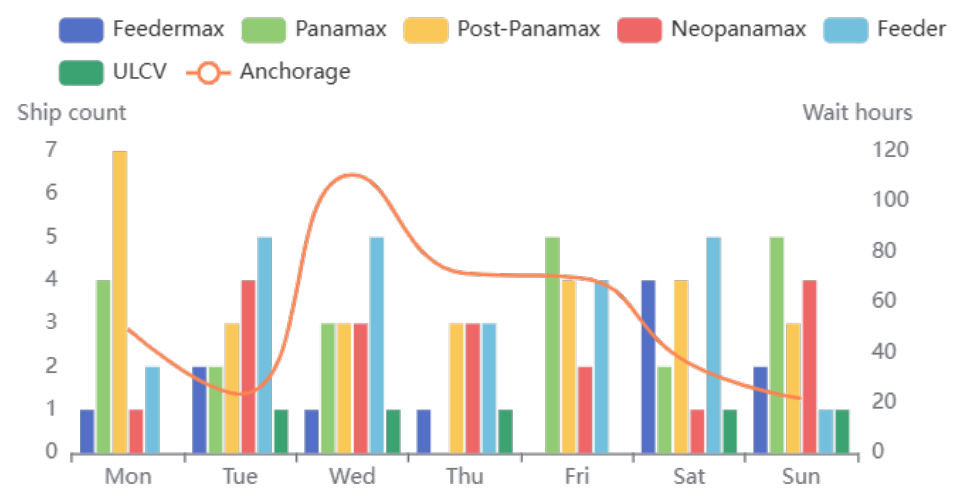
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	5	5	5	2	4	5
Pan.	1	2	1	4	3	4	5
PPx	2	1	1	3	6	5	9
NPx	0	0	0	1	2	2	0
Fd	7	14	7	5	4	5	7
UlcV	0	0	0	0	0	0	1
WT.h.	57	34.8	33.3	60.2	42.9	50.7	33.5



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

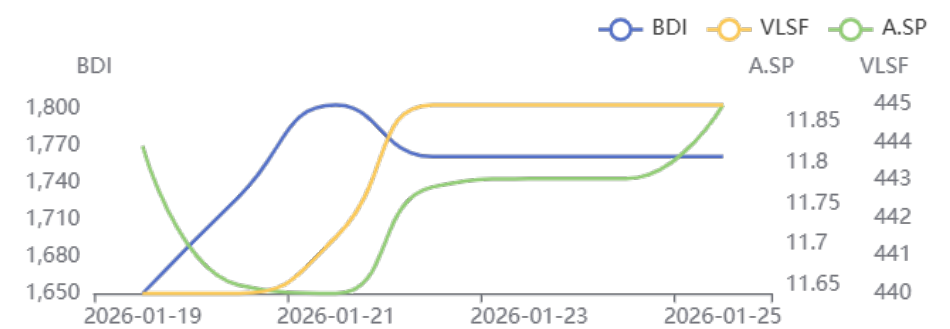
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	2	1	1	0	4	2
Pan.	4	2	3	0	5	2	5
PPx	7	3	3	3	4	4	3
NPx	1	4	3	3	2	1	4
Fd	2	5	5	3	4	5	1
UlcV	0	1	1	1	0	1	1
WT.h.	49.3	23.5	110.6	71.5	69.8	35.7	21.8



最近一周空载散货船平均航速 Latest Weekly Average Speed for Bulkers during Ballast Voyage

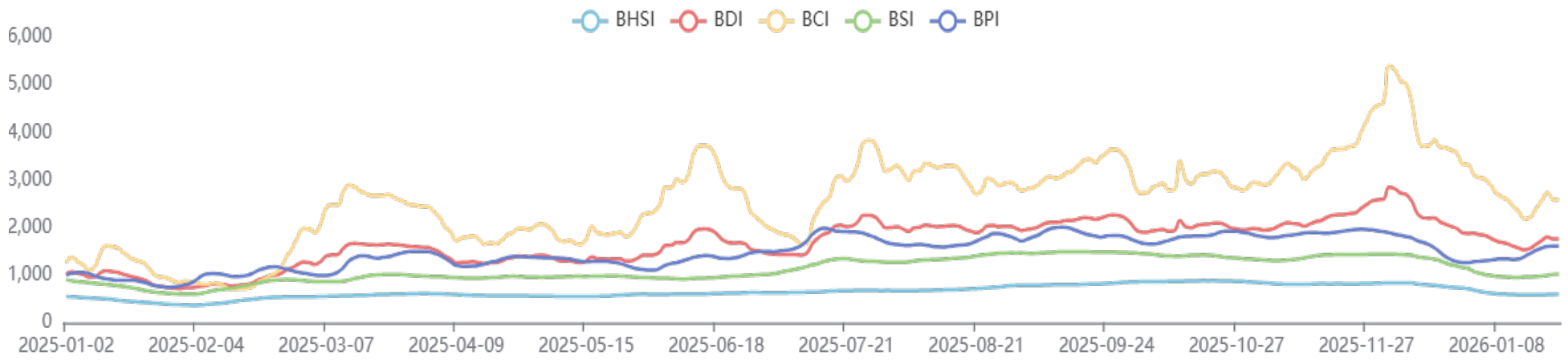
Type	M	T	W	Th	F	Sat	Sun
BDI	1521	1570	1606	1614	1614	1614	1614
VLSF	440.00	440.00	441.50	445.00	445.00	445.00	445.00
A.SP	11.82	11.65	11.64	11.77	11.78	11.78	11.78



第三部分 航运市场 SHIPPING MARKET

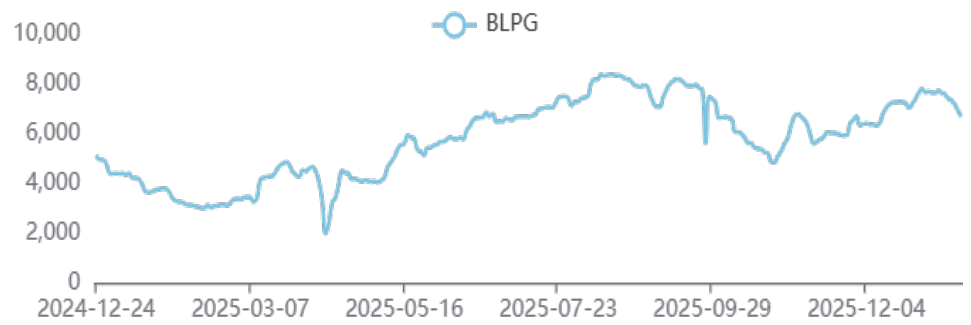
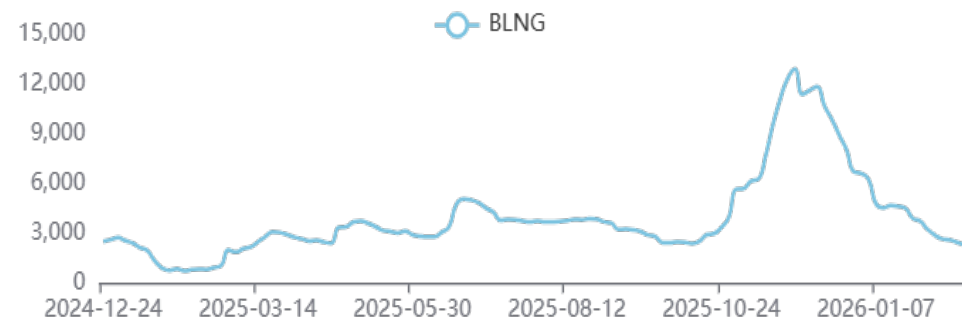
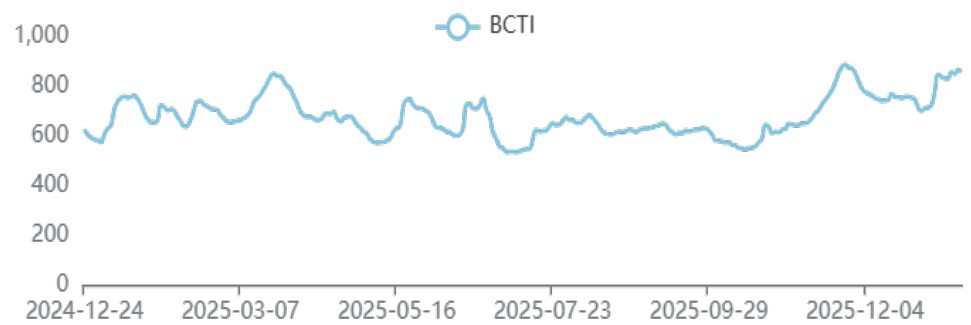
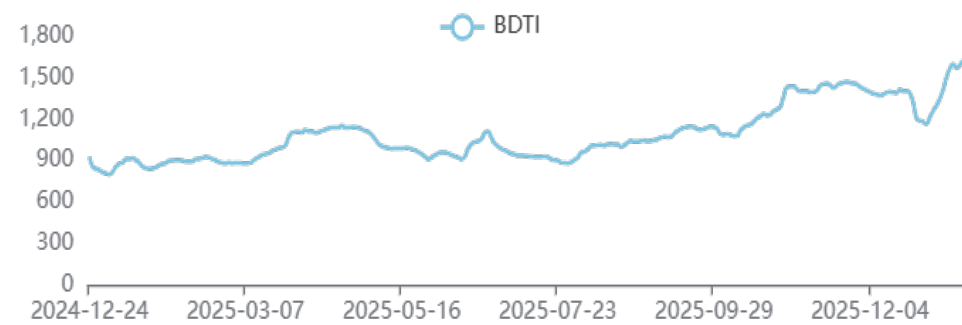
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	1762	195.0	12.44	-6.13	113.83
BCI	2583	359.0	16.14	-22.18	138.95
BPI	1612	154.0	10.56	27.23	100.5
BSI	1026	59.0	6.1	-10.31	56.88
BHSI	600	12.0	2.04	-16.55	43.54

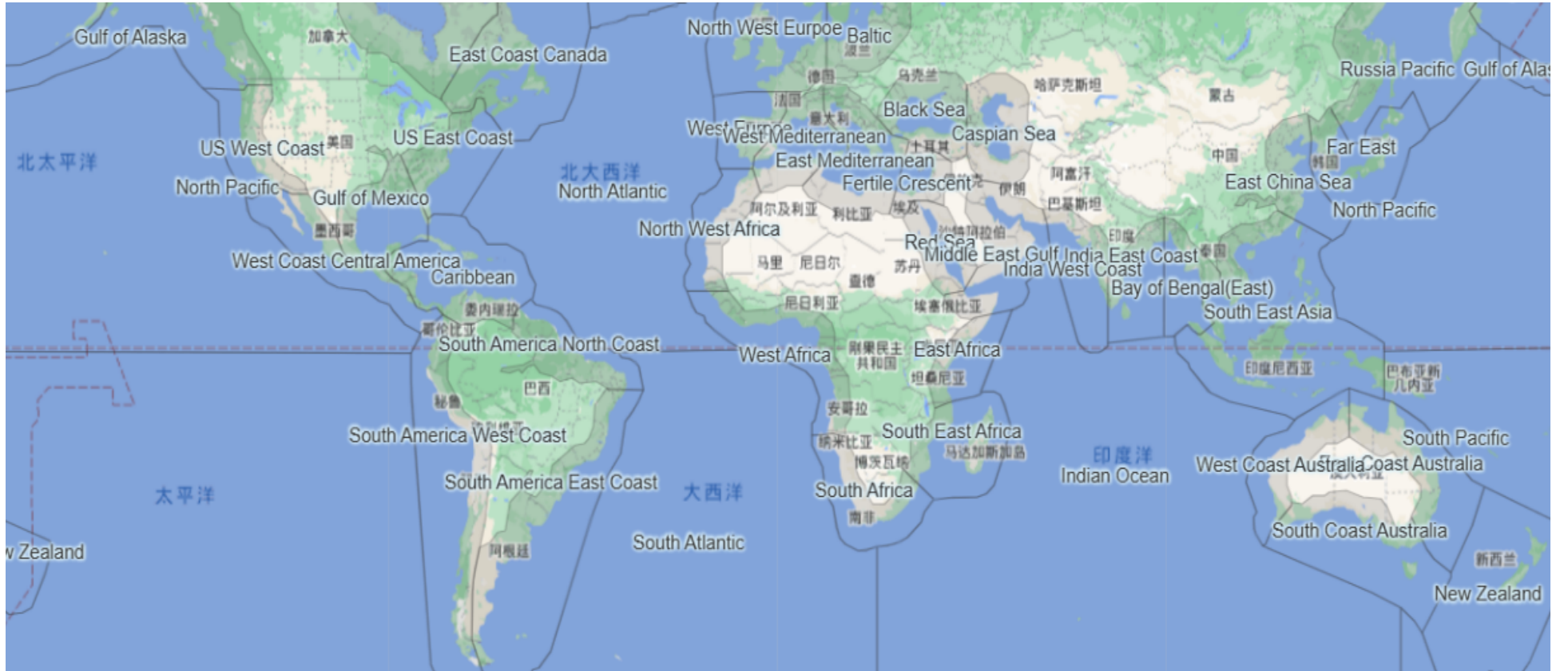


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1626	64.0	4.1	23.28	89.95
BCTI	857	27.0	3.25	13.21	14.88
BLNG	2293	-937.0	-29.01	-71.41	75.17
BLPG	6686	-903.0	-11.9	-4.96	84.09



第四部分 运力分布 SUPPLY DISTRIBUTION

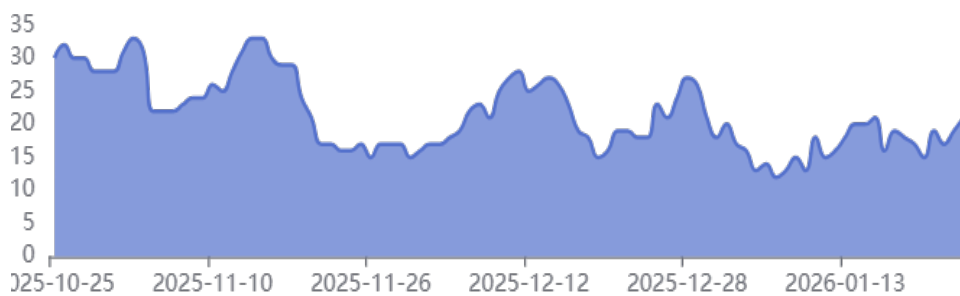


好望角型散货船 Capesize

区域：巴西，最近一周好望角型散货船准备装货船舶数量

Area: Brazil, The latest week update number for Capesize with cargo loading intention.

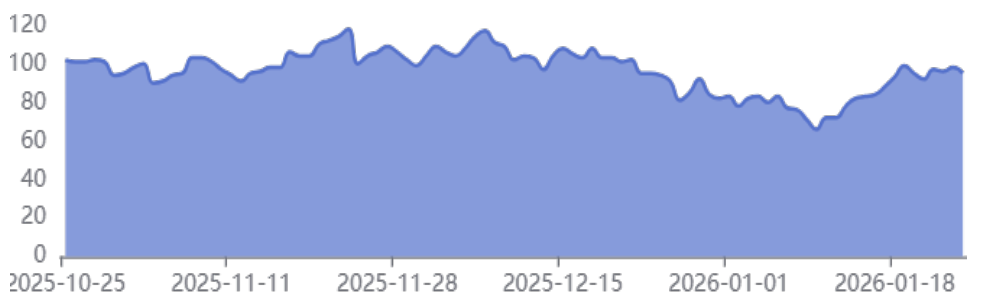
Type	M	T	W	Th	F	Sat	Sun
Cape	18	17	15	19	17	19	21



区域：澳大利亚。最近一周好望角型散货船准备装货船舶数量。

Area: Australia. The latest week update number for Capesize with cargo loading intention.

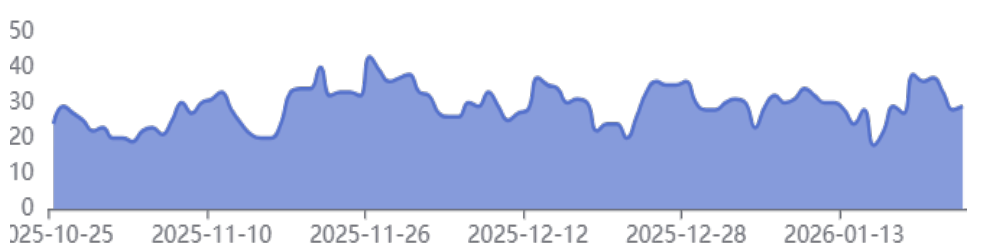
Type	M	T	W	Th	F	Sat	Sun
Cape	99	95	92	97	96	98	95



区域：南非，最近一周好望角型散货船准备装货船舶数量

Area: South Africa, The latest week update number for Capesize with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Cape	27	38	36	37	33	28	29

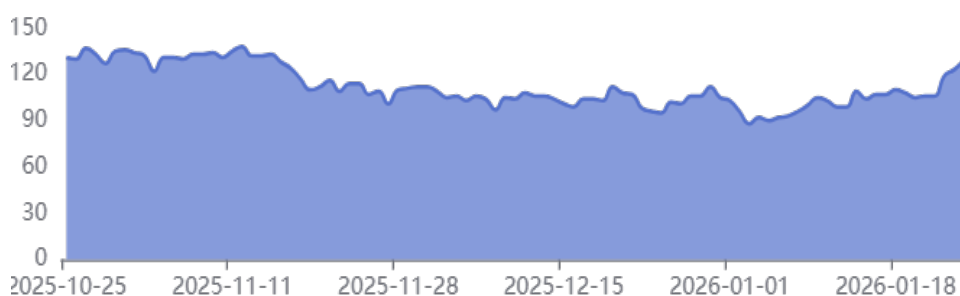


巴拿马型散货船 PANAMAX

区域：南美北部和东部。最近一周巴拿马型散货船准备装货船舶数量。

Area: South America. The latest week update number for Panamax with cargo loading intention.

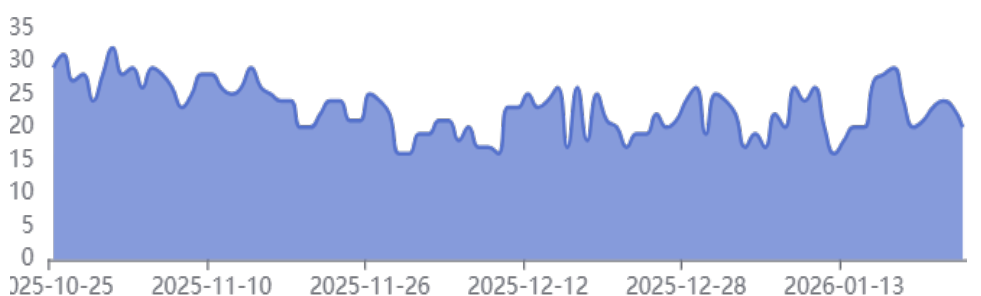
Type	M	T	W	Th	F	Sat	Sun
Pan.	108	105	106	106	119	123	129



区域：黑海。最近一周巴拿马型散货船准备装货船舶数量。

Area: Black Sea. The latest week update number for Panamax with cargo loading intention.

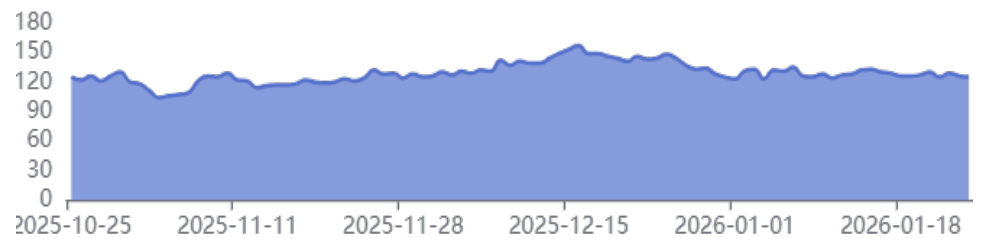
Type	M	T	W	Th	F	Sat	Sun
Pan.	17	16	17	20	21	21	25



区域：澳大利亚。最近一周巴拿马型散货船准备装货船舶数量。

Area: Australia. The latest week update number for Panamax with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Pan.	126	127	130	125	129	126	125

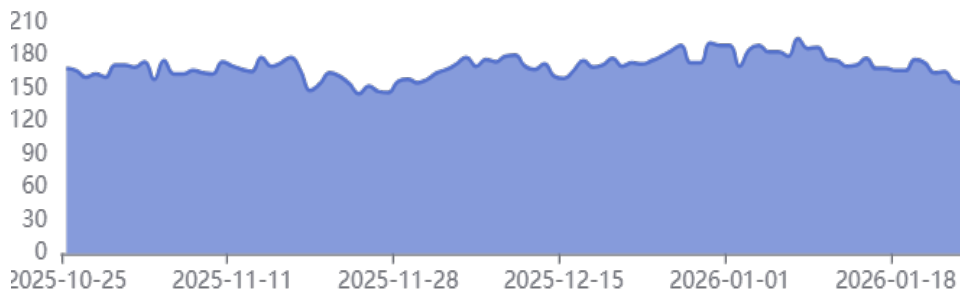


超大灵便型散货 SUPRAMAX

区域：北中国。最近一周超大灵便型散货船准备装货船舶数量。

Area: North China. The latest week update number for Supramax with cargo loading intention.

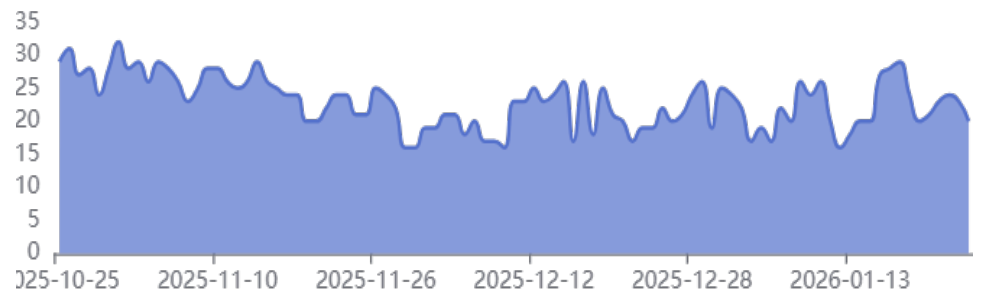
Type	M	T	W	Th	F	Sat	Sun
SMX	166	176	173	164	165	156	155



区域：黑海。最近一周巴拿马型散货船准备装货船舶数量。

Area: Black Sea. The latest week update number for Panamax with cargo loading intention.

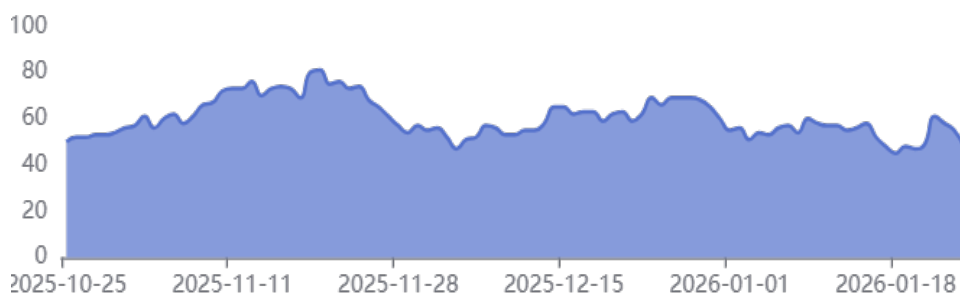
Type	M	T	W	Th	F	Sat	Sun
SMX	24	20	21	23	24	23	20



区域：美湾。最近一周超大灵便型散货船准备装货船舶数量。

Area: US Gulf. The latest week update number for Supramax with cargo loading intention.

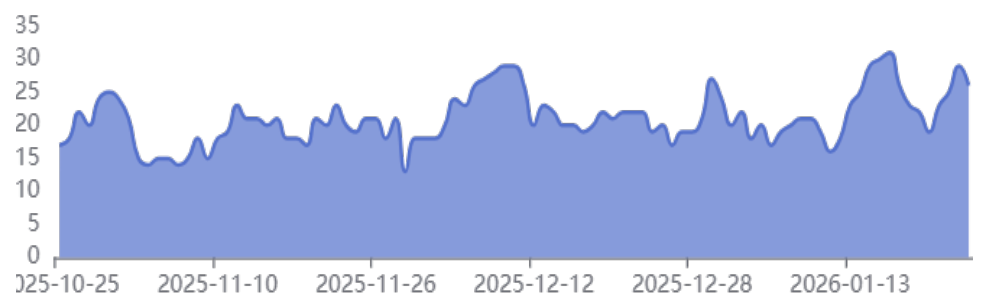
Type	M	T	W	Th	F	Sat	Sun
SMX	23	22	19	23	25	29	26



区域：南美的北部和东部。最近一周超大灵便型散货船准备装货船舶数量。

Area: South America. The latest week update number for Supramax with cargo loading intention.

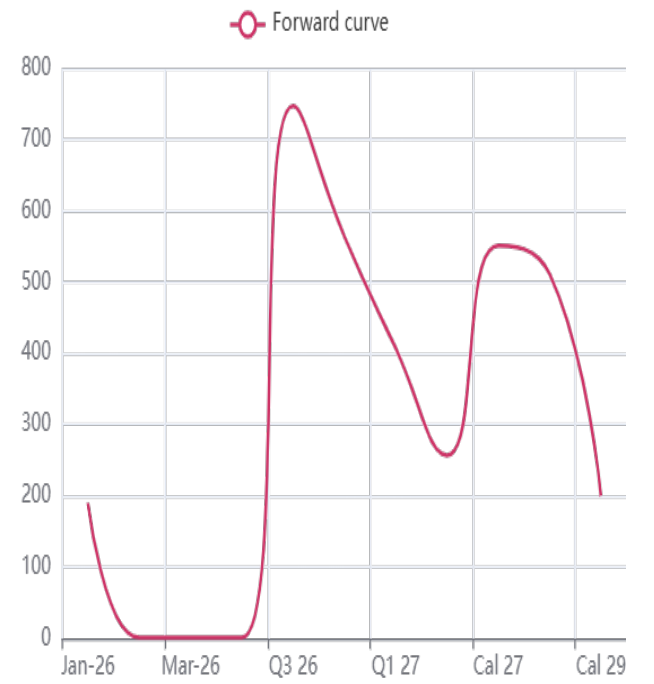
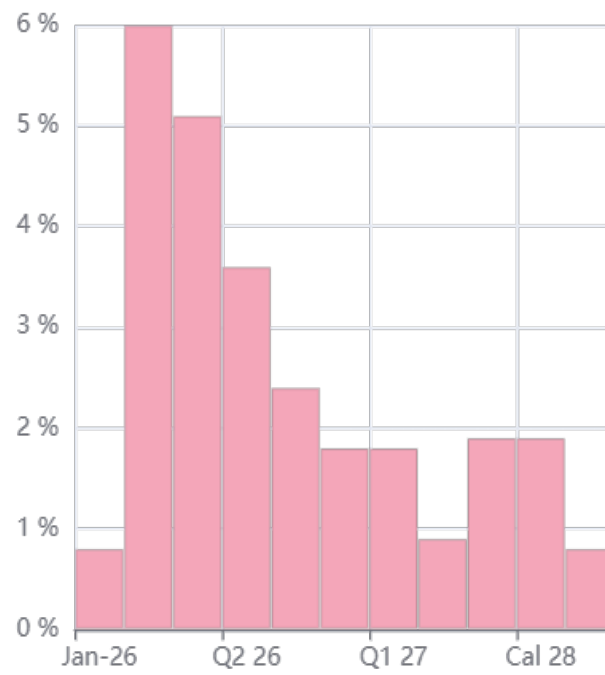
Type	M	T	W	Th	F	Sat	Sun
SMX	48	47	49	61	58	55	48



第五部分 远期运价协议 FFA

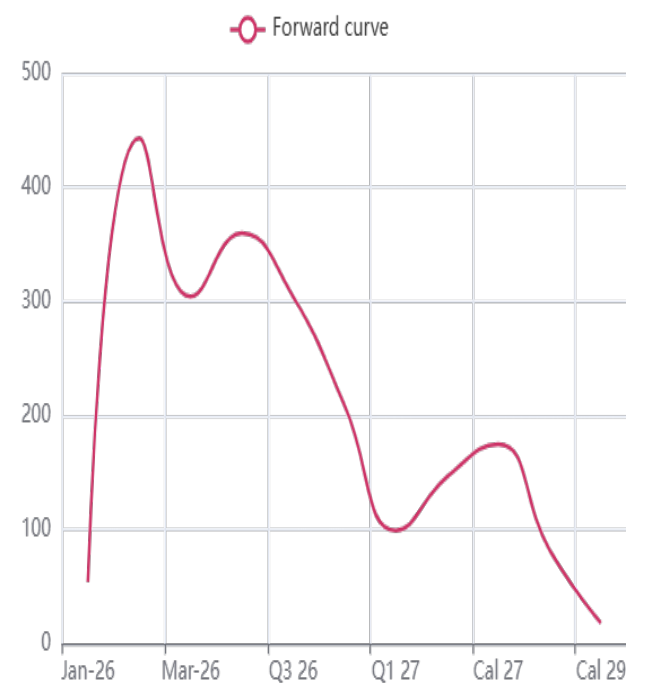
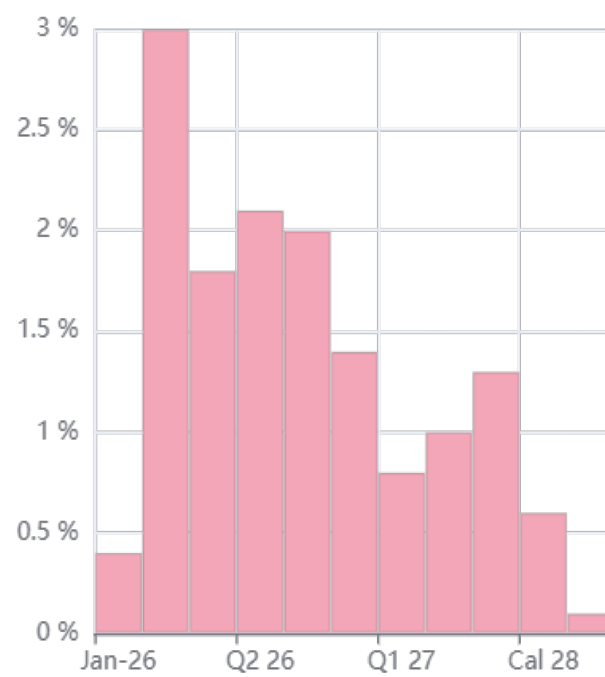
好望角型散货船Capesize

5TC	\$/day	WoW	
Jan-26	23,882.00	190.0	0.8 %
Feb-26	24,535.00	1378.0	6.0 %
Mar-26	29,421.00	1439.0	5.1 %
Q2 26	31,651.67	1104.67	3.6 %
Q3 26	32,339.00	747.0	2.4 %
Q4 26	32,585.00	564.0	1.8 %
Q1 27	22,764.00	407.0	1.8 %
Q2 27	28,053.00	257.0	0.9 %
Cal 27	29,178.75	551.0	1.9 %
Cal 28	26,928.00	511.0	1.9 %
Cal 29	25,096.00	200.0	0.8 %



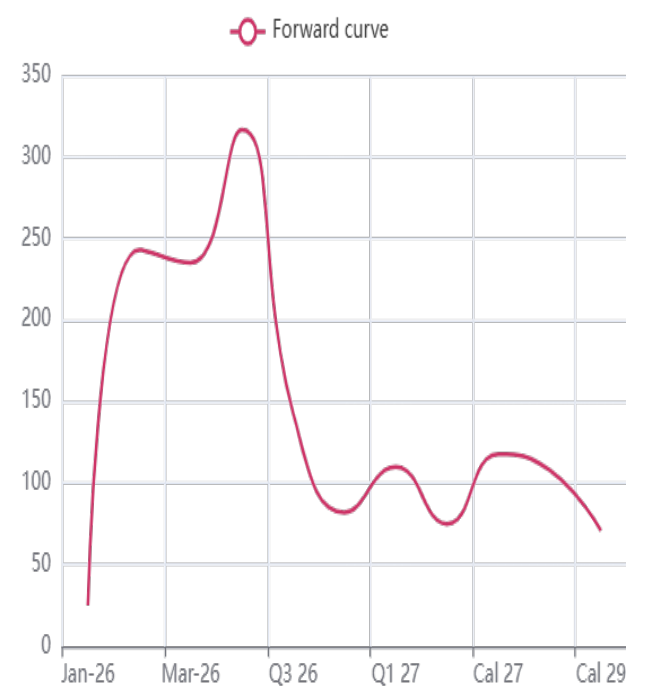
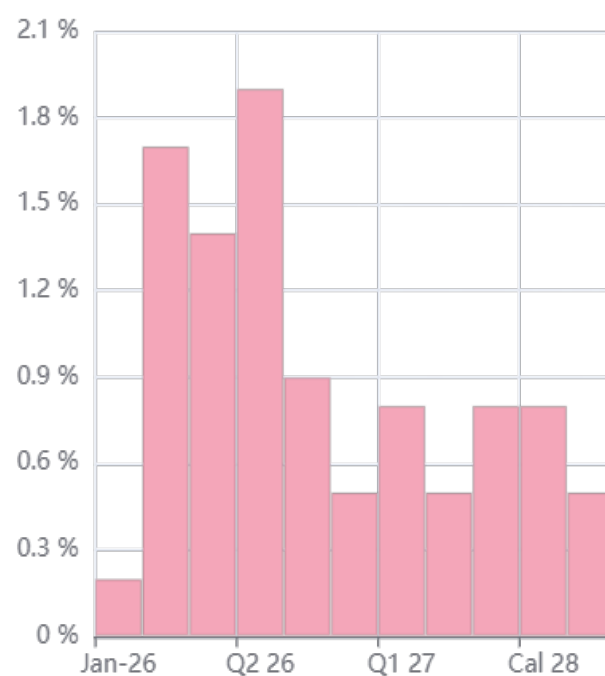
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Jan-26	13,186.00	54.0	0.4 %
Feb-26	15,150.00	443.0	3.0 %
Mar-26	17,143.00	304.0	1.8 %
Q2 26	17,100.00	359.67	2.1 %
Q3 26	15,743.00	304.0	2.0 %
Q4 26	14,920.00	209.0	1.4 %
Q1 27	13,025.00	99.0	0.8 %
Q2 27	14,501.00	146.0	1.0 %
Cal 27	14,121.00	174.75	1.3 %
Cal 28	13,661.00	82.0	0.6 %
Cal 29	13,346.00	18.0	0.1 %



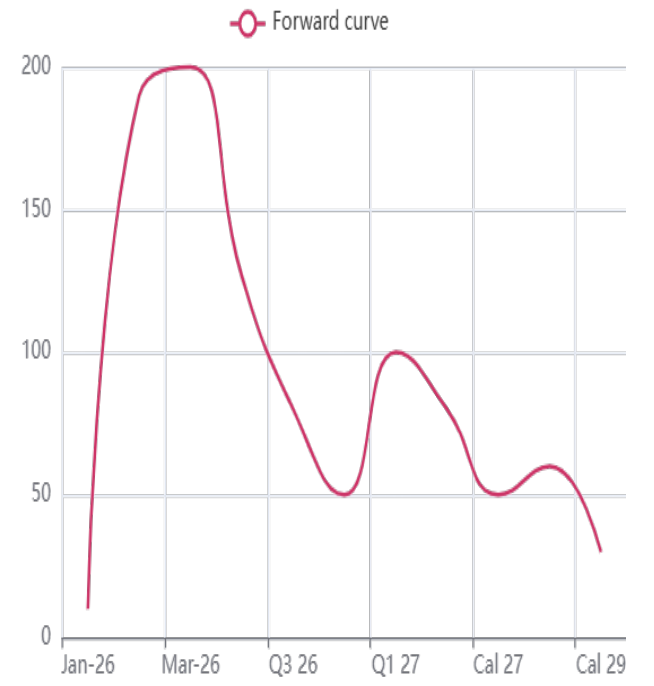
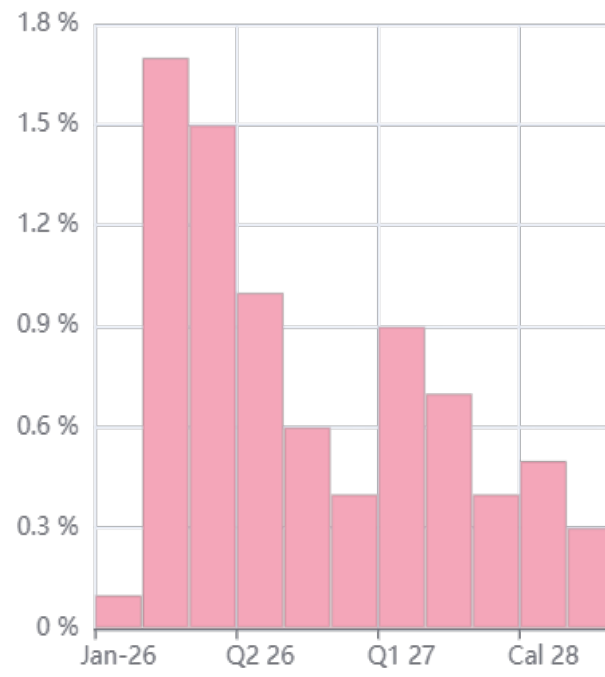
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Jan-26	12,773.00	25.0	0.2 %
Feb-26	14,677.00	243.0	1.7 %
Mar-26	17,073.00	235.0	1.4 %
Q2 26	17,255.67	316.67	1.9 %
Q3 26	16,177.00	143.0	0.9 %
Q4 26	15,623.00	82.0	0.5 %
Q1 27	13,773.00	110.0	0.8 %
Q2 27	14,788.00	75.0	0.5 %
Cal 27	14,537.75	117.75	0.8 %
Cal 28	14,392.00	108.0	0.8 %
Cal 29	14,148.00	71.0	0.5 %



灵便型散货船Handysize

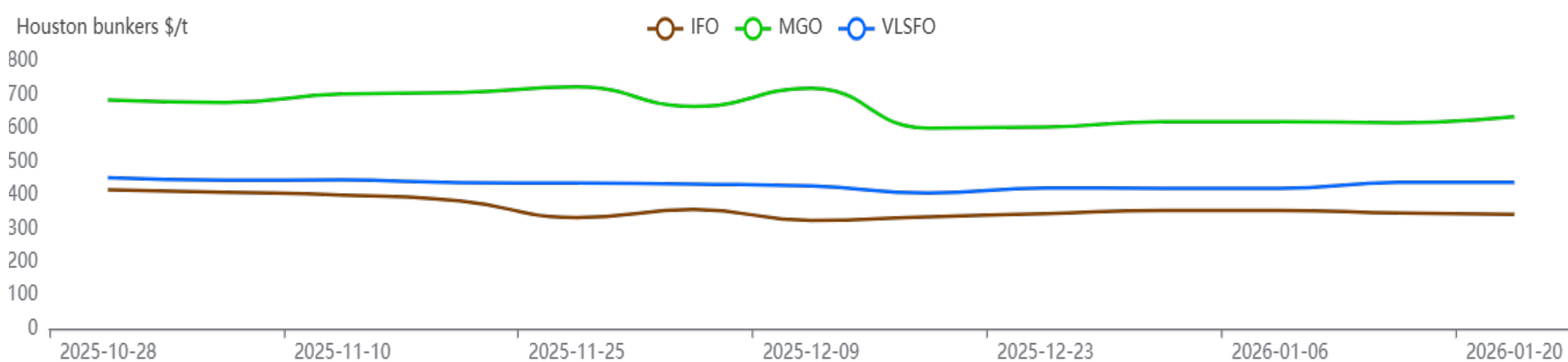
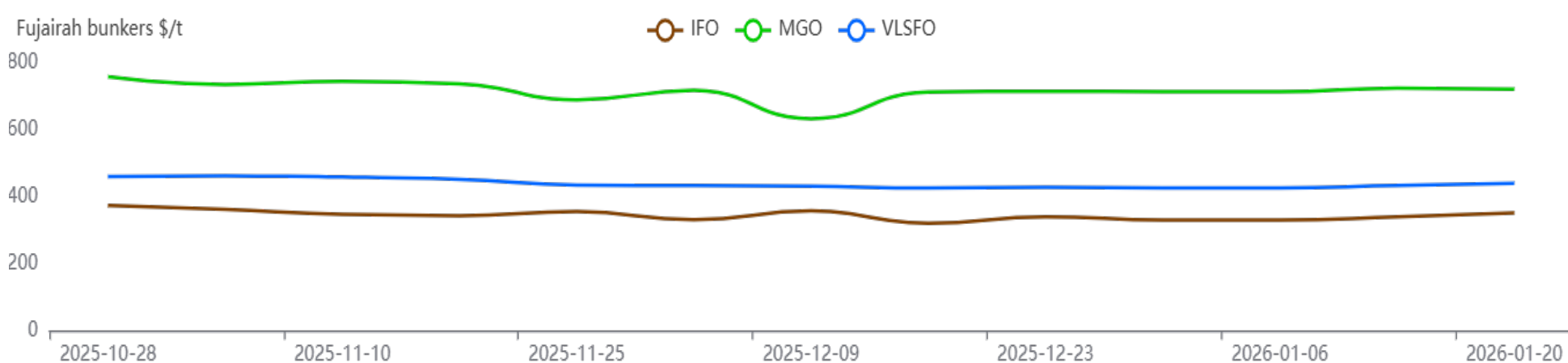
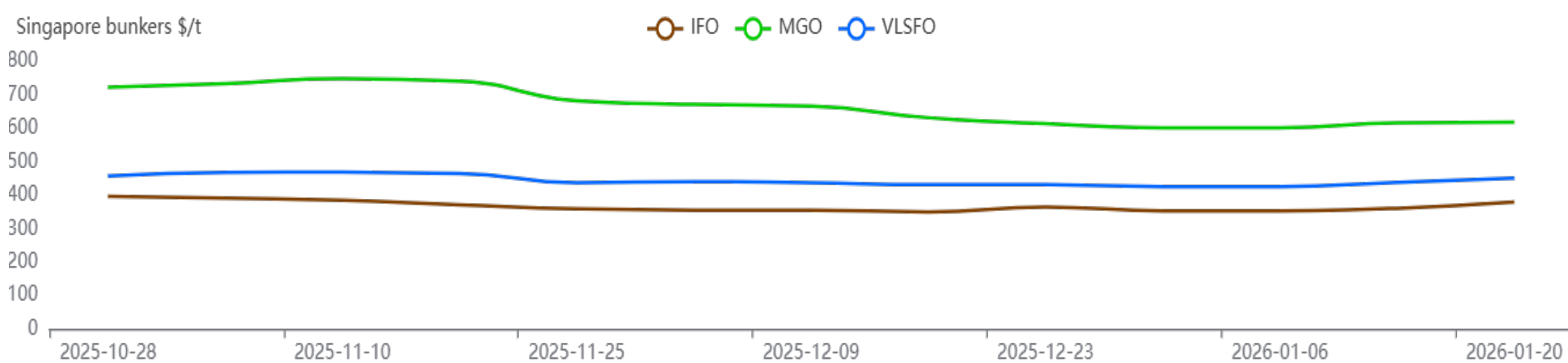
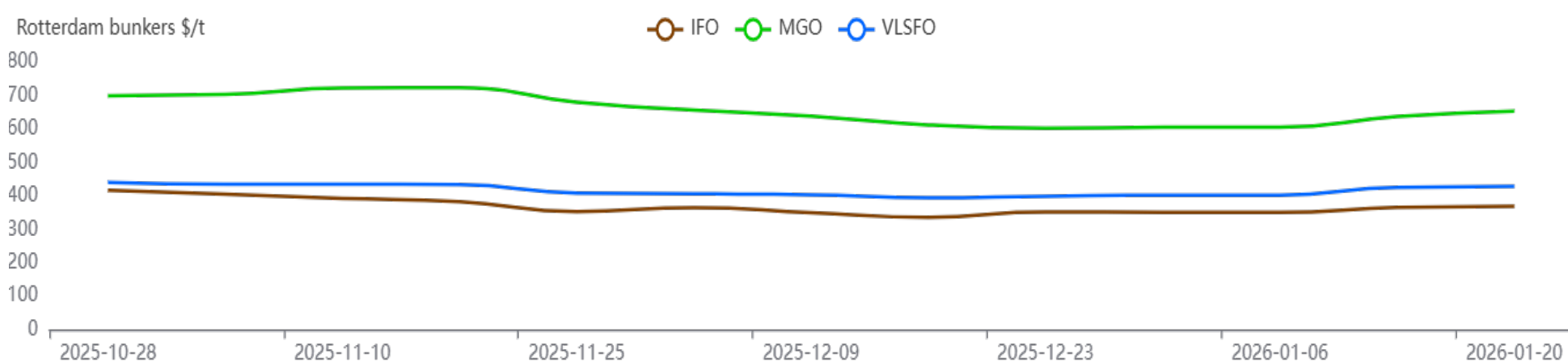
7TC	\$/day	WoW	
Jan-26	10,985.00	10.0	0.1 %
Feb-26	11,070.00	190.0	1.7 %
Mar-26	13,760.00	200.0	1.5 %
Q2 26	13,240.00	126.67	1.0 %
Q3 26	12,880.00	80.0	0.6 %
Q4 26	12,490.00	50.0	0.4 %
Q1 27	11,350.00	100.0	100.0
Q2 27	12,080.00	80.0	0.7 %
Cal 27	11,950.00	50.0	0.4 %
Cal 28	11,590.00	60.0	0.5 %
Cal 29	11,330.00	30.0	0.3 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	461.5	391.0	652.5	70.5	6.0	9.3	-7.24
Singapore	451.5	380.0	618.5	71.5	-6.0	-7.74	5.15
Rotterdam	429.0	369.5	653.5	59.5	-1.0	-1.65	27.96
Fujairah	441.0	351.5	722.5	89.5	-5.0	-5.29	0.56
Houston	438.5	342.5	635.0	96.0	4.5	4.92	25.49

(MP-Bunkering Main Ports; LO-Heavy Low Sulphur Fuel Oil; HO-Heavy High Sulphur Fuel Oil; MO-MGO; SP-Spread;)



第七部分 最新商品价格 LATEST COMMODITIES PRICE

Grains and Oilseeds		Index	+/-	Weekly	Monthly	YTD
Wheat		193.0	0.0	0.0	-0.52	-2.53
Maize		227.0	-1.0	-0.44	-1.73	-3.81
Soybeans		210.0	3.0	1.45	-4.11	2.94
Rice		158.0	-4.0	-2.47	-2.47	-21.0
Barley		236.0	1.0	0.43	1.72	7.27
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	60.61	2.73	4.72	3.78	-21.26
Brent	USD/Bbl	65.18	3.8	6.19	4.69	-18.82
Natural Gas	USD/MMBtu	5.29	1.86	54.23	24.47	38.85
Gasoline	USD/Gal	1.85	0.14	8.19	5.71	-12.74
Heating Oil	USD/Gal	2.41	0.28	13.15	11.57	-8.02
Ethanol	USD/Gal	1.59	-0.03	-1.85	0.0	-8.62
Naphtha	USD/T	522.15	28.15	5.7	3.93	-19.94
Propane	USD/Gal	0.68	0.05	7.94	1.49	-26.88
Uranium	USD/Lbs	85.25	3.25	3.96	4.92	15.28
Methanol	CNY/T	2183.0	-16.0	-0.73	2.3	-16.23
TTF Gas	EUR/MWh	39.66	11.96	43.18	41.29	-16.94
UK Gas	GBP/thm	103.68	32.16	44.97	40.45	-14.14
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.8	-0.21	-3.49	5.65	36.15
Coal	USD/T	109.35	3.15	2.97	0.32	-7.45
Steel	CNY/T	3100.0	13.0	0.42	0.58	-6.37
Iron Ore	USD/T	106.46	0.33	0.31	-0.45	5.19
Aluminum	USD/T	3119.58	6.03	0.19	5.5	16.6
Lithium	CNY/T	164500.0	37000.0	29.02	56.82	111.3
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4832.3	360.44	8.06	7.84	77.5
Silver	USD/t.oz	94.29	15.98	20.41	31.07	208.24
Platium	null	2467.3	167.8	7.3	9.12	160.24
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.17	0.0	0.0	-0.85	12.5
USD/CNY		6.96	-0.02	-0.29	-0.71	-4.4

第八部分 本周话题 WEEKLY TOPIC



2025年马六甲至新加坡海峡海盗事件创历史记录

据区域反海盗及武装抢劫船只信息共享中心（ReCAAP ISC）发布的《2025年亚洲海盗及武装抢劫船只年度报告》显示，2025年马六甲至新加坡海峡（SOMS）的海盗及武装抢劫事件数量创下19年新高，超过了2015年的历史记录。

2025年间，马六甲至新加坡海峡共记录108起海盗相关事件，超过了2015年该海峡的104起，当时2015年整个亚洲地区的此类事件总数为203起。而2025年间，该海峡的事件数量占亚洲全年报告总数的82%。

ReCAAP ISC表示，2025年的事件激增与以往峰值有所不同，集装箱船成为了登船袭击的主要目标。据反海盗中心警告，干舷高度已不再能有效威慑企图登船的海盗，这使得担忧范围从散货船和油轮扩大到了集装箱船。虽然海盗事件数量明显上升，但整体严重程度有所下降。2025年亚洲地区未记录到极具严重的海盗事件，超过半数的事件被归类为严重程度低的级别，此类级别的海盗事件的作案者未携带武器，且未造成船员受伤。

从海盗事件发生场景来看，多数海盗事件发生在船舶航行途中，海上报告的海盗事件是锚泊或泊位的海盗事件的5倍。在该海峡受影响的船舶类型中，散货船依然最为突出，占报告案件的52%。

马六甲至新加坡海峡87%的事件发生在1月至7月，下半年海盗事件数量大幅下降。ReCAAP将这一下降趋势归因于印尼廖内群岛警方利用闭路电视（CCTV）证据开始实施抓捕行动。ReCAAP ISC表示，虽然马六甲至新加坡海峡海上抢劫事件的增加凸显了途经这一繁忙航道的船舶所面临的持续安全挑战，但廖内群岛地区警方逮捕作

案者后事件数量的下降，也说明了有效执法的威慑作用。

在马六甲至新加坡海峡的事件中，约有一半的情况是作案者在船员发出警报后空手逃离了船舶。而在这些发生盗窃的案件中，失窃物品通常为引擎备件、废金属、船舶物资或船员个人财物。据HIFLEET航运大数据显示，海盗事件主要集中在菲律宾海峡，且多发生在午夜之后，尤其是凌晨1点至5点之间。印尼警方发现作案者利用智能手机应用程序锁定目标船舶，一旦警报响起便迅速逃离。

除马六甲至新加坡海峡外，孟加拉国、印度尼西亚和菲律宾的相关事件数量有所下降，而印度则出现小幅上升。2025年，公海仅记录到2起海盗事件，均为轻微事件，涉及被拖带的驳船。苏禄至苏拉威西海连续第五年未报告船员被绑架的案件。

马六甲至新加坡海峡外海盗事件的增加并不意味着海上贸易面临的威胁加剧。该区域采用更有效的监视和行动措施将很明显威慑海盗行为。

According to the "Annual Report on Piracy and Armed Robbery on Ships in Asia in 2025" released by the Regional Anti-Piracy and Armed Robbery Ships Information Sharing Center (ReCAAP ISC), the number of piracy and armed robbery incidents in the Strait of Malacca to Singapore (SOMS) in 2025 reached a 19-year high, surpassing the historical record of 2015.

In 2025, a total of 108 incidents related to piracy were recorded in the Strait between Malacca and Singapore, surpassing the 104 incidents in 2015. At that time, the total number of such incidents across the entire Asia region was 203. And in 2025, the number of incidents in this strait accounted for 82% of the total number of reports in Asia for the entire year.

ReCAAP ISC stated that the surge in incidents in 2025 was different from previous peaks. Container ships have become the main targets of boarding attacks. According to the anti-piracy center's warning, the freeboard height is no longer effective in deterring pirates attempting to board, which has expanded the scope of concerns from bulk carriers and oil tankers to container ships.

Although the number of pirate incidents has significantly increased, the overall severity has decreased. In 2025, no extremely severe pirate incidents were recorded in the Asian region. More than half of the incidents were classified as of low severity level. The perpetrators of such incidents did not carry weapons and did not cause any injuries to the crew.

From the perspective of the occurrence scenarios of piracy incidents, most piracy incidents occurred during the voyage of ships. The number of piracy incidents reported at sea was five times that of piracy incidents at anchor or at berths. Among the types of ships affected in this strait, bulk carriers remained the most prominent, accounting for 52% of the reported cases.

87% of the incidents in the Strait between Malacca and Singapore occurred from January to July. The number of pirate incidents dropped significantly in the second half of the year. ReCAAP attributed this decline to the police in the Lombok Islands of Indonesia using closed-circuit television (CCTV) evidence to launch arrest operations. ReCAAP ISC stated that although the increase in maritime robbery incidents in the Malacca-Singapore Strait highlights the ongoing security challenges faced by ships passing through this busy shipping lane, the decrease in the number of incidents after the police in the Lombok Islands arrested the perpetrators also demonstrates the deterrent effect of effective law enforcement.

In the incidents along the Strait of Malacca to Singapore, approximately half of the cases involved the perpetrators fleeing the vessel empty-handed after the crew raised the alarm. In these cases of theft, the stolen items were usually engine parts, scrap metal, ship supplies, or the personal belongings of the crew. According to the HIFLEET shipping big data, pirate incidents are mainly concentrated in the Strait of Philip, and they occur mostly after midnight, especially between 1 a.m. and 5 a.m. The Indonesian police discovered that the perpetrators used smartphone applications to target the ships and quickly fled once the alarm sounded.

Except for the Strait of Malacca to Singapore, the number of related incidents in Bangladesh, Indonesia and the Philippines has decreased, while in India it has slightly increased. In 2025, only 2 piracy incidents were recorded in the high seas, all of which were minor incidents involving towed barges. There have been no cases of crew kidnapping reported in the Sulu to Sulawesi Sea for the fifth consecutive year.

The increase in piracy incidents outside the Strait of Malacca to Singapore does not mean that the threat to maritime trade has intensified. Implementing more effective surveillance and action measures in this region will undoubtedly deter piracy activities.