



INFORMATION FUSION CENTRE

MID-YEAR REPORT 2026 (JAN-JUN) MARSEC OVERVIEW IN IFC'S AREA OF INTEREST

In the first half of 2026, the IFC recorded a total of 1,245 incidents, representing a 6% decrease compared to the same period in 2025 (1,319 incidents). This decrease is primarily attributable to a decrease in incidents across the MARSEC categories of (a) Theft, Robbery, and Piracy at Sea (TRAPS) and (b) Illegal, Unreported, and Unregulated Fishing (IUUF).

THEFT, ROBBERY, AND PIRACY AT SEA (TRAPS)

Reported incidents in 2026:
(102 in 2025 over same period)

41 ▼ 60%



TYPES OF INCIDENTS



TOP 3 TYPES OF VESSEL TARGETED



OBSERVATIONS

The number of reported incidents have significantly decreased compared to the same period in 2025. The decrease is mainly due to enhanced enforcement efforts, timely arrests, and continued co-operation from the shipping community and maritime stakeholders through timely reporting, information sharing (including high-resolution photos and CCTV footage) and provision of substantive evidence to support follow-up investigations.

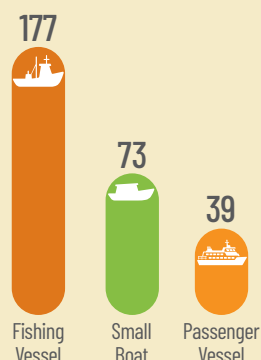
The IFC expects the overall downward trend to persist in the second half of 2026. Modus Operandi of perpetrators is expected to remain consistent with past trends, involving petty crimes that are non-confrontational and opportunistic in nature. Shipping communities are reminded to remain vigilant and continue to report incidents when required.

MARITIME INCIDENTS (MI)

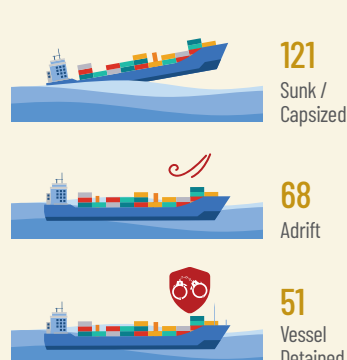
Reported incidents in 2026:
(380 in 2025 over same period)

370 ▼ 3%

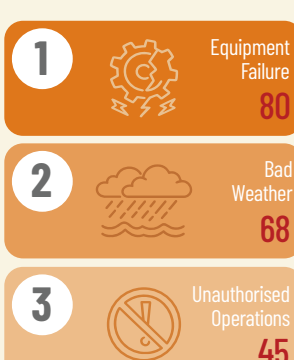
TOP 3 TYPES OF VESSEL



TOP 3 TYPES OF INCIDENT



TOP 3 CAUSES OF INCIDENTS



OBSERVATIONS

The number of reported incidents is similar compared to the same period in 2025, with majority involving Fishing Vessels in Sunk/Capsized incidents. While Equipment Failure and Bad Weather remain the leading causes of incidents, the IFC has observed a notable increase in Unauthorised Operations as regional authorities stepped up enforcement efforts.

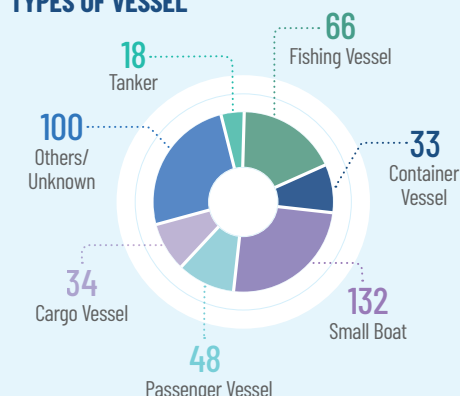
The IFC expects an upward trend in the second half of 2026, primarily driven by increased global maritime activity, and the growing unpredictability of weather patterns (e.g. Super El Niño) associated with climate change.

CONTRABAND SMUGGLING (CS)

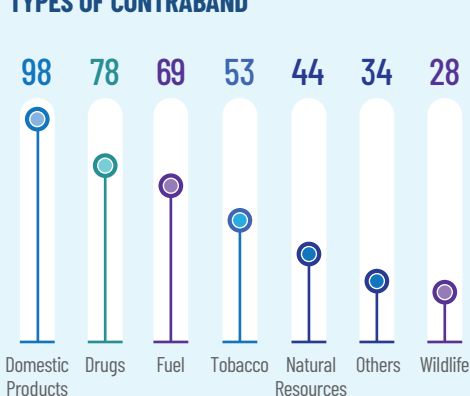
Reported incidents in 2026:
(411 in 2025 over same period)

405 ▼ 1%

TYPES OF VESSEL



TYPES OF CONTRABAND



OBSERVATIONS

The number of reported incidents is similar compared to the same period in 2025, largely due to intensifying geopolitical tensions, which have fuelled economic instability and escalated the global cost of living. This potentially drives individuals to supplement incomes through illicit goods trading in the black market.

The IFC expects the overall upward trend to persist in the second half of 2026 due to unstable economic landscape and volatile regional political climate that may impact enforcement efforts.

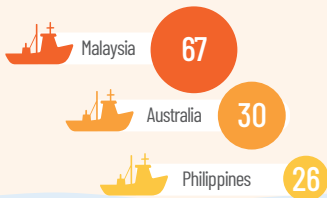


ILLEGAL, UNREPORTED, AND UNREGULATED FISHING (IUUF)

Reported incidents in 2026:
(346 in 2025 over same period)

206 ▼ 40%

TOP 3 IUUF LOCATIONS



TYPES OF IUUF



OBSERVATIONS

The number of reported incidents has significantly decreased as compared to the same period in 2025, attributed to intensified enforcement operations and enhanced cross-border coordination (e.g. Regional Plan of Action to Promote Responsible Fishing Practices including combating Illegal, Unreported and Unregulated Fishing (RPOA-IUUF) Framework) among agencies.

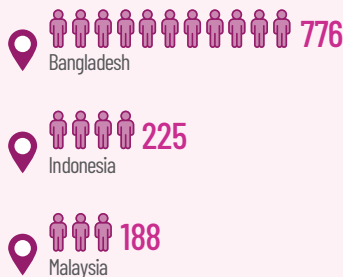
The IFC expects the overall downward trend to persist in the second half of 2026 due to deterrence from ongoing enforcement efforts.

IRREGULAR HUMAN MIGRATION (IHM)

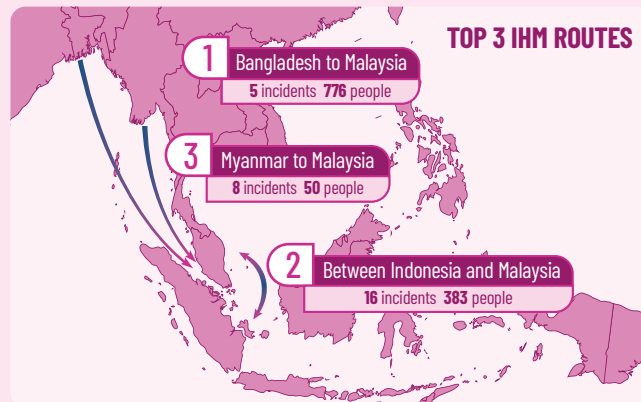
Reported incidents in 2026:
(51 in 2025 over same period)

51

TOP 3 DEPARTURE LOCATIONS (Number of Migrants)



TOP 3 IHM ROUTES



OBSERVATIONS

The number of reported incidents is the same as compared to the same period in 2025. However, the total number of people involved in IHM saw a notable decline - primarily driven by a decrease in overcrowded IHM vessels traveling from the Bay of Bengal region to Indonesia and Malaysia. In Southeast Asia, Indonesian nationals remained the most common demographic of IHM persons, and Malaysia remained the primary destination, with approximately 65% of IHM vessels transiting to Malaysia.

The IFC expects an upward trend in the second half of 2026. High numbers of IHM people are expected to transit through the Bay of Bengal after the Indian Ocean monsoon season concludes in October. Labor-related migration will continue to drive IHM activities within Southeast Asia, particularly among Indonesia, the Philippines, and Malaysia.

ENVIRONMENTAL SECURITY (ENVSEC)

Reported incidents in 2026:
(23 in 2025 over same period)

50

TYPE OF INCIDENT

50 Maritime Pollution (MARPOL)



TOP 3 AREAS OF CONCERN



OBSERVATIONS

The IFC recorded a significant increase in number of reported incidents in first half of 2026 due to additional sources of information contributed by our ILOs. In addition, the IFC is aware of regional authorities stepping up port waste management regulations and enforcement efforts, which may contribute to higher overall reported incidents.

The IFC expects the number of reported incidents in the second half of 2026 to remain high.

CYBER SECURITY (CYBSEC)

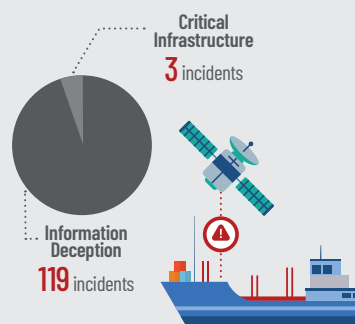
Reported incidents in 2026:
(6 in 2025 over same period)

122

OBSERVATIONS

The IFC recorded a significant increase in number of reported incidents in first half of 2026 due to enhanced reporting efforts on vessels transmitting deceptive AIS information. No traditional cyberattacks were officially reported, possibly due to regional under-reporting.

The IFC expects the number of CYBSEC incidents in the second half of 2026 to remain high because of deceptive use of electronic systems and subsea cable vulnerabilities. All maritime stakeholders are strongly encouraged to report malicious software attacks, GPS or AIS signal deception, and/or subsea cable damage and faults.



MARITIME TERRORISM (MT)

Reported incidents in 2026:

0

OBSERVATIONS

There has been no reported incidents due to the continued strong deterrent effects of regional enforcement efforts.



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Information Fusion Centre

The Information Fusion Centre (IFC) serves as the regional Maritime Security (MARSEC) information-sharing hub covering most of the Indo-Pacific region. With a team of 26 International Liaison Officers from Navies / Coast Guards / Maritime Law Enforcement Agencies, and 164 worldwide MARSEC linkages (as of 30 Jun 2025), the IFC facilitates MARSEC information sharing and collaboration between its partners to cue operational responses. To get access to data trending and analysis in the IFC's Area of Interest, please visit our website for our products or IFC MARSEC interactive dashboard.

Information herein were derived and compiled through the collaborative efforts of our International Liaison Officers (ILOs), utilising a combination of open-source news/reports and voluntary data-sharing from various internal and external sources such as Focal Points, OPCENs, and other maritime stakeholders. Given that IFC's information-sharing mechanism relies heavily on the availability of online reports and voluntary contributions, certain data gaps or "blind spots" may exist in terms of trending and analysis. Areas with no or limited reported incidents should not be assumed to be "incident free"; likewise, areas with high reported incident numbers should not be assumed to be "danger areas". The text from various quoted news sources may have been modified, combined, or collated in IFC products. For the exact text, kindly refer to the corresponding news source. IFC is not responsible for the accuracy of open-source news information. Seafarers should remain vigilant at all times, especially in areas where the threat level is assessed to be of concern in accordance with the IFC's Assessments via its Weekly Report or Spot Commentaries.



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