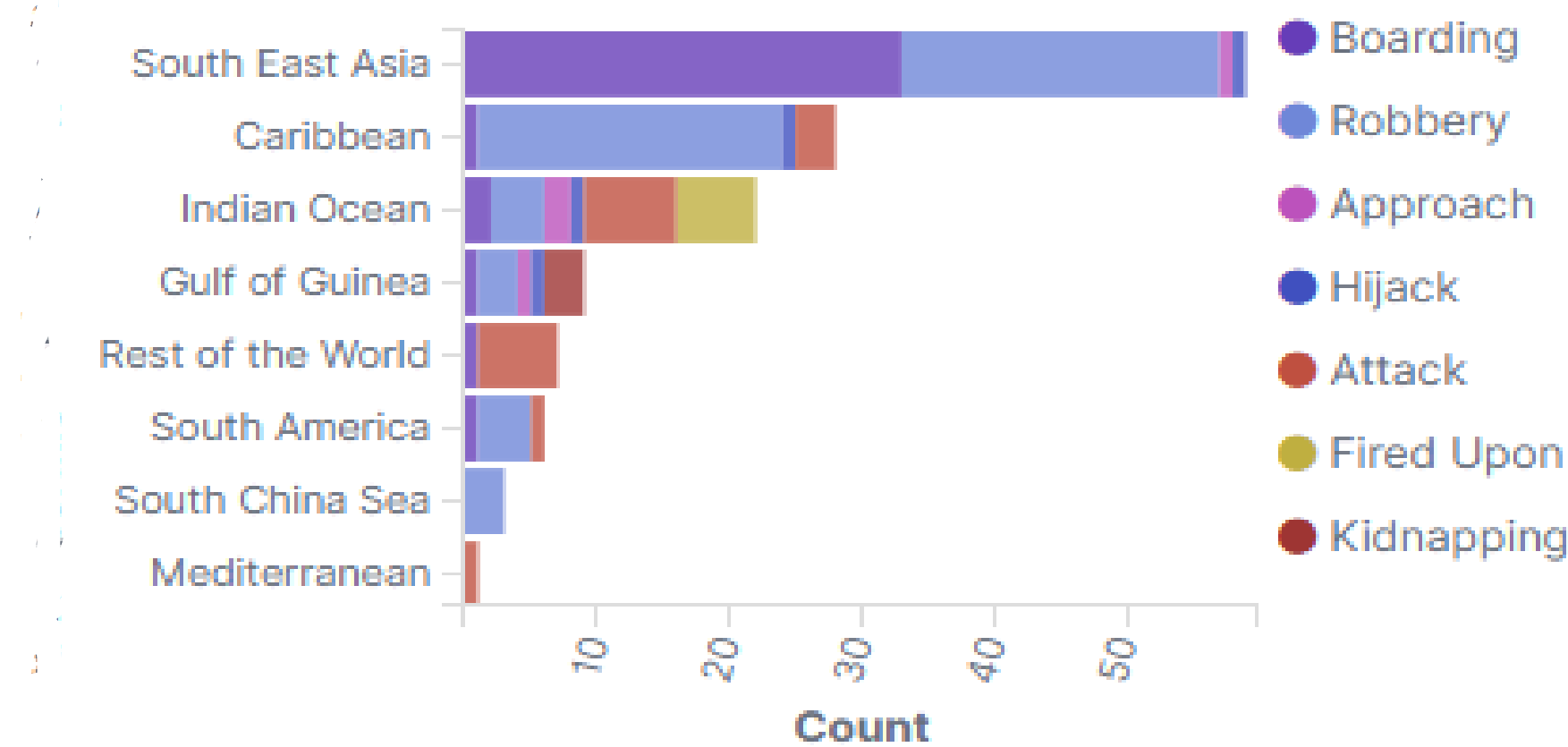


Cyber Security Abroad

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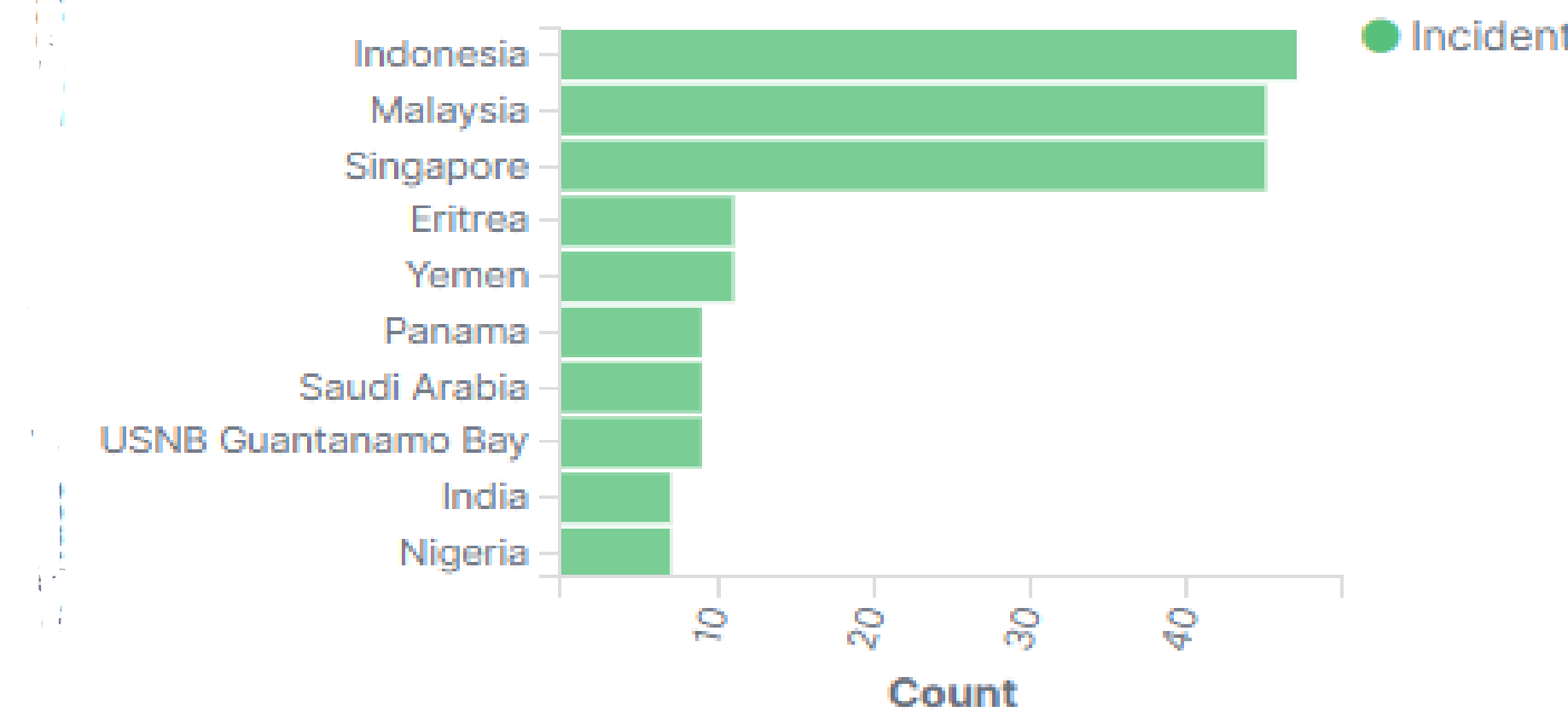
All Data - Incidents SignificantTag by Maritime Region

**90 days



All Data - Incidents by Country

**90 days



Cyber Security Abroad (Continued)

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SOMS

The Straits of Malacca and Singapore (SOMS) remain a crucial global shipping chokepoint. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) reports significant fluctuations in maritime security trends in 2025. ReCAAP recorded 111 piracy and armed robbery incidents in Asia for 2025 so far, a significant rise from the 107 incidents reported for all of 2024, with the Singapore Strait accounting for most cases. ReCAAP's January-June 2025 report noted a fourfold increase in SOMS incidents, mostly targeting tankers and bulk carriers underway at night in the eastbound lane near the Phillip Channel. Of these, 68 incidents occurred in the Singapore Strait, usually involving groups of four to six perpetrators, often armed with knives or unarmed, fleeing upon detection to steal engine parts or valuables worth \$2,300–\$6,200 per robbery. ReCAAP's initiatives, including an updated mobile app and revised Maritime Rescue Coordination Centre contacts, have improved incident reporting and enabled better tracking of these trends.

A breakthrough happened in late July 2025 when Indonesian authorities dismantled two pirate groups, arresting a total of 19 suspects. On 14 July 2025, the Riau Islands Regional Water Police detained eight suspects at sea and three on land after an attempted boarding of the tanker THOM EUSABETH in the Phillip Channel. This group, active since 2017, used small boats to approach slow-moving vessels. A second group of eight was apprehended shortly after, disrupting organized piracy networks in the region. Since these arrests, the Singapore Strait has experienced a significant lull, with no reported piracy incidents, indicating a potential deterrent effect from the law enforcement actions.

ARTIC

The Arctic's Northern Sea Route (NSR) along Russia's coast and the North-west Passage (NWP) in Canada are seeing increased commercial and military activity as nations like China and Russia seek alternatives to Western shipping routes. From 2013 to 2023, unique ship entries in the Arctic Polar Code area rose 37%, with sailed distances doubling from 6.1 million to 12.9 million nautical miles. In 2024, the NSR handled 38 million tons of cargo, including 3 million tons from nearly 100 transits, mainly Russia-China trade in oil, coal, and containers, with a Panamax containership crossing without icebreaker escort. Early 2025 data shows continued growth, driven by Russia's LNG exports, though an EU ban on Russian LNG transshipment, effective March 2025, may shift traffic eastward. The NSR cuts voyages by 10–15 days and 4,000 nautical miles compared to the Suez or Panama Canals, saving fuel costs. The 2021 Suez Canal blockage, costing \$10 billion daily, and Houthi attacks on commercial ships in the Red Sea, Bab el-Mandeb, and Gulf of Aden since November 2023, underscore the vulnerability of Western routes, prompting nations like China and Russia to leverage the NSR to avoid chokepoints.

Militarily, the Arctic is a growing strategic flashpoint. In August 2025, NATO's Standing Maritime Group 1, with ships like the Dutch DE RUYTER and Norwegian THOR HEYERDAHL, operated in the Barents Sea in response to increased Russian and Chinese activity. Russia's control over the NSR, backed by its icebreaker fleet and over 50 Arctic bases (33% more than NATO's regional presence), strengthens its dominance, while Chinese research vessels and joint Russia-China naval exercises in 2025 highlight their strategic partnership. The U.S. and NATO, with limited icebreaking capabilities and fewer Arctic assets, struggle to counter this influence, further complicated by disputes over the NSR's status as international waters versus Russia's claim of sovereignty. The Northwest Passage, with limited 2024 traffic from government and specialized vessels, remains less viable due to navigational hazards and Canada's strict regulatory oversight, though global conflicts like the Russia-Ukraine war heighten its strategic importance. Navigational hazards, including extreme weather and outdated charts, continue to challenge Arctic shipping. The Polar Code and a July 2024 ban on heavy fuel oil seek to enhance safety, but inconsistent enforcement and limited infrastructure discourage some operators. With the Northern Sea Route (NSR) expected to enable year-round navigation by 2065, its economic and strategic importance will grow, driven by nations seeking alternatives to Western routes and NATO's efforts to address destabilizing activities in this increasingly contested region.

Risk and impact ratings

	Countries	Ports		Local impact on commercial shipping	Impact on on-shore security
Critical				Critical	
Severe				Severe	
Substantial				Substantial	
Moderate				Moderate	
Low				Low	

Cartography: Steven Bernard, Senior Visual Journalist at the Financial Times

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