

15 October 2026

Global Maritime Security Report



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Monthly Global Maritime Report (7 - 13 October 2026)

REGION	INCIDENTS FOR CURRENT REPORTING MONTH	OVERALL THREAT LEVEL
MAIN REGIONS		
Gulf of Aden / East Africa / Indian Ocean	No activity reported	HIGH
Red Sea / Bab el-Mandeb Strait	1 incident	HIGH
Arabian Gulf / Strait of Hormuz / Gulf of Oman	7 incidents	HIGH
West Africa (Gulf of Guinea)	No activity reported	MODERATE
East / Southeast Asia	No activity reported	HIGH
GLOBAL		
North America	No activity reported	LOW
Central America / Caribbean / South America	No activity reported	LOW
Atlantic Ocean	No activity reported	LOW
Northern Europe / Baltic Sea	No activity reported	LOW
Mediterranean Sea	No activity reported	LOW - MODERATE
Black Sea / Sea of Azov / Caspian Sea	1 incident	HIGH
Indian Subcontinent	No activity reported	LOW
Pacific Ocean Area / Australia / New Zealand	No activity reported	LOW

Piracy levels are determined on a weekly basis as follows:

HIGH 5 or more incidents in current reporting period

MODERATE 2 - 4 incidents in current reporting period

LOW 0 - 1 incidents in current reporting period

Disclaimer: The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information becomes available. We encourage our subscribers to confidentially report any incidents or suspicious activity to info@msrisk.com

Gulf of Aden / Indian Ocean / East Africa

Threat Level: HIGH

Areas of Concern: Somali Coast, Somali Basin, Gulf of Aden, Arabian Sea, Indian Ocean

The piracy threat off Somalia remains high, with continued armed approaches, attempted boardings and successful hijackings involving commercial vessels and dhows reported in recent months. Somali pirate action groups (PAGs) have demonstrated an increased capability to operate beyond Somalia's immediate coastline, with incidents reported across the Gulf of Aden and western Indian Ocean. The use of small, fast skiffs and hijacked dhows as motherships has enabled groups to extend their operational reach and target vessels further offshore. The continued hijacking of vessels and detention of seafarers highlights the sustained threat to commercial shipping, while competing demands on international naval resources, including security operations in the Red Sea and wider Middle East, have placed additional pressure on regional counter-piracy efforts.

Vessels transiting the Somali Basin, Gulf of Aden and waters off Puntland and central Somalia should maintain heightened vigilance and anticipate an elevated risk of armed approaches, attempted boardings and hijackings. Although piracy activity remains below the levels recorded during the peak of Somali piracy in 2009 – 2011, the frequency and geographical spread of incidents in 2026 indicate a deterioration in the maritime security environment. The continued ability of pirate groups to seize vessels and hold crews hostage underscores the persistent threat to commercial maritime operations in the region.

Key Risks

- Increased pirate activity targeting merchant vessels, tankers and fishing vessels
- Use of Pirate Action Groups (PAGs) employing reconnaissance or “soft approach” tactics before escalating attacks
- Continued vulnerability of vessels transiting the Somali Basin and surrounding waters

Recommended Measures

- Strictly comply with BMP guidance and maintain maximum vigilance
- Maintain continuous visual and radar watches throughout transit
- Report any incident and suspicious activity to UKMTO, MSCHOA and relevant authorities

Reported Incidents

No activity reported during this period

Regional Reporting

- **7 October (Hijacked Vessel Update)** – Security

Red Sea / Bab el-Mandeb Strait

Threat Level: **HIGH**

Area of Concern: Red Sea and Bab al-Mandeb Strait

The maritime security environment in the Red Sea remains highly volatile amidst continued hostilities between Iran and the US and the escalating activity by Iran-aligned non-state actors, notably the Houthis. The Houthis have declared a maritime blockade targeting Saudi Arabia-affiliated shipping. The group's seizure of additional territory along Yemen's western coast, including Mocha and strategic islands near the Bab el-Mandeb Strait in September, has further increased its ability to monitor and threaten maritime traffic. Saudi-affiliated vessels face a particularly elevated risk, though vessels with Israeli, US, UK or other Western affiliates, as well as those linked to companies that call at Israeli ports, remain vulnerable to targeting. The potential for misidentification and collateral damage also remains significant, particularly during periods of heightened military activity.

The ongoing conflict and disruption to shipping through the Strait of Hormuz have reinforced the strategic importance of alternative maritime routes through the Red Sea and Bab el-Mandeb. Houthi activity and the threat of further escalation have prompted continued caution amongst maritime operators, with some vessels maintaining diversions around the Cape of Good Hope to mitigate exposure to regional threats.

Vessels operating in or transiting the southern Red Sea, Bab el-Mandeb Strait and Gulf of Aden should maintain heightened vigilance and anticipate an elevated threat of Houthi attacks, attempted attacks and maritime disruption. The risk of further escalation remains significant amidst ongoing Iran-US hostilities, while the potential for misidentification, collateral damage and disruption to navigation, port operations and commercial shipping should be factored into voyage planning and risk assessments. Maritime operators are advised to closely monitor regional security developments, adhere to applicable maritime security advisories and maintain appropriate protective measures.

Key Risks

- Risk of direct attacks or collateral damage from regional conflict
- Disruption or interference with AIS/GNSS navigation systems
- Increased military activity affecting vessel operations and communications
- Continued rerouting of vessels around the Cape of Good Hope due to security concerns

Recommended Measures

- Maintain heightened vigilance and a hardened security posture
- Monitor UKMTO and MSCHOA advisories and security broadcasts
- Verify navigation data using alternative positioning methods where possible
- Avoid close proximity to the Yemeni coast when safe to do so
- Maintain continuous visual and radar watches
- Exercise caution during slow-speed operations, anchoring and restricted manoeuvring
- Treat unsolicited authority claims with caution and do not permit boarding unless safety of life is at risk
- Report all incidents and suspicious activity immediately to UKMTO, MSCHOA, and relevant authorities

Reported Incidents



1. **7 October (Red Sea)** – Reports indicate that a Singapore-flagged container ship was involved in a maritime incident whilst underway in the southern Red Sea, **approximately 15 nautical miles from Al Mokha, Yemen**. A small craft approached the vessel and shots were fired. All crewmembers have been reported safe. The small craft subsequently moved away from the area.

Reported Reporting

- No major regional reporting during this period.

Arabian Gulf / Strait of Hormuz / Gulf of Oman

Threat Level: **HIGH**

Area of Concern: Arabian/Persian Gulf, Strait of Hormuz, Gulf of Oman

Commercial vessel transits through the Strait of Hormuz remain significantly disrupted, with maritime movements subject to security restrictions, military activity and navigational constraints. Designated transit corridors, including the southern route through Omani territorial waters, are being used to facilitate controlled vessel movements. However, the route should not be considered risk-free or fully cleared of mines, with suspected mine locations and ongoing uncertainty regarding clearance operations continuing to pose a navigational threat. The existing Traffic Separation Scheme remains subject to restrictions due to the risk of mines, while GNSS interference and the presence of military forces further complicate navigation.

Vessels operating in the Strait of Hormuz, Arabian/Persian Gulf and Gulf of Oman should anticipate a high-threat maritime environment, with continued risks from missile and projectile attacks, sea mines, unmanned systems and military activity. Operators should conduct comprehensive voyage-specific risk assessments, adhere to designated transit corridors and applicable coastal-state instructions, and avoid deviating from authorized routes. Vessels should maintain heightened situational awareness, account for potential GNSS interference and monitor the latest guidance from UKMTO, the IMO and relevant naval authorities, as the security situation and navigational restrictions remain subject to change.

Voyage Planning

- Conduct voyage-specific security risk assessments
- Review the latest advisories from flag states and naval authorities
- Consider alternative routing where commercially feasible
- Minimize loitering near the territorial waters of high-risk states

Transit Measures

- Maintain maximum safe speed through chokepoints
- Avoid unnecessary deviations towards military or energy infrastructure
- Ensure AIS operation complies with flag state and naval guidance
- Maintain enhanced bridge watch, radar surveillance, and continuous monitoring of VHF Channel 16
- Review the Ship Security Plan and conduct drills covering missile/drone attacks, boarding incidents, and emergency manoeuvring
- Ensure communications and navigation systems remain fully operational and prepare for possible electronic interference or GNSS disruption
- Register with regional maritime security centres where applicable and report suspicious activity immediately

Reporting and Security

- Maintain regular contact with regional maritime security centres, including UKMTO
- Report all security incidents through the UKMTO Voluntary Reporting Scheme
- Apply BMP guidance and review company contingency plans covering routing, crew welfare and emergency response
- Maintain the highest practicable security posture and limit deck activity to essential personnel only while transiting high risk areas due to the continuing threat from missiles and drones

Reported Incidents



1. **11 October (Strait of Hormuz)** – UKMTO has reported that a Company Security Officer has reported that a tanker transiting the **Strait of Hormuz outbound** has been struck on the port side by an unidentified projectile, resulting in damage to the vessel. All crewmembers have been reported safe, and no environmental impact has been reported at the time of the attack. Authorities are investigating the incident.
2. **11 October (Gulf of Oman)** – UKMTO has received report of an incident involving a tanker in the vicinity of **Sohar anchorage, Oman**; exact position and time of incident not specified. Reports indicate that a tanker was hit by a drone attack whilst at the anchorage area of the port. Nine of the eleven crewmembers are reported safe, with two crewmembers missing. Search and rescue operations are underway.
3. **10 October (Strait of Hormuz)** – Reports indicate that a tanker has been struck on the port side by an unknown projectile while transiting the **Strait of Hormuz outbound**; exact location not specified. The crew has been reported safe.
4. **10 October (Arabian Gulf)** – UKMTO has reported that several Masters in the vicinity of **Ras Al Khaimah, UAE**; exact position not specified; have reported that they have been directed via VHF broadcast to move from their anchorages. Authorities are investigating and vessels have been requested to continue to report any further suspicious activity.
5. **10 October (Gulf of Oman)** – UKMTO has reported that there has been a maritime incident involving a tanker and military forces in the **Gulf of Oman**. A US fighter jet struck and disabled a Panama-flagged cargo vessel **M/V OCEAN MOLICA** in the Gulf of Oman; exact time and location not specified. This occurred after its crew ignored repeated warnings and attempted to breach Washington's naval blockade against Iran. CENTCOM stated that the vessel had previously departed an Iranian port and was attempting to transit regional waters when US forces intervened. The fighter jet struck the vessel's stern, completely disabling its propulsion system without injuring any crewmembers, according to a statement.
6. **9 October (Strait of Hormuz)** – UKMTO has reported that at 1000 GMT, a vessel was struck by an unknown projectile **approximately 13 nautical miles west of Al Jazeera, United Arab Emirates**. The strike caused a fire onboard, which has since been extinguished. The status of the crew, extent of any damage, and any environmental impact have not been confirmed. Authorities are

investigating the incident. Reports indicate that the affected vessel is the Panama-flagged crude supertanker **GEM NO. 2**.

- 7. **7 October (Arabian Gulf)** – Reports indicate that there has been an aerial attack on an Antigua and Barbuda-flagged tanker whilst drifting in the Arabian/Persian Gulf, **approximately 51 nautical miles north of Madinat ash Shamal, Qatar**. At around 1900 UTC, three drones connected with the vessel's funnel and deck. A fire broke out in the engine room though it has since been extinguished. Casualties have been reported. Reports indicate that the affected vessel is the Antigua and Barbuda-flagged oil and chemical tanker **Acers**.

Reported Reporting

- **10 October (Strait of Hormuz)** – Iran's Islamic Revolutionary Guard Corps (IRGC) disclosed Saturday that an oil supertanker struck a naval mine and exploded while attempting to leave the Strait of Hormuz through an unauthorized southern route. In its statement, the IRGC said that the vessel had switched off its navigation systems before attempting to cross the strategic waterway. There was no immediate information about the vessel's identity, crew or possible casualties. A day earlier, Iranian state television reported heavy explosions in the strait, citing military sources as reporting that oil tankers using routes Tehran considered unauthorized may have struck mines in the southern passage.
- **7 October (Strait of Hormuz)** – Transit routes in the Strait of Hormuz deemed illegal by Iran will soon be closed, an adviser to the Revolutionary Guards' Commander told the semi-official Fars News Agency on Wednesday, referring to the southern pathway that hugs Oman's coast. Mohammadreza Naqdi stated that these "few routes" had been created by blasting and damaging some of the rocky passages in the strategic waterway and were used by "small boats smuggling oil and transferring it to tankers," challenging the narrative that Gulf oil exports are regaining pre-war levels. He went on to say that "the Strait of Hormuz is closed, and the armed forces of the Islamic Republic of Iran have full control over it. This situation will continue until Iran's legitimate demands are met."
- **7 October (Arabian Gulf)** – A chemical tanker was struck by multiple projectiles off the coast of Qatar on Wednesday, with the incident occurring as violence targeting vessels spreads beyond the Strait of Hormuz. According to UKMTO, the incident occurred at approximately 1900 UTC, about 51 nautical miles north of Madinat ash Shamal, Qatar. UKMTO reported that the tanker, believed to be the Antigua and Barbuda-flagged chemical and oil tanker **ACERS**, had been hit by multiple projectiles and that casualties had been reported, though it did not specify how many seafarers were injured or killed, the extent of the damage, to the type of weapons used. The location of the strike is notably concerning as while most recent attacks have been concentrated in or near the Strait of Hormuz, this incident occurred farther west in the Arabian Gulf, raising concern about the risks that vessels face whilst operating well beyond the contested waterway. The attack also comes amidst a sharp escalation in violence and activity targeting commercial shipping. In recent days, several incidents have involved vessels being struck by unidentified projectiles whilst transiting the Strait of Hormuz. Additionally, UKMTO has also issued a series of delayed warnings in recent days, with some attacks only becoming publicly known after the incidents occurred. Such delays in reporting further complicate efforts to establish the full scale of the violence and assess conditions for vessels navigating the region. The latest violence also comes at a time when Iran has threatened to tighten its control over shipping routes through the strait, including the southern passages near Oman used by vessels that are seeking to avoid Iranian-controlled waters. Iranian officials have threatened action against vessels using unauthorized routes.

Gulf of Guinea (West Africa)

Threat Level: MODERATE

Area of Concern: Gulf of Guinea, including EEZ waters off Nigeria, Benin, Togo, Ghana and Equatorial Guinea

The maritime threat level in the Gulf of Guinea is currently assessed as moderate. Although large-scale piracy incidents have declined, armed robbery, attempted boardings, and crew kidnappings remain credible threats. Criminal groups retain the capability and intent to conduct violent attacks.

- **Operational Range** – Incidents have been reported up to 200 nautical miles offshore, particularly in Nigerian EEZ waters
- **Target Profiles:** All vessels remain at risk, including tankers, container ships, general cargo vessels, fishing vessels, passenger vessels and offshore support vessels
- **Weapons:** Armed groups are typically equipped with firearms and bladed weapons
- **Modus Operandi:** Violent confrontations have been reported during both attempted and successful attacks. Crew kidnappings for ransom remain a key objective of organized criminal groups.

Advisory

All vessels transiting or operating within the Gulf of Guinea are strongly advised to implement robust maritime security measures and maintain heightened situational awareness.

Before Entering the Region

- Conduct a voyage-specific risk assessment
- Review, test and update ship security plans and emergency communication protocols
- Ensure all crewmembers are briefed and trained on anti-piracy procedures
- Maintain access to real-time monitoring of threat activity
- Prepare, secure and rehearse access to the citadel; ensure it is equipped with emergency provisions, independent communications and a satellite phone.

During Transit

- Maintain increased vigilance, particularly near anchorages and high-risk ports
- Avoid unnecessary loitering, drifting, or slow-speed manoeuvring near known risk areas
- Maintain 24/7 visual, radar and AIS monitoring
- Regularly report vessel position and security status to MDAT-GoG, local naval or coast guard authorities

If Suspicious Activity is Detected

- Immediately report all suspicious vessels or approaches to the appropriate authorities
- Implement the vessel's anti-piracy contingency plan
- Prepare to move crewmembers to citadel if an imminent threat is identified
- Do not attempt to forcibly resist if attackers board the vessel
- Ensure the incident is fully logged, reported and investigated

Reported Incidents

No activity reported during this period

Reported Reporting

- No major regional reporting during this period.

East Asia / Southeast Asia

Threat Level: HIGH

Area of Concern: Singapore Strait, Sulu-Celebes Sea, Eastern Sabah, Coastal Southeast Asia

The maritime security environment across East and Southeast Asia remains at a high threat level, driven by continued incidents of armed robbery, and risks of piracy and kidnap. The Singapore Strait continues to record frequent incidents of boarding and theft against commercial vessels, particularly in congested traffic lanes during hours of darkness. Although most incidents are opportunistic and non-lethal, crews should be prepared for the potential use of violence if confronted.

The Sulu-Celebes Seas and Eastern Sabah remain areas of concern due to the residual threat of kidnapping-for-ransom by extremist groups, notably the Abu Sayyaf Group (ASG). While the frequency of incidents has significantly declined because of sustained regional naval and law enforcement operations, the threat cannot be considered completely eliminated.

Key Areas of Concern

Singapore Strait

- Frequent reports of armed robbery and unauthorized boardings
- Primary targets include engine spares, ship's stores, and crew valuables
- Most incidents occur at night or in areas of dense maritime traffic; though incidents during daylight hours have also been reported
- Suspects typically seek a rapid escape but may resort to violence if challenged

Sulu-Celebes Seas/Eastern Sabah

- Residual kidnapping threat remains despite enhanced regional security operations
- Vessels operating close to coastal waters should maintain heightened vigilance

Recommendations

Before Transit

- Conduct a voyage-specific risk assessment
- Review and implement ship-specific security measures in accordance with BMP.
- Brief all crewmembers on the current threat environment, reporting procedures, and emergency response actions

During Transit

- Maintain enhanced 24-hour visual and radar watchkeeping
- Remain vigilant for small or suspicious craft approaching the vessel
- Restrict access to the accommodation and secure external doors, stores and equipment where practicable
- Maintain regular communications with the Company Security Officer (CSO)
- Report suspicious activity or security incidents immediately to the nearest coastal state authority, ReCAAP ISC, and other appropriate maritime reporting centres

Reported Incidents

No activity reported during this period

Reported Reporting

- **8 October (Malaysia)** – Malaysia has imposed vessel restrictions near the Strait of Singapore. Malaysia's marine sensitive area notice 01/2026 took effect on 11 September, establishing a marine sensitive area (MSA) and designated fairways near the eastern approaches to the traffic separation scheme (TSS) in the Straits of Malacca and Singapore. Cargo vessels and oil tankers are barred from entering the MSA if they are more than 300 metres long and more than 40 metres wide. Additionally, vessels in the area must travel at no more than 12 knots and anchoring is allowed only for search and rescue, because of vessel damage, or to address specific pollution incidents.

Piracy and Armed Robbery Against Ships in Asia (3rd Quarter Review)

Summary

Between January – September 2026, a total of 50 incidents of piracy and armed robbery against ships were reported in Asia, marking a 58% decline compared to the 120 incidents reported during the same period in 2025. Of the 50 incidents, two were piracy incidents that occurred in the South China Sea and 48 were incidents of armed robbery against ships.

Overall the armed robbery against ships situation has improved across a number of areas that were previously affected, notably India, Indonesia, the Straits of Malacca and Singapore, and Vietnam. In the Philippines, however, 12 incidents were reported during the January – September 2026 period, up from two incidents during the same period last year. In response, the Philippine Coast Guard successfully arrested several perpetrators to combat the threat.

The Straits of Malacca and Singapore remains an area of focus, with 23 incidents reported between January – September 2026 (22 incidents in Singapore Strait and 1 in Malacca Strait). The region reported 46% of the total number of incidents in Asia.

The Sulu-Celebes Seas continued to report no incidents during this period. The threat of abduction of crew in this region has been downgraded to 'LOW,' meaning that "no information or monitored activities suggest an impending attack; hence incidents are not expected to occur." However, vessels transiting this region are advised to "continue to exercise vigilance, maintain communication with the relevant authorities and report all incidents to the Operation Centres of the Philippines and Eastern Sabah Security Command."

Incidents of Piracy and Armed Robbery Against Ships in Asia

Situation Update

A total of 50 incidents were reported in Asia during the January – September 2026 reporting period. All were actual incidents with no attempted incidents reported. Of the 50 incidents, two were piracy incidents that occurred in the South China Sea and the remaining 48 were incidents of armed robbery against ships. This represents a 58% decline compared to the 120 incidents reported during the same period last year. During Q1 of this year, a total of 17 incidents were reported, with 23 incidents reported in Q2 and 10 incidents reported in Q3.

Incidents of Jan – Sept 2026 vs Jan – Sept 2025

The locations below reported a decrease in the number of incidents reported during the January – September 2026 period compared to January – September 2025:

- India – Zero incidents reported compared to 3 incidents
- Indonesia (less SOMS) – 7 incidents compared to 9 incidents
- Straits of Malacca and Singapore (SOMS) – 23 incidents compared to 97 incidents
- Vietnam – 1 incident compared to 2 incidents

However, there was an increase in the number of incidents reported in the Philippines, with 12 incidents reported during the January – September 2026 period compared to two incidents during January – September 2025.

Additionally, Bangladesh (four incidents), Malaysia (one incident), and the South China Sea (two incidents) reported the same number of incidents during both periods.

Piracy vis-à-vis Armed Robbery Against Ships

Amongst the 50 incidents reported during the January – September 2026 period, two were incidents of piracy and 48 were incidents of armed robbery against ships. The two incidents of piracy occurred beyond the limits of territorial seas, were minor in nature and occurred onboard vessels in tow (barge and work vessel) in the South China Sea. In both incidents, ship stores, such as emergency fire pump, lashing wires, turnbuckles, etc., were stolen. Crewmembers were not injured in either incident.

Status of Vessels

Of the 50 incidents reported during the January – September 2026 period, 24 incidents (48%) occurred to ships while at anchor/berth and 26 incidents (52%) occurred to ships while underway.

The incidents that occurred on board ships while they were anchored/berthed at ports occurred in:

- The Philippines – 12 incidents
- Indonesia (less SOMS) – 7 incidents
- Bangladesh – 3 incidents
- Malaysia – 1 incident
- Vietnam – 1 incident

The incidents that occurred to vessels while underway occurred in:

- SOMS – 23 incidents
- South China Sea – 2 incidents
- Bangladesh – 1 incident

Situation of Armed Robbery Against Ships in SOMS***Situation Update***

Number of Incidents – During the January – September 2026 period, a total of 23 incidents were reported in SOMS, with all being actual incidents. The number of incidents reported in the first three quarters of this year declined by 76% compared with the same period in 2025, when 97 incidents were reported. The number of incidents reported in SOMS during the first three quarters of this year has dropped to its lowest level in five years, marking a significant decline since 2020.

Location of Incidents – Of the 23 incidents reported this year, 22 occurred in the eastbound lane of the Traffic Separation Scheme (TSS), and one occurred in the precautionary area of the TSS in the Singapore Strait (SS). 61% occurred in waters off Pulau Cula, Indonesia, while 17% of incidents occurred off Pulau Nongsa Beacon, Indonesia. Notably, all four incidents reported off Pulau Nongsa Beacon occurred onboard barges towed by tug boats.

Modus Operandi of Incidents – The modus operandi of the 23 actual incidents that occurred to ships while underway in SOMS during the January – September 2026 reporting period is as follows:

- *Number of perpetrators* – Twelve of the reported incidents involved groups of 4 – 6 men while nine incidents involved groups of 1 – 3 men. One incident involved seven perpetrators and one incident is reported with an unknown number of perpetrators.
- *Type of weapons carried* – Amongst the 12 incidents that reported the perpetrators were armed, seven involved perpetrators carrying knives, four involved perpetrator carrying knives and gun-like objects, and one involved a perpetrator carrying a gun-like object. In 7 of the incidents, the perpetrators were not armed, while in the remaining 4 incidents, there was no information on whether the perpetrators carried any weapons.
- *Treatment of crewmembers* – In 20 of the incidents, the crewmembers did not suffer any injuries. In one incident, one of the crewmembers suffered a head injury while running away from the perpetrators, and in another incident, a perpetrator had attempted to threaten the engine room

watchkeeping staff, who escaped and secured himself in the engine control room. One incident had no information on the well-being of the crew.

- *Type of stolen items* – Of the 23 incidents, 16 incidents reported items stolen during the incidents, 6 incidents reporting that nothing was stolen, and 1 incident reported that the losses could not be ascertained. Amongst the items stolen, losses of engine spares were reported in eight incidents, scrap metal in six incidents, a mobile phone in one incident and packed goods, consisting of building materials and automotive parts, in one incident.
- *Type of vessels* – Bulk carriers accounted for 14 of the reported incidents, while 6 of the incidents occurred on board barges towed by tug boats. The remaining 3 incidents occurred onboard tankers.
- *Time of incidents* – About three-quarters of the incidents occurred during the hours of 2100 – 0559 hrs. The remaining incidents occurred during daylight hours, between 1000 hrs and 1659 hrs. Notably, all incidents during daylight hours occurred on board barges towed by tug boats.
 - 0000 – 0059: 2 incidents
 - 0100 – 0159: 3 incidents
 - 0200 – 0259: 3 incidents
 - 0300 – 0359: 7 incidents
 - 0500 – 0559: 2 incidents
 - 1000 – 1059: 1 incident
 - 1300 – 1359: 2 incidents
 - 1400 – 1459: 1 incident
 - 1600 – 1659: 1 incident
 - 2100 – 2159: 1 incident

Conclusion

While regional incidents dropped by close to 60% compared to the same period last year, maritime forces and shipmasters must continue to remain highly vigilant when operating in waters across Asia. The vast majority of these incidents involved low-level, opportunistic pilferage, with perpetrators quickly fleeing after targeting unsecured onboard assets, engine spares or ships stores. Crucially, crewmembers have remained unharmed during these incidents, however sustained vigilance is essential to driving overall incident numbers down even further.

SOMS remains a key area of focus of incidents of piracy and armed robbery, and seafarers must maintain vigilance while the vessel is transiting the strait. Additionally, it is also important to remain alert to the growing number of incidents that have been reported in waters around the Philippines.

Global Incidents

North America

Reported Incidents

No activity reported during this period

Central America / Caribbean / South America

Reported Incidents

No activity reported during this period

Atlantic Ocean

No activity reported during this period

Northern Europe / Baltic Sea

Reported Incidents

No activity reported during this period

Mediterranean Sea

Threat Level: LOW to MODERATE

Area of Concern: Mediterranean Sea, waters off Israel, Libya and Syria

Key Areas of Concern

Eastern/Central Mediterranean

- Potential spillover from regional conflicts involving drones, missiles and unmanned systems
- Increased military presence and air defence activity may create risks from misidentification or debris from defensive operations
- Vessels should expect possible delays, increased monitoring, or enhanced security procedures during periods of heightened tension
- Avoid unnecessary proximity to vessels suspected of sanctions evasion or shadow fleet activity

Advisory

All vessels operating in the region should:

- Maintain enhanced situational awareness and monitor navigational warnings and official security updates
- Maintain regular communication with company security officers, flag State authorities, and port agents
- Review contingency plans for delays, route alternations, and security-related disruptions
- Maintain vigilance against unauthorized approaches, suspicious craft, and potential boarding attempts

Regional Port Assessments

Cyprus

- Ports remain operational; ISPS Security Level 1

Lebanon

- Ports remain operational; ISPS Security Level 1
- Southern Lebanon remains a higher-risk operating environment due to regional instability

Israel

- Major ports including Eilat, Ashkelon, Ashdod, Hadera and Haifa remain operational
- Vessels should monitor security updates due to regional tensions and possible military activity

Syria – Ports Latakia, Baniyas, Tartous

- Operational but subject to elevated security concerns
- Avoid Syrian territorial waters and port calls where possible
- Monitor advisories from UKMTO, NATO, and regional maritime authorities

Libya

Libya remains a high-risk maritime operating environment due to political instability, competing authorities, and localized security threats. Risks are highest near militarized areas and certain coastal regions.

Advisory

- Avoid unnecessary operations near Benghazi, Derna, Sirte and areas south of 34°00'N
- Follow approved navigation routes and maintain contact with port authorities
- Declare voyage details and cargo information to local agents in advance
- Ensure cargo compliance requirements are met to avoid regulatory issues or detention

Libyan Port Risk Overview (October 2026)

Port	Status	Vessel Risk	Personnel Ashore Risk
Tripoli	Operational	Low	Low
Bouri	Operational	Low	Low
Zuwara	Operational	Moderate	Substantial
Melittah	Operational	Moderate	Substantial
Zawiya	Operational	Substantial	Substantial
Khoms	Operational	Moderate	Substantial
Misurata	Operational	Substantial	Severe
Sirte	Operational	Critical	Critical
Es Sider	Operational	Severe	Severe
Ras Lanuf	Operational	Substantial	Substantial
Marsa El Brega	Operational	Moderate	Substantial
Zuetina	Operational	Moderate	Substantial
Benghazi	Operational	Low	Severe
Derna	Operational	Severe	Critical
Tobruk	Operational	Low	Moderate
Marsa El Hariga	Operational	Low	Moderate

Reported Incidents

No activity reported during this period

Black Sea / Sea of Azov / Caspian Sea

Threat Level: HIGH

Area of Concern: Black Sea, Sea of Azov, Caspian Sea

The maritime security environment in the Black Sea and Sea of Azov remains high due to continued Russia-Ukraine hostilities and a significant increase in attacks against commercial shipping and port infrastructure. Since July 2026, both sides have intensified strikes against maritime assets and infrastructure associated with their adversary's economic and military activities. Russian missile and UAV strikes have repeatedly damaged commercial vessels and port facilities in Ukraine, while Ukrainian attacks have increasingly targeted Russian-linked shipping, oil terminals and port infrastructure. The threat has extended beyond the immediate conflict zone, with attacks on merchant vessels reported in previously lower-risk areas of the Black Sea. In September, the Joint War Committee expanded its listed area to encompass the entire Black Sea, excluding the territorial waters (within 12 nautical miles) of Turkey, Romania, Bulgaria and Georgia, reflecting the widening geographical scope of maritime attacks.

Ukrainian Black Sea ports, particularly Odesa, Chornomorsk and Pivdennyi, remain exposed to frequent Russian missile and UAV strikes targeting port facilities, cargo infrastructure, logistics networks and commercial vessels. Repeated attacks have severely disrupted port operations and maritime exports, with shipping activity through the Greater Odesa ports experiencing significant interruptions. Despite these constraints, Ukraine's maritime corridor remains operational, although ongoing attacks continue to affect the safety and reliability of commercial shipping. Alternative routes through the Danube ports have experienced increased demand as operators seek to maintain cargo movements, placing additional pressure on regional logistics infrastructure.

The threat also extends to Russian Black Sea ports and approaches, particularly Novorossiysk, Tuapse and Sochi, where Ukrainian UAV and maritime drone attacks have targeted port infrastructure, oil terminals and vessels linked to Russian trade. Ukrainian strikes have affected merchant shipping and export infrastructure, contributing to operational disruptions and reduced cargo movements through the region. Attacks have increasingly occurred farther offshore, including in waters near Turkey and in the wider Black Sea, exposing foreign-flagged vessels to potential direct or collateral damage.

Commercial vessels operating in the Black Sea, Sea of Azov and approaches to Russian and Ukrainian ports should anticipate a high threat environment, with continued risk of missile and UAV attacks, maritime drones, sea mines, unexploded ordnance, electronic interference and navigational disruption. Vessels operating off the Turkish Black Sea coast and in international waters are also exposed to the expanding geographical reach of attacks, although the territorial waters of Turkey, Romania, Bulgaria and Georgia remain excluded from the Joint War Committee's listed area. While the Ukrainian maritime corridor remains operational, it does not provide immunity from attack, and commercial shipping continues to face significant disruption, particularly near major port facilities and established maritime routes. Operators should closely monitor navigational warnings, military activity and guidance from relevant maritime authorities, conduct voyage-specific risk assessments and maintain appropriate protective measures before and during transit.

The Caspian Sea remains comparatively lower risk than the Black Sea, however the expansion of Russia-Ukraine hostilities into the region has introduced additional risks to commercial and logistics shipping. In July 2026, a Ukrainian attack on an Iranian commercial vessel in the Caspian Sea resulted in one reported fatality and another crewmember injured, with Ukraine stating that its operations

targeted vessels transporting Iranian-linked military cargo to Russia. Further strikes were reported near Makhachkala in September, indicating the potential for continued attacks against maritime and port infrastructure associated with Russian logistics and military supply networks. Commercial vessels with links to Russia or Iran may therefore face an increased risk of being caught up in military activity or targeted due to their perceived affiliations. Operators transiting the Caspian Sea should monitor developments, assess potential exposure to military activity and remain alert to sanctions-related restrictions and possible further spillover from the wider conflict.

Primary Threats to Shipping

Mines

- Drifting and moored mines remain a significant hazard throughout parts of the Black Sea
- Vessels should maintain enhanced lookout procedures and avoid unidentified floating objects
- Daylight transits are recommended where operationally feasible

Missile and Drone Activity

- Long-range missile strikes and unmanned aerial systems continue to present a direct risk to ports, coastal infrastructure, and vessels operating in affected areas
- Commercial vessels may be impacted by military operations despite not being intended targets

Electronic/Cyber Threats

- GPS jamming, AIS spoofing, and communications interference remain ongoing concerns
- Vessels should maintain alternative navigation and communication procedures where practicable
- Cybersecurity measures should be reviewed before entering the region

Military Interaction/Collateral Risk

- Encounters with military vessels or authorities may involve inspections, routing instructions, or operational restrictions
- Commercial shipping should remain prepared for sudden changes to navigational guidance or security conditions

High-Risk Areas

Elevated-risk areas include:

- Sea of Azov and designated Black Sea areas identified by maritime authorities and war-risk advisories
- Ukrainian territorial waters, including areas affected by the conflict
- Areas surrounding Crimea and occupied territories
- Selected Russian inland waterways and approaches connected to military operations

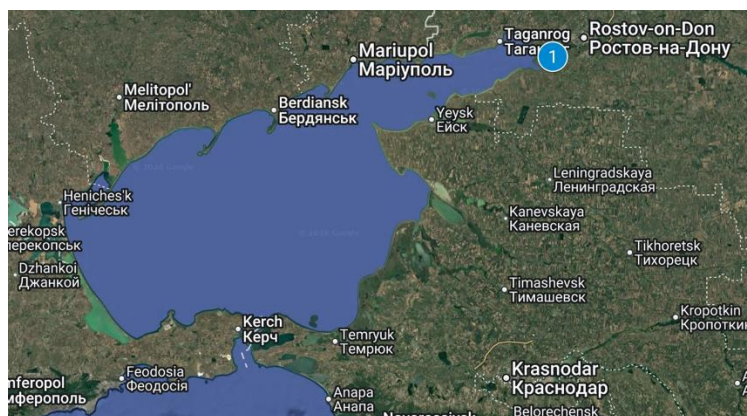
Advisory

All vessels operating in or transiting the region should:

- Conduct a detailed voyage-specific risk assessment before entry
- Maintain enhanced radar, visual and bridge watchkeeping at all times
- Restrict transits through higher-risk areas to daylight hours where feasible
- Monitor navigational warnings, military safety broadcasts, and official maritime advisories
- Maintain regular communication with Company Security Officers (CSO), flag State authorities, and maritime coordination centres
- Test redundant navigation and communication systems prior to arrival
- Maintain strict cybersecurity practices to mitigate electronic interference
- Ensure contingency plans are in place for mine sightings, military encounters, strikes, or emergency deviation

Overall, vessels should continue to operate with heightened caution and remain prepared for rapid changes in the security environment.

Reported Incidents



1. **10 October (Sea of Azov)** – Reports indicate that two unidentified vessels reportedly sustained damage after being struck by unmanned aerial vehicles (UAVs) while berthed at **Azov Port, Sea of Azov, Russia**; exact time and position not specified. The incident occurred in Russia's Rostov Region and was reported by the regional governor. No further information regarding the vessel's flag, extent of damage or casualties have been reported.

Reported Reporting

- **7 October (Black Sea)** – Bulgaria has halted its search for the missing crew of vessel **ALFA WATAN**, which sank after being hit by a drone about 70 nautical miles off its coast, Vice-Admiral Rumen Nikolov of the Maritime Administration Executive Agency stated on Wednesday. Early on 6 October, two vessels were hit in a drone attack in Bulgaria's Black Sea exclusive economic zone. One of the vessels sank and the other was damaged. While the crew of the damaged vessel were rescued, the crew of the sunken ship remain missing. Nikolov stated that 12 crewmembers were believed to have been on board the vessel which sank, adding that the rescue operation will not resume. Speaking to reporters, he stated, "there are no traces of the sailors from the first ship and there will be none. There is also no information about drone remains," adding, "a boat, three life rafts and parts of the ship's equipment have been found." It was not immediately clear who carried out the attack, which involved air and sea drones in waters off the coastal town of Byala in eastern Bulgaria. Speaking after a meeting of Bulgaria's National Security Council on Wednesday, Prime Minister Rumen Radev said, "if we look at the nature of the cargo and the direction in which the ships were moving, then logically speaking, the result argues in favour of Russia," adding, "but that does not mean that we can claim that the strike was carried out by Russia without having evidence." The Russian embassy in Sofia has said that the merchant ship was not amongst the targets hit by Russian drones on 6 October. In a separate incident, Romanian authorities reported on 5 October that two people had died in a fire on a ship in the Black Sea outside of the country's territorial waters. **Update (8 October)** - Syria has called on the International Maritime Organization (IOM) and Bulgarian authorities to conduct an independent investigation into the sinking of a cargo ship in the Black Sea, whose 10 crewmembers, including 9 Syrian nationals, remain missing. Mazen Aloush, director for international relations of the Syrian General Authority for Ports and Customs, stated on Thursday that the investigation should look into why search and rescue operations stopped before the fate of the missing crew was determined. Aloush added that the authority was closely monitoring the incident and condemned the targeting of a civilian commercial vessel, saying that it represented a serious violation of maritime safety and a direct threat to sailors' lives, as well as international trade routes.

Indian Subcontinent

Reported Incidents

No activity reported during this period

Pacific Ocean Area / Australia / New Zealand

Reported Incidents

No activity reported during this period

About ATL

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