

28 October 2026

Global Maritime Security Report



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Monthly Global Maritime Report (21 - 27 Oct 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	No activity reported	HIGH
Arabian Gulf / Strait of Hormuz / Gulf of Oman	4 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

- *No major regional reporting during this period.*

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

No activity reported during this period

Regional 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

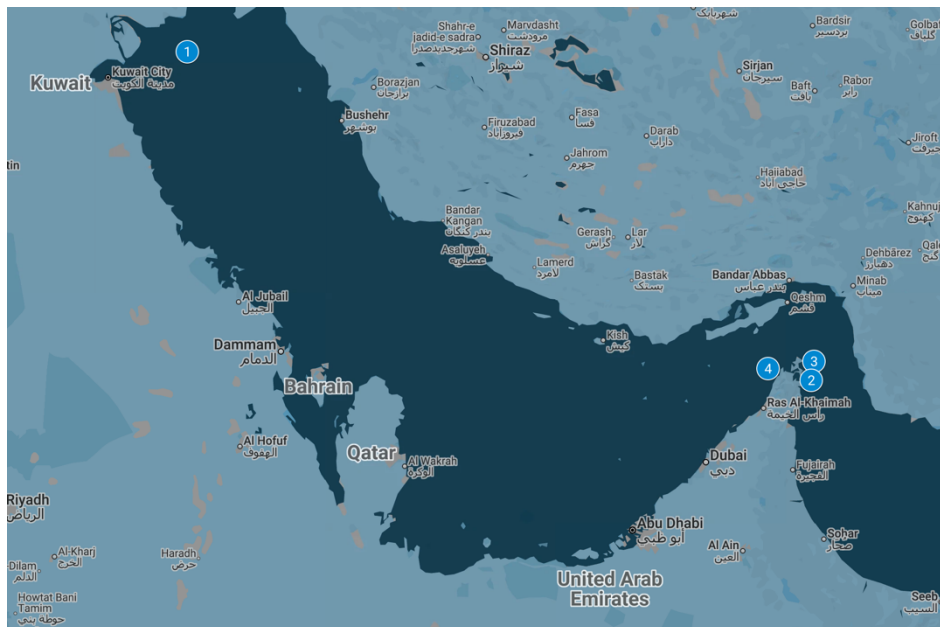
- Maintain maximum safe speed through chokepoints
- Avoid unnecessary deviations towards military or energy infrastructure
- Ensure AIS operation complies with flag state and naval guidance
- Maintain enhanced bridge watch, radar surveillance, and continuous monitoring of VHF Channel 16
- Review the 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

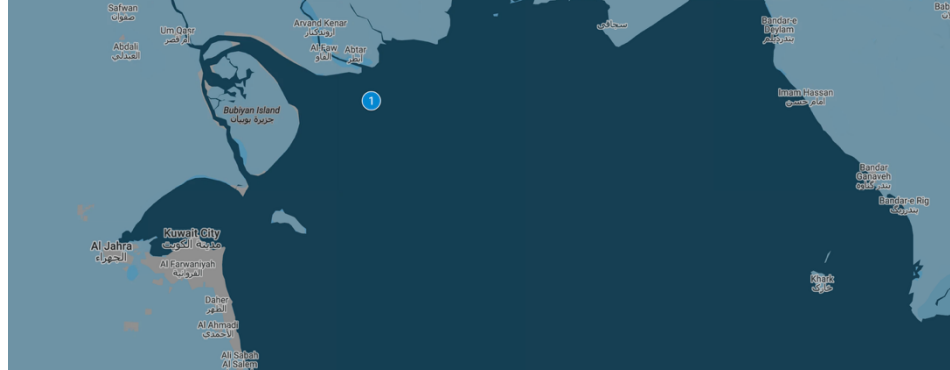
1. **26 October (Arabian Gulf)** – UKMTO has reported that a vessel is on fire **approximately 63 nautical miles southeast of Al-Faw, Iraq**, exact coordinates of incident not specified. The status of the crewmembers, damage assessment, environmental impact and the cause of the fire currently remain unknown. Authorities are investigating the incident.



2. **23 October (Strait of Hormuz)** – UKMTO has reported a time-late report of an attack on a tanker whilst transiting **outbound through the Strait of Hormuz**; exact coordinates of incident not specified. The tanker was struck by an unknown projectile, resulting in the tanker being disabled. The vessel's crewmembers have been reported safe. No information pertaining to a damage assessment or environmental impact is currently available. Authorities are investigating the incident.
3. **22 October (Strait of Hormuz)** – UKMTO has reported that at 1715 GMT, Singapore-flagged LPG tanker **LEONORA KOSAN** was struck by an unknown projectile **7 nautical miles northeast of Limah, Oman** while transiting outbound in the Strait of Hormuz; exact coordinates of incident not specified. The vessel was able to continue its journey to the next port of call. Authorities are investigating the incident.
4. **21 October (Strait of Hormuz)** – UKMTO has reported that a Kuwait-flagged crude/oil products tanker **AL DASMA** has been struck by an unknown projectile **approximately 11 nautical miles west of Bukha, Oman**. The incident caused a fire onboard the vessel, though it has since been extinguished and the tanker is currently at anchor. All crewmembers onboard have been confirmed safe and currently there have been no reports of any environmental impact. Authorities are investigating the incident.

Late Reported Incidents

1. **20 October (Arabian Gulf)** – UKMTO has received a late-time report of an incident involving a Liberia-flagged crude oil tanker **SOYIA**, that was struck by an unknown projectile whilst underway approximately **30 nautical miles southeast of**



Al Faw, Iraq; exact coordinates of incident not specified. The crewmembers onboard the vessel have been reported safe and there has been no indication of damage or environmental impact. Authorities are investigating the incident.

Regional Reporting

- **23 October (Strait of Hormuz)** – The navy of Iran’s Islamic Revolution Guard Corps (IRGC) has reported that two supertankers attempting to navigate an “unauthorized” route south of the Strait of Hormuz struck naval mines and exploded on Friday. In a statement published on the IRGC’s official news outlet Sepah News, the navy stated that the blasts set the vessels’ engine rooms on fire, bringing them to a halt. According to the IRGC navy, the tankers were carrying a combined total of more than 4.5 million barrels of crude oil, and their crews abandoned ship following the blasts. Earlier in the day, the semi-official Tasnim news agency quoted a source close to the IRGC Navy as saying that traffic by “violating” vessels in the Strait of Hormuz had been “completely stopped” after Iran destroyed navigational systems serving such ships and targeted four “offending” tankers in the waterway on 22 October.
- **22 October (Strait of Hormuz)** – Iran’s state television reported Thursday that seven oil tankers were either struck by attacks or hit naval mines in the Strait of Hormuz overnight, in what is possibly the largest single-day number of vessels damaged in the waterway since the Iran war began on 28 February. Iran’s state television reported that seven oil tankers either caught fire or were damaged by mines overnight Wednesday into Thursday after being targeted or striking naval mines in the Strait of Hormuz. Quoting a statement by the Revolutionary Guard’s navy, the Iranian report said that four of the tankers were transferring oil when they were targeted and caught fire, adding that three more were damaged and immobilized after hitting naval mines. The report did not provide details about possible casualties or the tankers’ flags.

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

Regional 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

Regional Reporting

- **21 October (Singapore)** – The Maritime and Port Authority of Singapore (MPA) has issued a notice reminding the maritime community of restrictions on unmanned aircraft operations over Singapore Port Waters, following two incidents earlier this month. In Port Marine Notice NO. 136 of 2026, dated 14 October, the MPA referred shipping companies, harbour craft operators and pleasure craft users to a 1 October notification from the Civil Aviation Authority of Singapore (CAAS), highlighting the aviation safety risks associated with unauthorized unmanned aircraft activities. The CAAS warning covers drones, radio-controlled aircraft and remote-controlled kites, emphasizing that the operators must comply with applicable aviation regulations before conducting such activities over Singapore's port waters. The CAAS notice also details two enforcement cases involving seafarers operating drones for recreational purposes from tankers anchored within five kilometres of Changi Airport. In the first incident on 8 June 2026, a crewmember aboard a locally registered bunker tanker was found operating a drone at an altitude of 42.7 metres in the Eastern Petroleum Bravo Anchorage, approximately 3.2 kilometres from Changi Airport. The crewmember did not have the required permit and was subsequently convicted and fined SGD 5,000, with 10 days' imprisonment stipulated in default of payment. In the second incident, on 16 July 2026, a crewmember aboard a foreign-registered tanker was found flying a drone at an altitude of 76 metres in the Eastern petroleum Charli Anchorage, approximately 1.8 kilometres from Changi Airport. The individual was also operating the drone for recreational purposes without the necessary permit. The crewmember was convicted and fined SGD 3,000, with six days' imprisonment in default of payment. Both incidents involved drone operations within the restricted area surrounding Changi Airport, illustrating how vessels operating at nearby anchorages may fall within aviation no-fly zones. The cases also highlight the need for vessel operators and crewmembers to understand that aviation restrictions apply to unmanned aircraft launched from ships, including those used for personal or recreational activities.

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

Reported Incidents

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
Zuware	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:

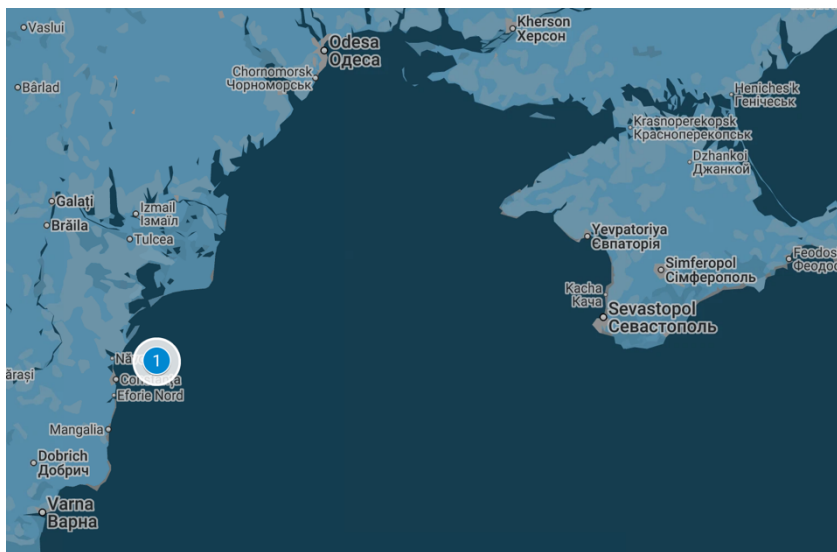
- Conduct a detailed voyage-specific risk assessment before entry
- Maintain enhanced radar, visual and bridge watchkeeping at all times
- Restrict transits through higher-risk areas to daylight hours where feasible
- Monitor navigational warnings, military safety broadcasts, and official maritime advisories
- 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.

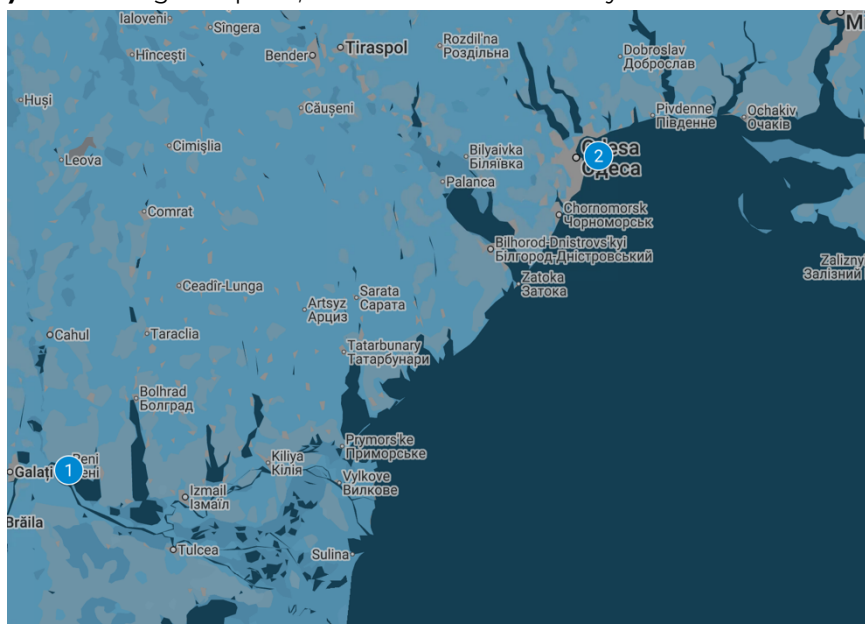
Reported Incidents

- 23 October (Black Sea)** – Reports indicate that the Comoros-flagged Ore/Oil carrier **KHORYV** transmitted a distress call reporting “Mayday, drone attack” whilst underway approximately **13 nautical miles off Constanta, Romania**; exact coordinates of incident not specified. The vessel was transiting from Turkey to Sulina, Romania. Crewmembers onboard reported a fire with the risk of the vessel sinking. The Romanian Maritime Rescue Coordination Centre (MRCC) and Coast Guard coordinated a search and rescue operation. Romania’s naval authority has confirmed that nine crewmembers were rescued, three are missing and one body was recovered during a search and rescue operation, adding that the vessel has sunk. Romanian authorities have blamed Russia for the drone strike.



Late Reported Incidents

- 20 October (Black Sea)** – According to reports, Russia’s Defence Ministry has claimed that its forces carried out strikes targeting three cargo vessels. The vessels were targeted whilst in the **port of Reni, Ukraine**. The Russian Ministry of Defence alleges that the vessels were being used for military purposes. No information regarding vessel identities, flags, crewmember injuries or the extent of damage have been released.



2. **20 October (Black Sea)** – According to reports, Russia's Defence Ministry has claimed that its forces carried out strikes targeting two cargo vessels that were **transiting in the Black Sea towards Odesa, Ukraine**. The Russian Ministry of Defence alleges that the vessels were being used for military purposes. No information regarding vessel identities, flags, crewmember injuries or the extent of damage have been released.

Regional Reporting

- **22 October (Black Sea - Romania)** – Romania will accelerate its development of surveillance capabilities and equipment to counter mines and drones in the Black Sea after a series of drone attacks on commercial vessels off its coast, the country's top defence council stated Thursday. In the last two weeks, at least seven cargo ships have been hit near the coasts of NATO members Romania and Bulgaria, with some thirty sailors reported dead or missing. Additionally, Romanian F-16 fighter jet pilots shot down two of the latest generation of Russian drones over Romanian territorial waters on 17 October. Romania's top defence council reported that the latest ship attacks are direct consequences of Russia's aggression beyond Ukraine's borders, noting that threats to freedom of navigation and critical energy projects in the Black Sea pose a security crisis for Romania. It highlighted that the current risks require concrete measures to protect human lives, maintain free access to national ports, and ensure the security of energy facilities in the Exclusive Economic Zone. The top defence council stated that it will accelerate the development of capabilities for maritime surveillance, countering naval mines and intervening against drones illegally breaching national airspace and waters. It added that "the Council members also analysed ways to intensify coordination within NATO. This includes strengthening the deterrence and defence posture on the Eastern Flank and identifying new measures to respond to threats in the Black Sea region."
- **21 October (Black Sea)** – NATO will send more maritime patrol aircraft, radar systems and drones to the Black Sea, the military alliance has announced, after a series of deadly drone attacks on shipping in the region apparently linked to Russia's ongoing war with Ukraine. The announcement occurred after NATO's main decision-making body, the North Atlantic Council, discussed security in the Black Sea at the alliance's headquarters in Brussels. In addition to the aircraft, drones and radar systems, NATO members have sent or will send intelligence agents and teams to conduct forensic analysis of explosives, according to US Army Colonel Martin L. O'Donnell, a NATO military spokesperson. While NATO has not attributed the recent string of attacks to any country, military analysts have said that Russia almost certainly carried out the attacks, though Moscow has not acknowledged responsibility for them.

Indian Subcontinent

Reported Incidents

No activity reported during this period

Pacific Ocean Area / Australia / New Zealand

Reported Incidents

No activity reported during this period

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About MS Risk

MS Risk is a privately-owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. MS Risk is a retained adviser to leading syndicates in the Lloyd's of London specialty risk insurance markets for mitigating and responding to perils including: kidnap for ransom, extortion, hijack, illegal detention, malicious product tamper, crisis evacuation, terrorism, political & war risks.

MS Risk is a signatory of the International Code of Conduct and member of ICOCA. All work is compliant to the Voluntary Principles for Security and Human Rights. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services worldwide.

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