

21 October 2026

Global Maritime Security Report



Table of Contents

Monthly Global Maritime Report (14 - 20 Oct 2026)..... 3

Gulf of Aden / Indian Ocean / East Africa 4

Red Sea / Bab el-Mandeb Strait..... 7

Arabian Gulf / Strait of Hormuz / Gulf of Oman 8

Gulf of Guinea (West Africa) 11

East Asia / Southeast Asia..... 12

IMB Global Piracy Incidents (Jan – Sept 2026)..... 13

Global Incidents..... 14

 North America..... 14

 Central America / Caribbean / South America 14

 Atlantic Ocean..... 15

 Northern Europe / Baltic Sea 15

 Mediterranean Sea 15

 Black Sea / Sea of Azov / Caspian Sea..... 16

 Indian Subcontinent 19

 Pacific Ocean Area / Australia / New Zealand 19

Monthly Global Maritime Report (14 - 20 Oct 2026)

REGION	INCIDENTS FOR CURRENT REPORTING MONTH	OVERALL THREAT LEVEL
MAIN REGIONS		
Gulf of Aden / East Africa / Indian Ocean	2 incidents	HIGH
Red Sea / Bab el-Mandeb Strait	No activity reported	HIGH
Arabian Gulf / Strait of Hormuz / Gulf of Oman	3 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	2 incidents	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

1. **19 October (Arabian Sea)** – UKMTO has reported an incident involving a tanker and military forces, approximately **121 nautical miles east of Duqm, Oman**; exact position not specified. It has been reported that the tanker was subject to an interaction as part of ongoing military operations in the region. The nature of the interaction has not been specified at this time. Authorities are aware of the incident and investigations are ongoing.
2. **17 October (Gulf of Aden)** – UKMTO has reported that the Master of a Bahamas-flagged LNG tanker **AL KHARSAAH** has reported being approached by a small skiff with seven persons onboard, while transiting **approximately 140 nautical miles southeast of Al Mukalla, Yemen**; exact position not specified. The skiff fired two shots at the tanker, prompting the vessel's armed Security Team to discharge two warning shots in response, which caused the skiff to alter course away from the vessel. Authorities are investigating and vessels are advised to transit the area with caution and report any suspicious activity to UKMTO.



Regional Reporting

- **16 October (Somali Piracy)** – The European Union Naval Force (EUNAVFOR) Operation ATALANTA has closed four piracy cases involving vessels off the northern coast of Somali, however motor tanker **ASANA** remains under the pirate's control in Somali territorial waters, according to an update issued on Friday. The closed cases involve the motor tankers **HONOUR 25**, **EUREKA**, and **SIBU 1**, as well as the merchant vessel **SWARD**. The incidents occurred between April and August this year, with Operation ATALANTA coordinating with relevant authorities and companies to support the release of the vessels and their crewmembers. The incident involving **HONOUR 25** followed the hijacking of fishing vessel **ALKHARY 2** on 20 April. On 21 April, ATALANTA reported that **HONOUR 25** had also been hijacked, with its last known position 28 nautical miles southeast of **ALKHARY 2**. The fishing vessel was subsequently released with all crewmembers safe, while the pirate group remained onboard the tanker. On 29 September, Puntland Maritime Police Forces (PMPF) launched an operation to free **HONOUR 25**. According to official sources, five crewmembers were killed and two were injured during the counter-piracy operation. The injured crewmembers disembarked at Bander Beyla on 30 September, while the remaining crewmembers were taken ashore in Bosaso on 4 October. The merchant vessel **SWARD** was hijacked on 26 April while sailing to Mombasa, Kenya, before being taken into Somali territorial waters. On 11 September, the pirate group abandoned the vessel, and the crew was reported safe. **SWARD** subsequently resumed its voyage, with ATALANTA providing support during its transit to the next port of call. The vessel has since arrived safely in Mombasa. The tanker **SIBU 1** was hijacked on 20 August, approximately 136 nautical miles east of Al Mukalla, Yemen, after reporting that an unauthorized vessel had approached it while sailing westbound in the Gulf of Aden. Six armed individuals reportedly boarded the tanker and redirected it towards Somalia. On 25 September, PMPF conducted a counter-piracy operation that secured the vessel and freed its crew. According to official sources, up to 21 suspected pirates were arrested while one pirate was killed and four others were injured during the operation. The vessel

EUREKA was hijacked on 2 May while anchored off Qana Port in Shabwa, Yemen. On 29 September, the pirate group left the vessel and deliberately grounded it south of Hafsun Peninsula. The crew disembarked at Hul-Canood and was later transported to Garowe before traveling from Mogadishu to their respective countries of origin. PMPF took control of the vessel, which remains under its authority. The case pertaining to **ANSANA** remains open. The motor tanker was reportedly hijacked on 17 July, approximately 65 nautical miles southwest of Mukalla, Yemen, north of the Internationally Recommended Transit Corridor (IRTC). The vessel was subsequently reported to be heading towards the Horn of Africa. As of 16 October, the vessel remains under the control of the pirate group and was reported to be inside Somali territorial waters. ATALANTA continues to investigate the incident and monitor the vessel.

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

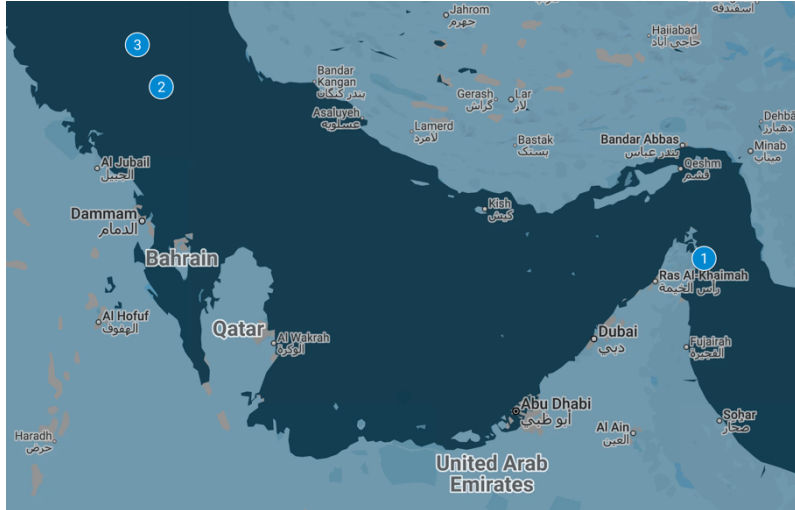
- Maintain maximum safe speed through chokepoints
- Avoid unnecessary deviations towards military or energy infrastructure
- Ensure AIS operation complies with flag state and naval guidance
- Maintain enhanced bridge watch, radar surveillance, and continuous monitoring of VHF Channel 16
- Review the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

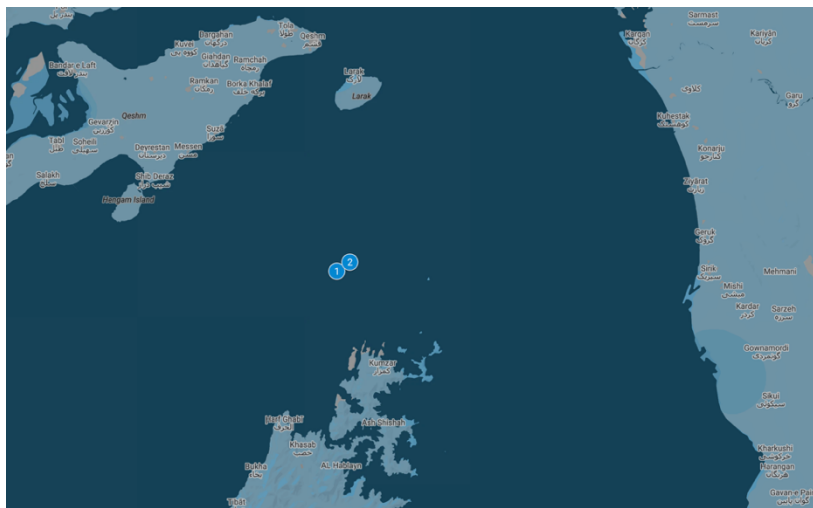
Reported Incidents

- 1. 18 October (Strait of Hormuz)** – UKMTO has reported that a Netherlands-flagged tug **JIF BARRACUDA** has been struck by two unknown projectiles whilst transiting **southbound, northeast of Khor Fakkan, United Arab Emirates**; exact time and position of incident not specified. The attack has resulted in the vessel sustaining damage, with one minor injury reported. The tug is continuing on its route.
- 2. 16 October (Arabian Gulf)** – UKMTO has reported that the master of a tanker has reported being attacked by a rocket-propelled grenade (RPG) fired from a small boat, **approximately 78 nautical miles northeast of Al Jubayl, Saudi Arabia**; exact position of incident not specified. The attack has caused damage to the aft port quarter of the vessel. All crewmembers have been accounted for and are reported safe. A full damage assessment and any environmental impact remain unknown at this time. Authorities are investigating and vessels are advised to transit the area with caution and to report any suspicious activity to UKMTO.
- 3. 16 October (Arabian Gulf)** – UKMTO has reported a late-time incident involving a Marshall Islands-flagged crude oil tanker **ST3** struck by an unknown projectile, **approximately 68 nautical miles northeast of Al Jubayl, Saudi Arabia**; exact position of incident not specified. The incident was reported by a Company Security Officer and is understood to have occurred at 0900 UTC on 16 October. All crewmembers have been confirmed safe and were evacuated from the vessel. No environmental impact has been reported at this time. Authorities are investigating the incident and vessels in the vicinity are advised to transit with caution and report any suspicious activity to UKMTO.



Late Reported Incidents

- 1. 13 October (Strait of Hormuz)** – UKMTO has received a report of a time-late incident within the **Strait of Hormuz**; exact position not specified. At 1640 UTC on 13 October, a 50,000-tonne container ship was struck by an unknown projectile whilst transiting outbound. The vessel sustained minor damage and continued its passage. No casualties have been reported.



Authorities are investigating the incident. Reports indicate that the vessel involved is the Singapore-flagged container ship **GFS GISELLE**.

2. **13 October (Strait of Hormuz)** – UKMTO has received a report of a time-late incident within the **Strait of Hormuz**; exact position not specified. At 1700 UTC on 13 October, a 19,000-tonne container ship was struck by an unknown projectile whilst transiting outbound. The vessel sustained minor damage and continued its passage. No casualties were reported. Authorities are investigating the incident. Reports indicate that the vessel involved is the Marshall Islands-flagged container ship **AL SAADIYAT**.

Regional Reporting

- **14 October (Iran)** – According to two senior Iranian officials, Iran is deploying new tactics to target ships sailing through the Strait of Hormuz as it seeks to keep oil prices high and influence the US midterm elections. While the two officials declined to provide details of the new strategy, one stated that about 10 days ago, Iran had started using different offensive tactics against vessels it considered in violation of its restrictions, adding that this had led to an increase in attacks on such ships. They noted that the strategy included a change in the type as well as the pace of attacks, with one goal being to influence the outcome of the US vote. One of the two officials stated that “the aim is to frustrate efforts by the United States and its allies to bring down global oil prices.” The officials further said that the decision to adopt the new strategy had been taken at the highest levels of Iran’s leadership and was fully coordinated across the country’s ruling system. A US military official has confirmed that Iran had changed tactics in one significant way – after the US destroyed much of Iran’s radar capabilities, Iran’s Islamic Revolutionary Guard Corps (IRGC) had started using unarmed spotters in small boats to identify potential targets, including US naval vessels. Last week, in a previously unreported incident, the US military determined that Iranian spotters were operating from a dhow, calling in targeting to the IRGC, according to the official, adding that US forces confronted the vessel, told its occupants to abandon ship and then destroyed it. No casualties were reported. The official also stated that unwilling to risk its remaining fast boats, Iran had been unable to prevent a ramp-up in oil exports through the strait, particularly after US strikes devastated its navy. The officials have also noted that as part of the new strategy, Tehran will also expand the geographical scope of its operations beyond the Strait of Hormuz to the Gulf of Oman and waters further afield. Analysis of recent incidents suggests that this may already be happening – in recent days, Iran targeted vessels in areas beyond the Strait of Hormuz, including waters off the coast of Qatar and the United Arab Emirates. The second Iranian official added that Tehran would not allow US President Trump to bring down oil prices before the November elections.
- **14 October (Strait of Hormuz)** – A container ship and a dry bulk carrier have both sunk near the Strait of Hormuz in the past 24 hours after being hit by projectiles in separate incidents, maritime officials reported on Wednesday. The Singapore-flagged **GFS PRIDE**, a small container vessel, sank while sailing through the strait, according to maritime security sources. In a statement issued Wednesday, the Maritime and Port Authority of Singapore (MPA) said that “**GFS PRIDE** sustained damage and a fire on board, and has since sunk. All 21 crewmembers were safely evacuated. No injuries have been reported,” adding that the vessel had been sailing through the strait on 13 October. In a separate incident, the Antigua and Barbuda-flagged **CAPE DAO** sank close to the strait, weeks after being struck by a projectile on 23 September, according to the International Maritime Organization (IMO). Maritime sources have reported that one crewmember was killed and the rest were evacuated after the strike.

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

- *No major regional reporting during this period.*

IMB Global Piracy Incidents (Jan – Sept 2026)

Summary

The ICC International Maritime Bureau (IMB) has reported 51 incidents of piracy and armed robbery against ships worldwide during the first nine months of 2026 – the lowest level for the period since 1992. However, these figures come at a time when Somali piracy is resurging and when continued threats to seafarers in key shipping routes highlight the need for vigilance, timely reporting and adherence to Best Management Practices (BMP).

The figures for January – September 2026 are a significant decline from the 116 incidents that were reported during the same period in 2025. Of the total 51 incidents reported this year, 36 vessels were boarded, 8 were hijacked, 4 were fired upon and 3 were targeted in attempted boardings. Additionally, of the vessels affected, 20 were bulk carriers, 11 were tankers, 10 were container ships, and 10 were classified as other. Despite the overall decline in reported incidents, perpetrators successfully gained access to vessels in 86% of reported incidents, with most boarding incidents occurring at night. The threat to crewmember's safety also remains significant, with 105 crewmembers directly affected during the first nine months of 2026, compared with 72 in the same period last year. Weapons were also reported in 53% of incidents during this reporting period.

Somali Piracy

The first nine months of this year have seen a significant rise in Somali piracy activity, with Somali pirates being responsible for all eight reported vessel hijackings and 94% of crewmembers taken hostage worldwide during this period. Most of the hijacked vessels have since been released, with their crews reported safe. The IMB notes that vessels implementing the latest BMP recommendations have continued to deter hijacking attempts successfully, including in cases where pirates managed to board the vessels. The risk however remains substantial, as highlighted in late September, when Puntland authorities reported that five crewmembers were killed and another five were injured before the release of the Palau-flagged product tanker **HONOUR 25**, which was hijacked on 21 April. Additionally, the incidents in waters off Somalia demonstrate that Somali pirates continue to retain the capabilities to target vessels in the region. The IMB notes however that the current activity does not compare in scale or reach with the piracy operations that had characterized the 2008 – 2013 Somali piracy era. Commenting on the findings, IMB Director Michael Howlett stated that the recent rise in Somali piracy activity serves as a reminder that the threat persists despite the historically low number of reported incidents.

Gulf of Guinea

The Gulf of Guinea reported just two incidents between January and September 2026, with no incidents reported in the final quarter of the reporting period. The IMB commended the region's littoral states for their continued efforts to keep piracy and armed robbery incidents at low levels.

Singapore Straits

Reported incidents in the Singapore Straits also declined significantly, falling to 13 in the first nine months of 2026, from 73 incidents that were reported during the same period in 2025. While this region has seen improvement, the reported incidents highlight the continued risks for crewmembers transiting the busy waterway. Two crewmembers were taken hostage, another two were threatened and one was injured. Additionally, in more than 69% of the reported incidents, perpetrators were armed with guns or knives, and all targeted vessels were successfully boarded.

Indonesia and the Philippines

The Indonesian Archipelago reported six incidents during the January – September 2026 period, down from nine in the same period in 2025. Weapons were reported in one incident, during which a crewmember was also taken hostage.

The Philippines reported a rise in incidents, with nine anchored vessels boarded during this period. Six of these incidents occurred in Manila and three in Batangas, compared with no reported incidents in the first nine months of 2025. Two crewmembers were taken hostage in the incidents, while weapons were reported in five cases.

Global Incidents

North America

Reported Incidents

No activity reported during this period

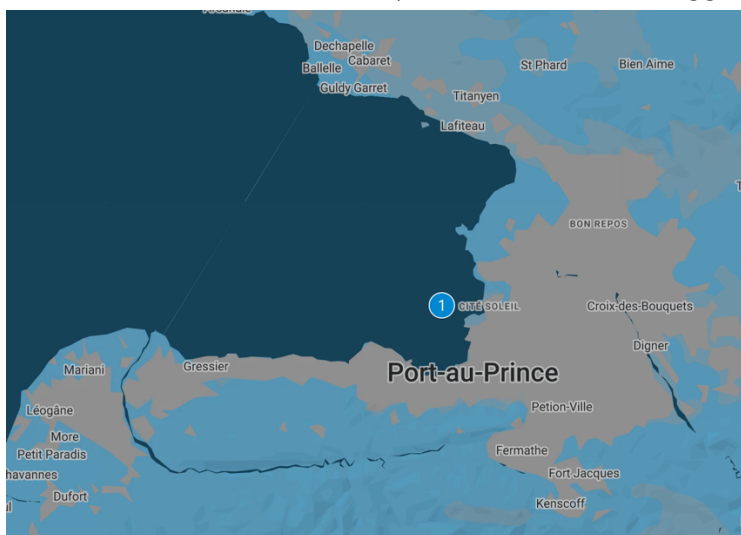
Central America / Caribbean / South America

Reported Incidents

No activity reported during this period

Late Reported Incidents

- 11 October (Haiti)** – Reports indicate that armed individuals attempted to board the US-flagged container ship **NATIONAL GLORY** whilst the vessel was at anchor at **Port-au-Prince Bay anchorage area, Haiti** during the night of 10 – 11 October. Armed men reportedly approached the vessel aboard a small boat and attempted to board it. The crew retreated to a secure area before the Captain made contact with the Coast Guard. Responding Coast Guard officers came under gunfire from the attackers, who were subsequently driven off. The vessel remained under Coast Guard protection overnight before returning to berth the following day, where it discharged cargo and later departed. All approximately 20 crewmembers onboard were reported safe and uninjured. The attackers have not been formally identified, however Haitian authorities have indicated that the area of the incident is associated with gang activity operating out of Mariani, though this link remains unconfirmed. A formal incident report from Haiti's Maritime and Navigation Services is pending.



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

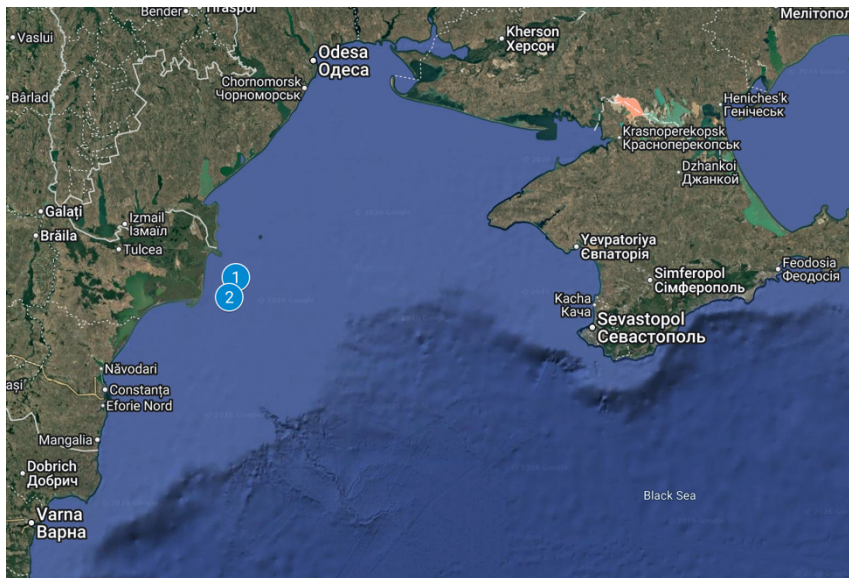
All vessels operating in or transiting the region should:

- 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

- 1. 15 October (Black Sea)** – Reports indicate that a vessel suffered a fire in Romanian territorial waters in the vicinity of Sulina, Black Sea. The incident involved the San Marino-flagged chemical tanker **WINE TRADER**, anchored approximately **13 – 14 nautical miles southeast of Sulina**, exact position not specified, when an emergency fire alert was raised at approximately 04:00 UTC on Thursday. Of the 12 crewmembers onboard, four have been confirmed safe and eight remain missing. A search and rescue operation involving a helicopter and a dedicated rescue vessel is underway. The cause of the fire and any link to drone activity has not been confirmed. No party has formally claimed or been assigned responsibility for the incident and investigations by Romanian authorities continue, though the incident comes as part of a wider pattern of suspected drone attacks on commercial shipping in the Black Sea in recent days, including strikes attributed to Russia that occurred in waters off Bulgaria.
- 2. 14 October (Black Sea)** – Reports indicate that a vessel suffered a fire in Romanian territorial waters in the vicinity of Sulina, Black Sea, amidst suspected drone activity. The incident involved the Comoros-flagged chemical/oil products tanker **YARA J**, which was anchored approximately **9 – 10 nautical miles from Sulina**, exact position not specified, when a fire broke out onboard at approximately 17:00 UTC on Wednesday. The 17 crewmembers reported that the vessel had been targeted by a drone. Romanian authorities confirmed that two aerial targets entered national airspace at approximately 17:04 UTC (20:04 local time), with radar contact lost over the sea for one target, prompting the scrambling of two fighter jets. The crew extinguished the fire without external assistance. No injuries were reported and the vessel proceeded to Constanta. Authorities are investigating whether the vessel was struck by a drone. No party has formally claimed or been assigned responsibility for the incident and investigations by Romanian authorities continue.



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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Info@atlins.co.uk
www.atlins.co.uk

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info@msrisk.com
www.msrisk.com

London Office:

ATL

Walsingham House,
35 Seething Lane,
London EC3N 4AH
UK

Madrid Office:

ATL

Maritimo y Energì'a Corredurìa
De Seguros y Reaseguros, S.L.
C/ de Lagasca, 11 1º B. 28001
Madrid, Spain