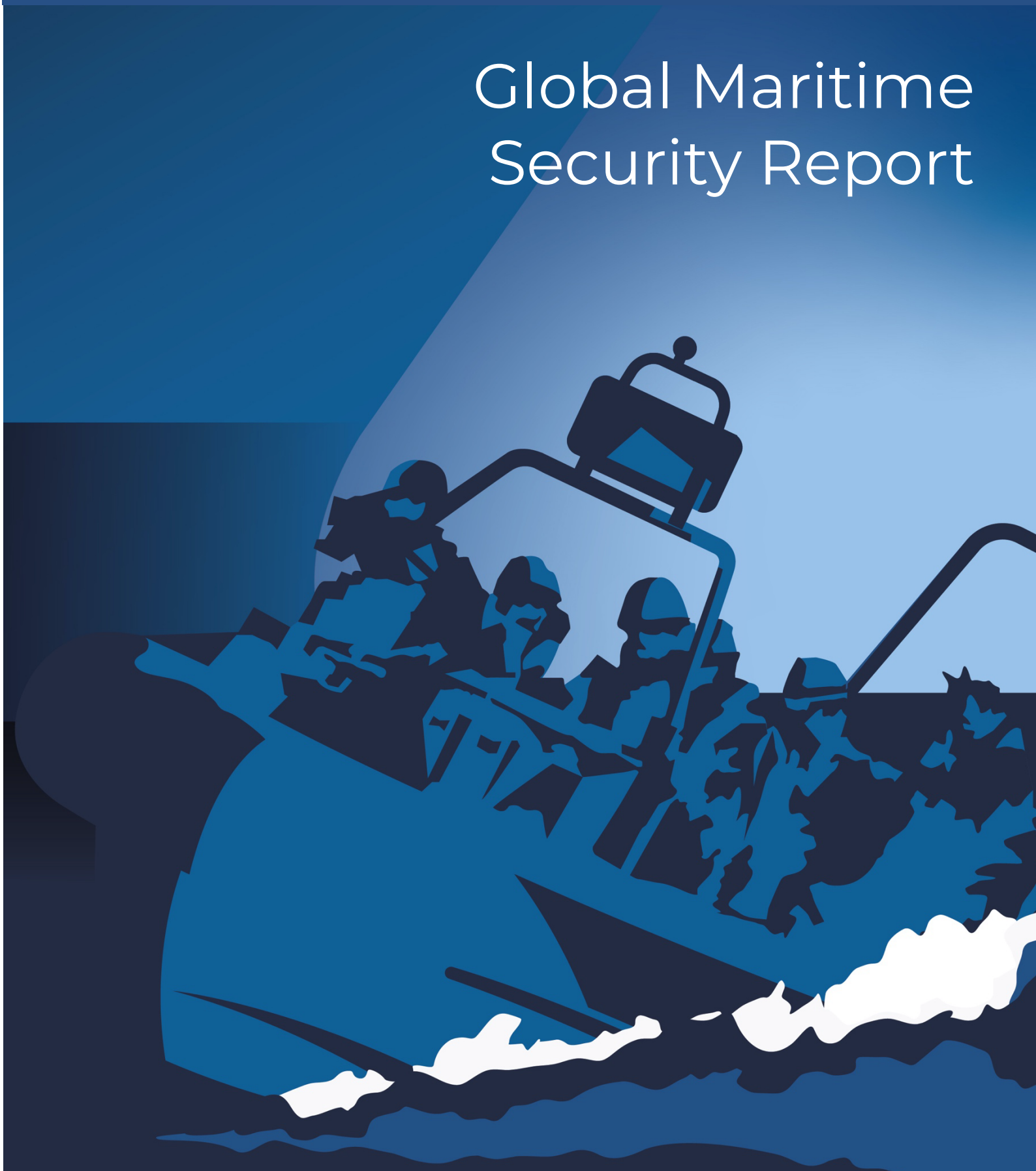
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11 November 2026

Global Maritime Security Report



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Monthly Global Maritime Report (4 - 10 Nov 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	6 incidents	**HIGH**
West Africa (Gulf of Guinea)	No activity reported	**MODERATE**
East / Southeast Asia	2 incidents	**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	3 incidents	**HIGH**
Indian Subcontinent	1 incident	**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.

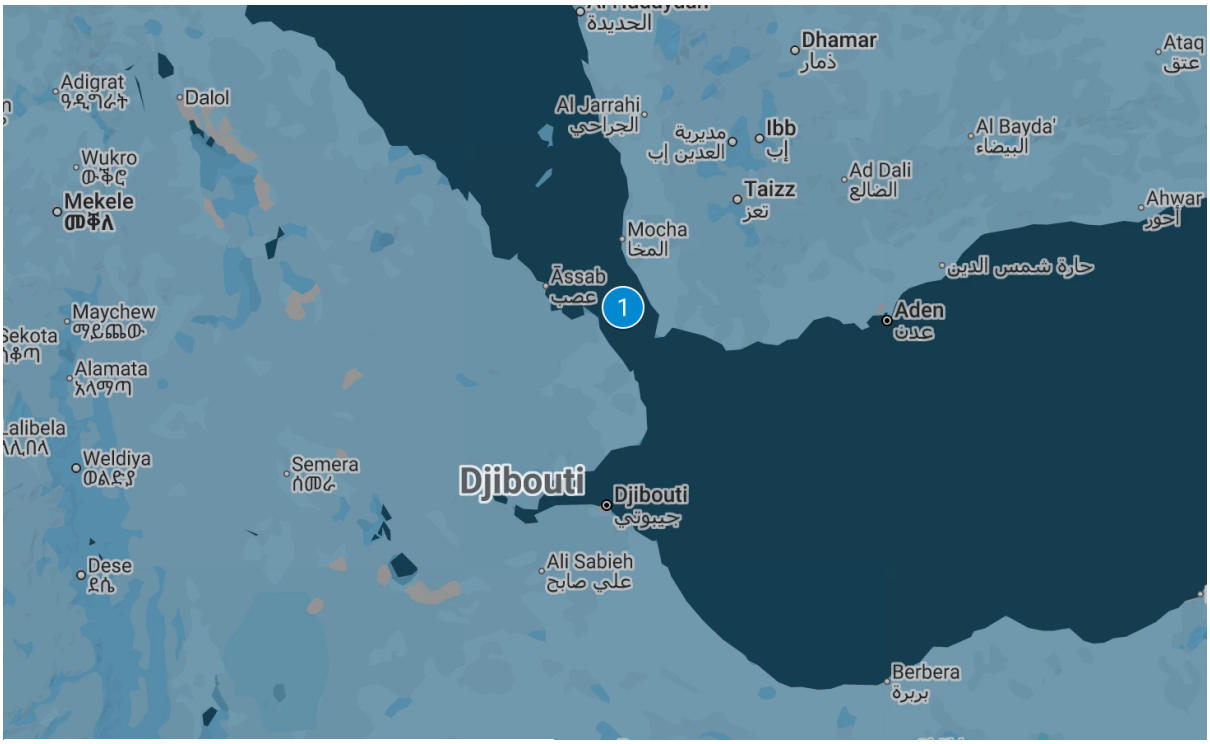
Key Risks

- 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



Source: Google Maps. Incident locations plotted by MS Risk.

1. **6 November (Bab el Mandeb Strait)** – The MSCIO has reported that on the evening of 6 November, a vessel, name not indicated, **transiting the Bab el Mandeb Strait** detected a small radar contact. The contact was heading north towards the Yemeni coast inside the Traffic Separation Scheme. The contact was not identified and its track was not established. A large explosion was observed at the contact's position. A fire on the sea surface followed and lasted for more than 30 minutes. The nature of the contact, cause of the explosion, the identity and details of the reporting vessel, and any damage or casualties currently remain unknown.

Regional Reporting

- **4 November (Incident Update)** – The Indian Navy intercepted and liberated a fishing dhow that had been hijacked by pirates off Somalia. The country's defence ministry has confirmed that all of the vessel's 20 crewmembers were rescued. On 29 October, armed pirates boarded the Iranian fishing vessel ***AZINI*** approximately 185 nautical miles east of Bandarbayla, Somalia. At the time, reports indicated that the pirates were likely to utilize the vessel as a mother ship to launch further attacks on merchant shipping in the region. Those concerns were later validated by the vessel's movements. By 31 October, the fishing dhow had transited another 110 nautical miles to the east, effectively putting the vessel nearer to a common transit route for merchant shipping. In response, the Indian Navy diverted a warship to intercept the dhow. In a coordinated raid on 2 November the Indian Navy seized the dhow, capturing the pirates and releasing the crew. Indian officials have said that the operation concluded without casualties or injuries.

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

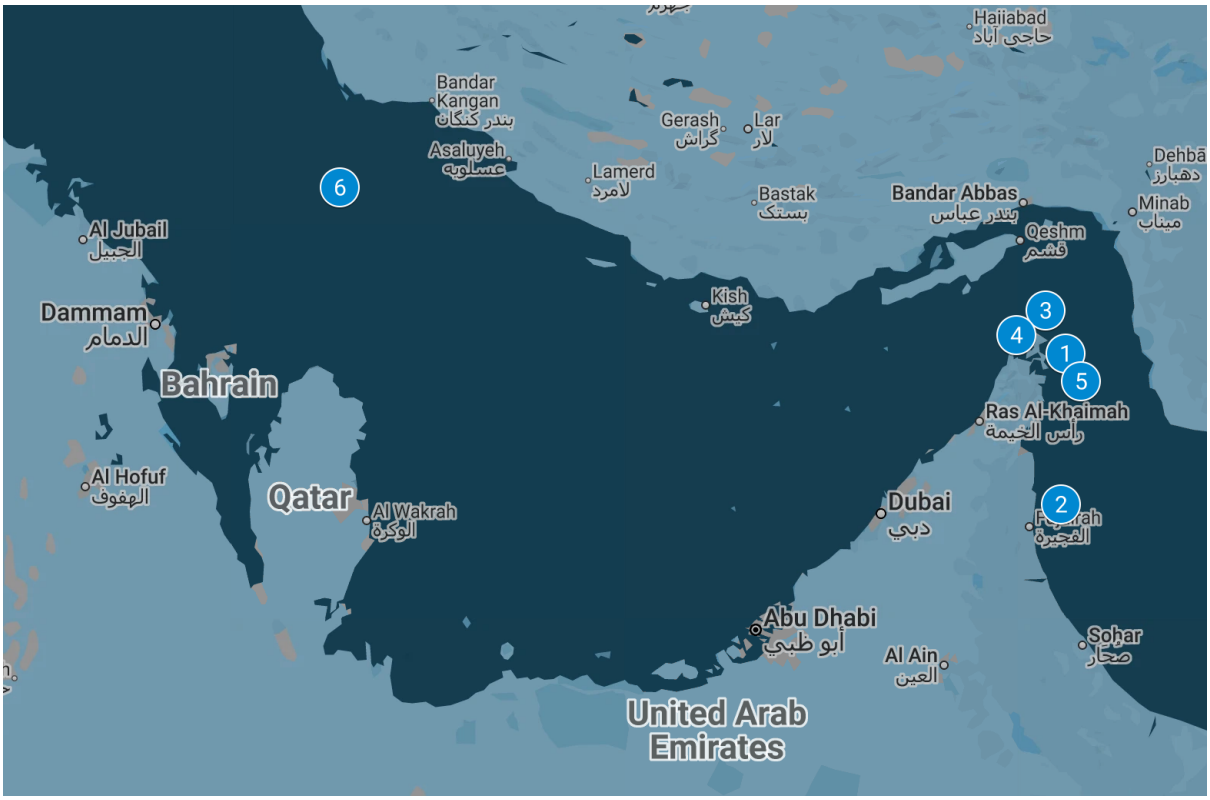
Transit Measures

- 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



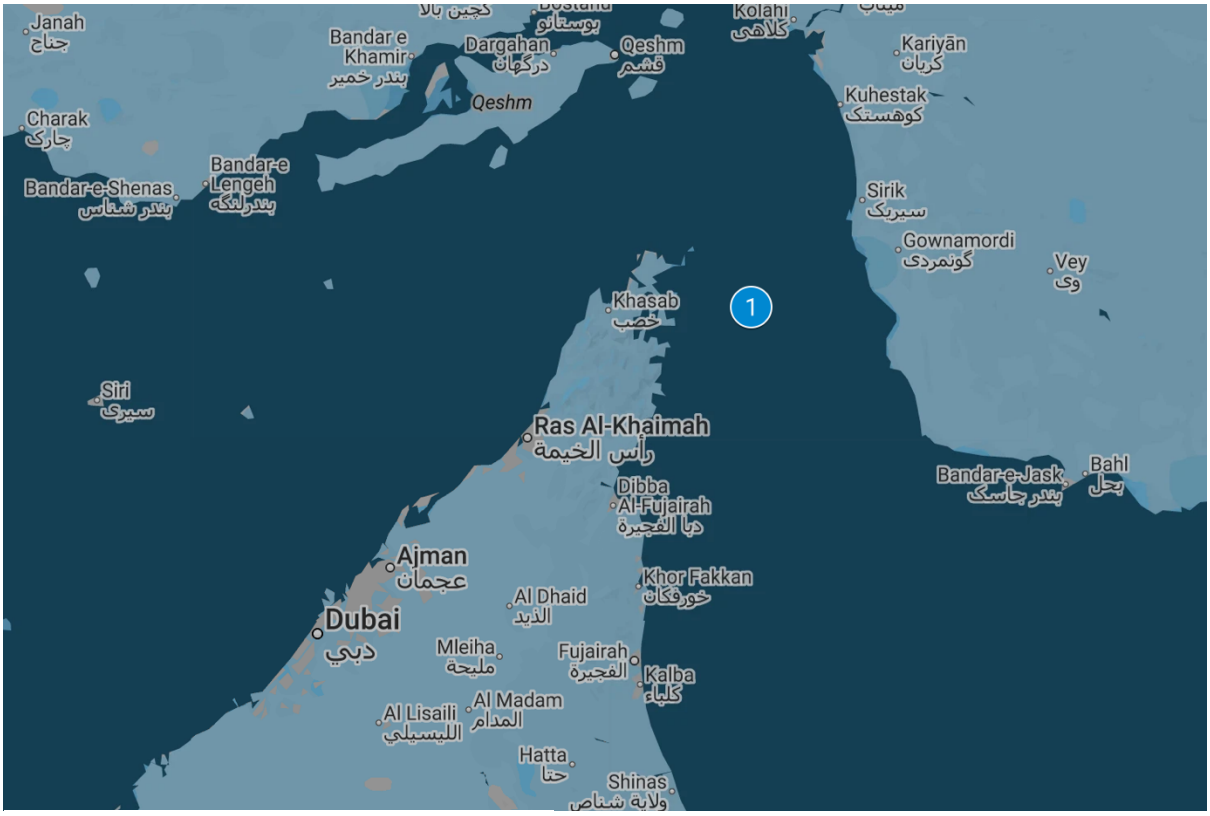
Source: Google Maps. Incident locations plotted by MS Risk.

1. **10 November (Strait of Hormuz)** – UKMTO has reported that at 1338 GMT, a tanker was struck by an unknown projectile whilst **approximately 19 nautical miles northeast of Limah, Omah**; exact location of incident not specified. The crew has been reported safe and there have been no reports of environmental damage. UKTMO is reporting that the Master will carry out a damage assessment at fight light.
2. **7 November (Gulf of Oman)** – UKMTO has reported an incident involving the St Kitts & Nevis-flagged bulk carrier ***HUDA*** and military forces in the Gulf of Oman, **approximately 18 nautical miles east of Khor Fakkan, United Arab Emirates**; exact location of incident not specified. Authorities are investigating the incident.
3. **7 November (Strait of Hormuz)** – UKMTO has reported a time-late report of an incident involving a tanker in the **Strait of Hormuz**; exact location of incident not specified. All crewmembers have been reported safe and there have been no reports of environmental impact. Authorities are investigating the incident.
4. **7 November (Strait of Hormuz)** – UKMTO has reported a time-late report of an incident involving the Liberia-flagged oil products tanker ***NAVIG8 MACALLISTER***. The incident occurred **approximately 8 nautical miles northwest of Khasab, Oman**; exact location of incident not specified. Military authorities have reported that the tanker is on fire and that the crewmembers have been evacuated, though the status of the crew, origin of the fire, extent of damage and any environmental impact currently remain unknown. Authorities are investigating the incident. The vessel was previously struck on 13 August 2026. It was later repaired and returned to the same area of operation.
5. **5 November (Strait of Hormuz)** – UKMTO has reported a time-late report of an incident involving a tanker transiting outbound in the Strait of Hormuz. The vessel experienced an explosion at the waterline on its port side. The incident occurred **approximately 16 nautical miles east of Khasab, Oman**; exact location of incident not specified. All crewmembers have been reported

safe. The tanker remains under its own power and is continuing its voyage. Authorities are investigating the incident.

6. **4 November (Arabian Gulf)** – UKMTO has reported that at 23:20 hrs UTC the Marshall Islands-flagged oil tanker ***VELOS SAPPHIRE*** has been struck by two unidentified projectiles whilst **approximately 50 nautical miles north of Madinat ash Shamal, Qatar**. One crewmember has been reported missing. Authorities are investigating the incident.

Late Reported Incidents



Source: Google Maps. Incident locations plotted by MS Risk.

1. **3 November (Strait of Hormuz)** – UKMTO has reported that the Barbados-flagged crude oil tanker ***GRIT*** has been struck by two unknown projectiles whilst **approximately 14 nautical miles northeast of Limah, Oman**; exact location of incident not specified. According to the vessel's Company Security Officer, the two unknown projectiles hit the engine room. No casualties or environmental impact have been reported. Authorities are investigating the incident.

Regional Reporting

- **7 November (Gulf of Oman)** – The US Military disclosed on Saturday evening that its air force fired at the stern of a commercial vessel in the Gulf of Oman, disabling it as the vessel attempted to pass through the blockade. In a statement, US Central Command (CENTCOM) said, "a US military aircraft fired precision munitions at the stern of St. Kitts-flagged ***MV HUDA***, disabling the ship after CENTCOM forces directed the crew to abandon targeted spaces. The cargo vessel tried to depart regional waters after visiting an Iranian port," adding that it was continuing to "strictly enforce" the blockade against Iran. UKMTO reported late Saturday that it had received a report of an incident involving a bulk carrier and military forces around 18 nautical miles east of Khor Fakkan, UAE, in the Gulf of Oman. Early on Sunday, the UAE National Guard announced that 22 people had been rescued from a cargo ship in the gulf.

- **7 November (Gulf of Oman)** – Iran's Revolutionary Guards (IRGC) navy has reported in a statement that two oil tankers caught fire after hitting mines in the Strait of Hormuz. The statement indicated that one incident occurred to the east of the Strait, with the other vessel sailing in the strategic waterway, noting that they had been using an "unauthorized" route.
- **5 November (Strait of Hormuz)** – South Korea is considering expanding the operational area of its anti-piracy Cheonghae naval unit waters closer to the Strait of Hormuz. The South Korean Defence Ministry confirmed that the government intends to submit a motion to parliament seeking an extension of the unit's deployment in the Middle East, which is currently scheduled to expire at the end of 2026. The Cheonghae unit has been operating in the Gulf of Aden since 2009, primarily tasked with protecting commercial shipping and maintaining safe navigation against piracy threats. The proposed expansion would extend the unit's area of operations to waters near the Omani port of Duqm, approximately 650 km from the Strait of Hormuz. The deployment currently comprises of a 4,400-tonne destroyer, a maritime operations helicopter, up to three rigid-hull inflatable boats and approximately 300 personnel. South Korea is also reportedly planning to deploy a P-8A maritime patrol aircraft and increase the unit's personnel by 75. The proposed changes would require parliament approval, alongside authorization from President Lee Jae Myung and his cabinet. The move comes amidst rising pressure from Washington for Soeul to contribute more directly to efforts surrounding the Iran conlict. President Trump has criticized South Korea for what he described as insufficient support for the US-led war effort.

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

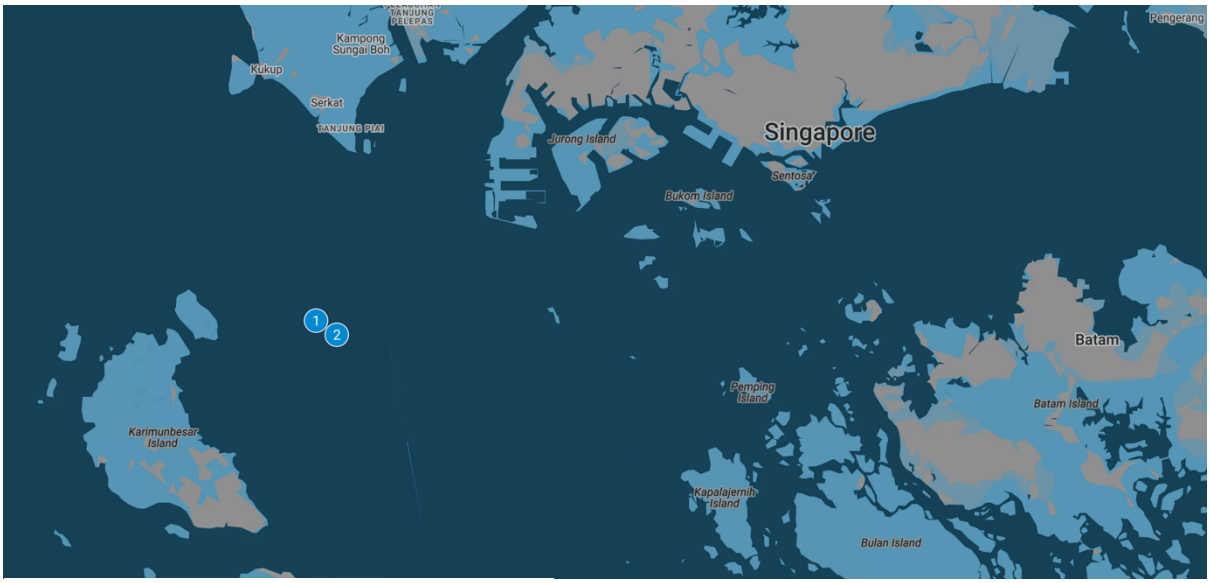
Before Transit

- 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



Source: Google Maps. Incident locations plotted by MS Risk.

1. **9 November (Indonesia)** – Reports indicate that a robbery occurred onboard a Marshall Islands-flagged tanker whilst **underway in the Singapore Strait**. Six perpetrators armed with 'gun-like" objects accessed the vessel and stole engine parts. During the incident, the third engineer was tied up but was not harmed. The vessel did not require any assistance and continued her voyage to Singapore.
2. **4 November (Indonesia)** – At 2335 hrs, the Indian-flagged bulk carrier ***APJ PRITI 2*** was boarded whilst transiting the Phillip Channel, Singapore Strait, in **approximate position 01:7.96N – 103:29.81E**. Eight unarmed perpetrators were reported onboard the vessel. No crewmembers were injured and nothing was reported stolen.

Global Incidents

Global Reporting

- **9 November (Global Maritime Threats)** – The International Maritime Organization (IMO) has called for enhanced protection of commercial vessels and their crewmembers amidst continued attacks across the Middle East, Red Sea and Black Sea, warning that escalating maritime security threats are placing seafarers at increasing risk and disrupting critical international shipping routes. The appeal follows the IMO Council's 138th session, which occurred in London UK last week, during which members reviewed a number of security challenges impacting international shipping. Discussions focused on the ongoing conflict involving Iran, Houthi attacks against commercial vessels in the Red Sea, and Russian strikes on Ukrainian shipping and port infrastructure. Figures provided by the IMO indicate that at least 130 incidents involving commercial vessels have been confirmed in the Middle East since the outbreak of the conflict, resulting in the deaths of 25 seafarers. Thousands of additional seafarers remain exposed to the threat, including crewmembers aboard vessels stranded in the Arabian Gulf and unable to depart. The Council reaffirmed the importance of maintaining open and secure international shipping routes, emphasizing that commercial crews should not be exposed to the consequences of geopolitical conflicts beyond their control. Concerns raised during last week's session extended beyond the Arabian Gulf and Strait of Hormuz. The Council condemned the continued Houthi attacks against merchant shipping and seafarers in the Red Sea and Bab el-Mandeb Strait, as well as Russian strikes against commercial vessels, maritime personnel, port facilities and safety infrastructure supporting Ukraine's Black Sea shipping corridor. Additionally, the Council expressed concern over a resurgence of piracy and armed robbery in the Western Indian Ocean and Gulf of Aden, where 17 attempted or successful incidents have been recorded since the beginning of this year. Alongside the security discussions, the Council endorsed Arsenio Dominguez for a second four-year term as IMO Secretary-general, potentially extending his tenure until December 2031, subject to formal approval by the IMO Assembly in 2027.

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, Banias, 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 (November 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, amidst continued Russia-Ukraine hostilities and an escalation in attacks against commercial shipping and port infrastructure. Russian missile and UAV strikes continue to target Ukrainian ports and vessels, while Ukrainian attacks increasingly target Russian-linked shipping, oil terminals and port infrastructure. Of particular concern has been the recent series of attacks against merchant vessels in the western Black Sea, including in waters off Romania and Bulgaria. Incidents during the month of October have involved vessel damage and sinkings, casualties and missing crewmembers, highlighting the expanding geographical reach of the threat.

Ukrainian Black Sea ports, particularly Odesa, Chornomorsk and Pivdennyi, remain exposed to frequent Russian missile and UAV strikes targeting port facilities, cargo infrastructure and commercial vessels. While Ukraine's maritime corridor remains operational, continued attacks affect shipping safety and reliability. Alternative routes through the Danube ports have assumed greater importance, however recent incidents near the Danube River Delta and Romanian coast have increased risks for vessels using these routes.

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. Recent attacks in the western Black Sea, including off Romania and Bulgaria, demonstrate that commercial shipping beyond the immediate conflict zone is increasingly exposed to kinetic threats. Vessels operating near NATO or EU member states may face risks from direct attacks, misidentification and collateral damage, while the proximity of incidents to established shipping routes raises concerns over further disruption.

Commercial vessels operating in the Black Sea, Sea of Azov and approaches to Russian and Ukrainian ports should anticipate a high threat environment, with risks from missile and UAV attacks, maritime drones, sea mines, unexploded ordnance, electronic interference and navigational disruption. Romanian and Bulgarian waters, including their EEZs, should not be considered inherently safe from conflict-related maritime threats. Operators should conduct voyage-specific risk assessments, monitor navigational warnings and maritime authority guidance, and review contingency arrangements for crew safety, emergency response and route disruption. War-risk insurance conditions should also be reviewed before transit.

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

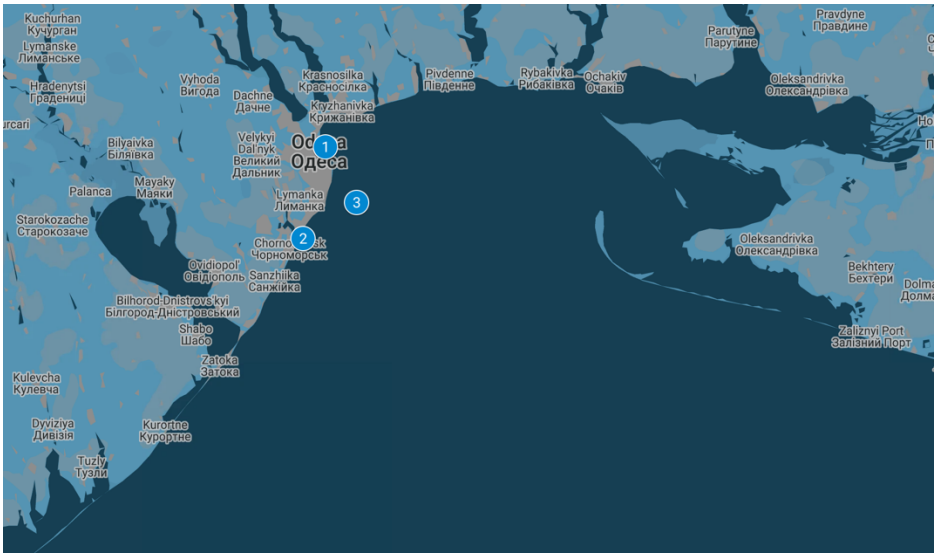
All vessels operating in or transiting the region should:

- 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



Source: Google Maps. Incident locations plotted by MS Risk.

1. **8 November (Black Sea)** – Reports indicate that Russia's Defence Ministry has claimed that its forces conducted a UAV strike on Ukraine. The Ministry reported that the strike hit a container ship in the **Port of Odesa**, claiming that the vessel was delivering weapons and military equipment. No information pertaining to the vessel's identity, flag, crew casualties or the extent of damage has been released.
2. **8 November (Black Sea)** – Reports indicate that Russia's Defence Ministry has claimed that its forces conducted a UAV strike on Ukraine. The Ministry reported that the strike hit a container ship in the **Port of Chornomorsk**. The Ministry claimed that the vessel was delivering weapons and military equipment. No information pertaining to the vessel's identity, flag, crew casualties or the extent of damage has been released.
3. **8 November (Black Sea)** – Reports indicate that Russia's Defence Ministry has claimed that its forces conducted a UAV strike on Ukraine. The Ministry reported that a vessel, described as a dry cargo ship, was reportedly struck **southwest of Odesa**; exact location of incident not specified. No information pertaining to the vessel's identity, flag, crew casualties or the extent of damage has been released.

Regional Reporting

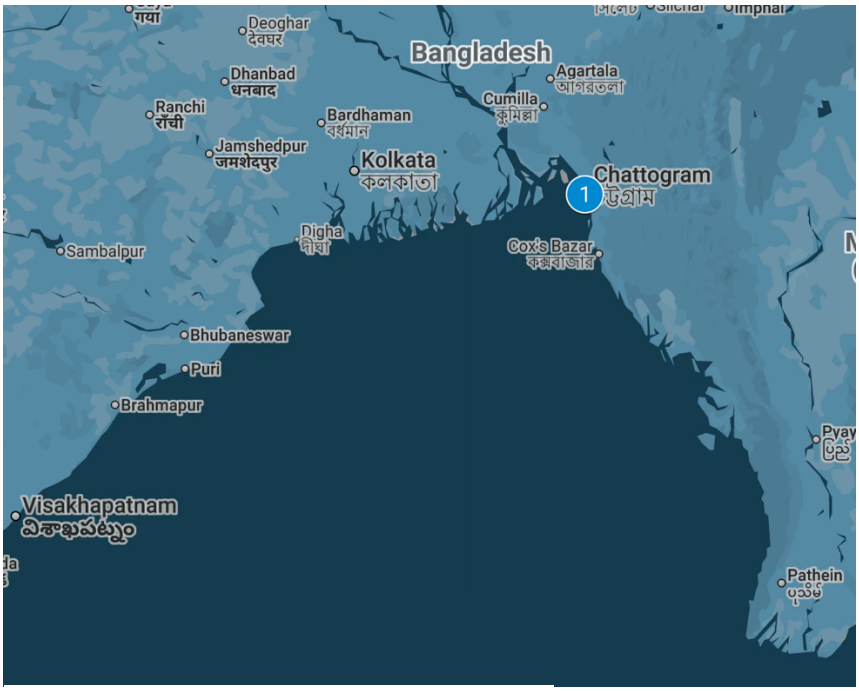
- **10 November (Black Sea)** – On Tuesday, the European Union pledged 10 million euros for Bulgaria to bolster search and rescue operations in the Black Sea. European Commission President Ursula von de Leyen announced the emergency funding as she pledged a stronger European response to threats against shipping in the Black Sea. On 9 November, Von der Leyen began her tour of the EU's Black Sea countries that have been impacted by recent drone attacks.

She has also announced that a similar 10 million euros would be provided to Romania to bolster search and rescue operations. She further stated that up to 50 million euros would be earmarked for the "fast-tracked" development of the Black Sea Maritime Security Hub, which would impact both countries.

- **5 November (Black Sea)** – France has extended the deployment of a maritime patrol aircraft to Romania by several weeks, following a series of deadly attacks against commercial shipping in the Black Sea. The French Atlantique 2 aircraft was temporarily relocated to Mihail Kogălniceanu air base in Romania on 18 October, following requests from Romania and Bulgaria for additional NATO support. While initially it was scheduled to remain until 6 November, the deployment will now continue for several additional weeks.

Indian Subcontinent

Reported Incidents



Source: Google Maps. Incident locations plotted by MS Risk.

1. **7 November (Bangladesh)** – Reports indicate that an attempted robbery occurred onboard the Denmark-flagged LPG tanker ***NAVIGATOR BALEARIC*** whilst **anchored at Chattogram anchorage, Bangladesh**. Duty crewmembers observed three perpetrators attempting to gain access to the steering gear room. The alarm was raised, with the robbers threatening the crew. They threw a metal object at the crew and then escaped in a boat. Nothing was reported missing and the incident was reported to the Bangladesh Coast Guard.

Pacific Ocean Area / Australia / New Zealand

Reported Incidents

No activity reported during this period

About ATL

ATL is an independent Lloyd's insurance broker, owned by its directors and employees, specialising in marine and complex specialty risks, including financial lines. With offices in London, Madrid and Miami, ATL combines a strong marine heritage with international reach and access to Lloyd's, the London company market and international insurance markets.

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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.

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