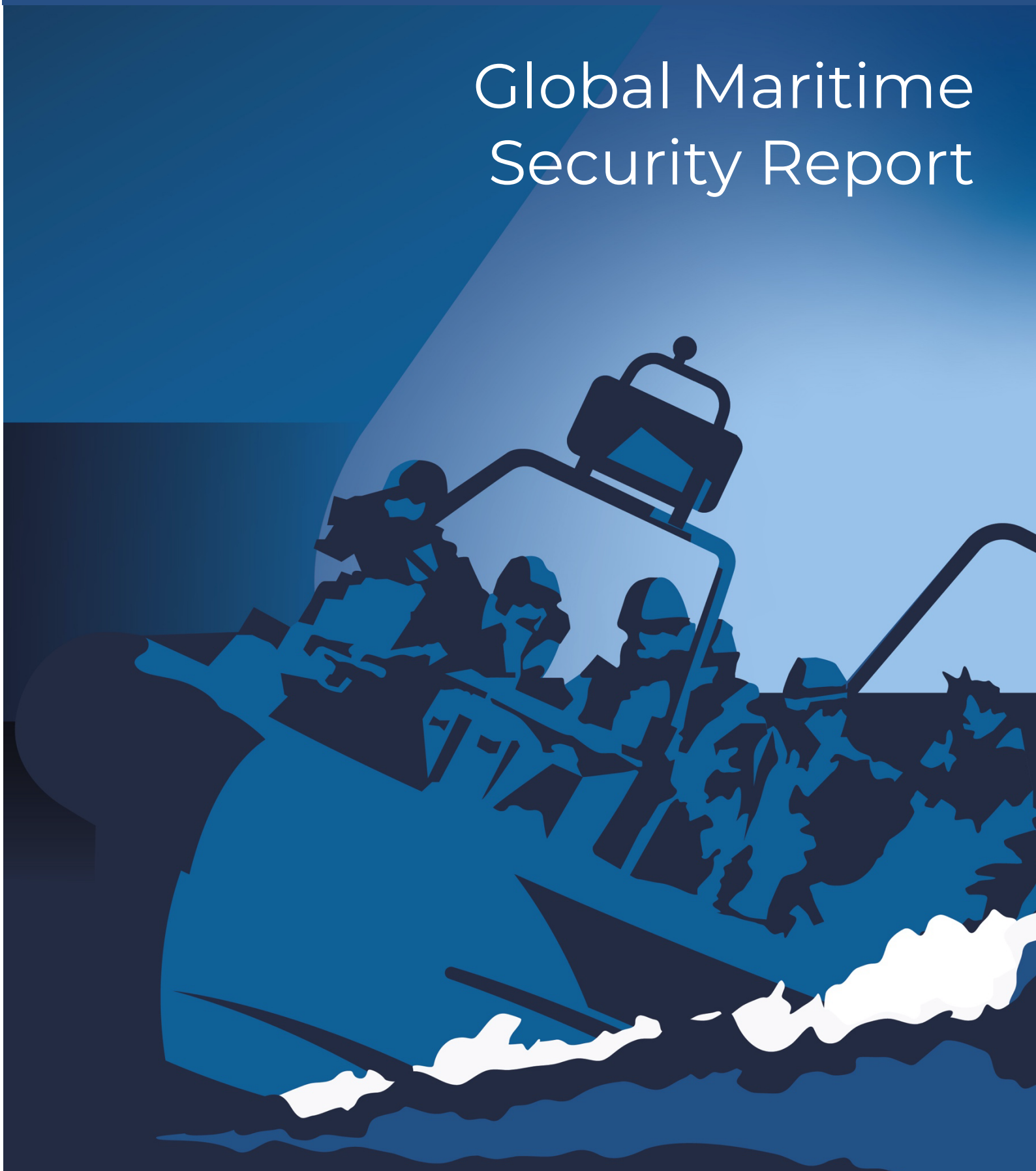
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18 November 2026

Global Maritime Security Report



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Table of Contents

Monthly Global Maritime Report (11 - 17 Nov 2026) 4
Gulf of Aden / Indian Ocean / East Africa 5
Red Sea / Bab el-Mandeb Strait 8
Arabian Gulf / Strait of Hormuz / Gulf of Oman 10
Gulf of Guinea (West Africa) 14
East Asia / Southeast Asia 16
Global Incidents 18
- Global Reporting 18
- North America 18
- Central America / Caribbean / South America 18
- Atlantic Ocean 18
- Northern Europe / Baltic Sea 18
- Mediterranean Sea 19
- Black Sea / Sea of Azov / Caspian Sea 21
- Indian Subcontinent 25
- Pacific Ocean Area / Australia / New Zealand 25

Monthly Global Maritime Report (11 - 17 Nov 2026)

REGION	INCIDENTS FOR CURRENT REPORTING MONTH	OVERALL THREAT LEVEL
MAIN REGIONS		
Gulf of Aden / East Africa / Indian Ocean	3 incidents	**HIGH**
Red Sea / Bab el-Mandeb Strait	No activity reported	**HIGH**
Arabian Gulf / Strait of Hormuz / Gulf of Oman	5 incidents	**HIGH**
West Africa (Gulf of Guinea)	1 incident	**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	1 incident	**LOW - MODERATE**
Black Sea / Sea of Azov / Caspian Sea	6 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: MODERATE **to** HIGH

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

The piracy threat off Somalia remains moderate - high, with continued armed approaches, attempted boardings and successful hijackings involving commercial vessels and dhows reported in recent months. For the Somali Coast and Somali Basin, the threat level is current set at moderate, while for the Gulf of Aden, it is classified as high. 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.

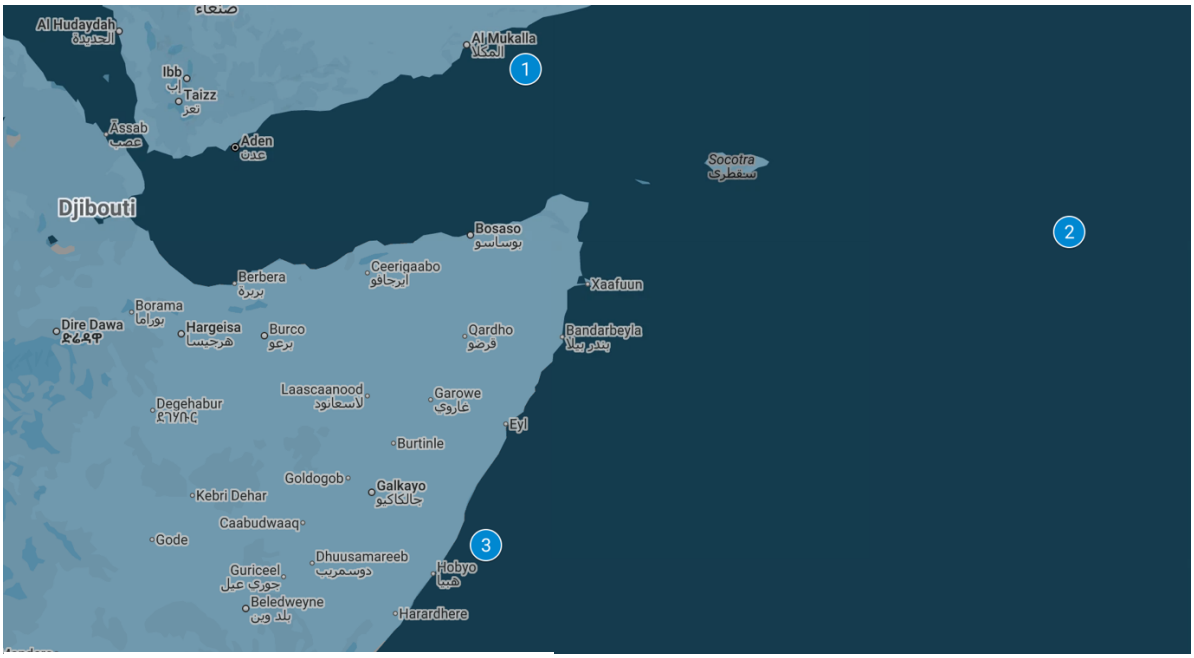
Key Risks

- 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



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

1. **17 November (Arabian Gulf)** – Reports indicate that a vessel was approached by two skiffs whilst transiting **approximately 50 nautical miles southwest of Al Mukalla, Yemen**; exact location of incident not specified. The two skiffs reportedly had weapons and ladders onboard. The unauthorized persons attempted to the board the vessel however the vessel's armed security team fired a warning shot at the skiff, which then altered course back towards a mothership. Authorities are investigating the incident.
2. **16 November (Arabian Sea)** – UKMTO has reported that a tanker was approached by a possible mothership and skiff **whilst underway approximately 430 nautical miles east of Socotra, Yemen**. The Master reported sighting four armed persons onboard the skiff. A ladder was also visible. Authorities are investigating the incident.
3. **13 November (Somalia)** – MSCIO has reported that EUNAVFOR Operation ATALANTA has received information that a fishing vessel was boarded by pirates. Name and further details pertaining to the vessel are currently unknown. The vessel's last position was reported approximately 67 nautical miles north-northeast of Hobyo, Somalia. Initial reports indicate that the vessel had been boarded with the intent to commit robbery. Further reports have since emerged that the vessels has been hijacked. The current status and safety of the crewmembers onboard remains unknown.

Regional Reporting

- **16 November (Somali Piracy Advisory)** – In a 15 November assessment, the Joint Maritime Information Centre (JMIC) warned that pirate groups (PAGs) operating off the coast of Somalia could extend their activities farther offshore, potentially threatening shipping routes east and south of Socotra. The assessment noted that the end of the southwest monsoon period has reduced restrictions on small-boat operations, making it increasingly feasible for PAGs to operate farther from the Somali coastline. JMIC also highlighted the continued capabilities of PAGs to approach, board and diver merchant vessels, particularly those transiting along the Somali coast, in the Gulf of Aden and across adjacent shipping routes. The maritime threat level remains at Moderate for the Somali Coast and Somali Basin, indicating that attacks remain possible but are not considered likely. In contrast, the threat level for the Gulf of Aden remains substantial,

reflecting a stronger possibility of maritime security incidents. JMIC further warned that hijacked fishing vessels and traditional sailing vessels could be used by PAGs as motherships to extend their operational range farther offshore, potentially increasing the threat to merchant shipping in the northern Somali Basin. The use of such vessels could enable PAGs to operate beyond the immediate Somali coastline and approach commercial shipping routes at greater distances. JMIC reiterated its recommendation that vessels transiting piracy-prone waters adhere to Best Management Practices for Maritime Security (BMP-MS).

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 major incidents reported during this period.*

Regional Reporting

- **14 November (Red Sea)** – According to a statement released by the Syrian Future Movement, five Syrian seafarers have been rescued after spending six months stranded aboard an abandoned general cargo vessel ***MILAGRO*** off the port of Jazan in the Red Sea Coast. The statement, released on 14 November, disclosed that the vessel's owner had allegedly abandoned the ship and failed to meet his financial obligations. The rescue followed cooperation between the Syrian Embassy in Riyadh, Saudi Arabian authorities, and the International Transport Workers' Federation (ITF). The Syrian Embassy had received an emergency call from the vessel's captain on 13 November, stating that he and four other Syrian crewmembers were living in deteriorating conditions and were not able to continue their voyage. The captain reported that the crisis began when maritime inspectors and port authorities in Jazan refused to allow the vessel to enter port for cargo operations due to its poor technical condition and lack of seaworthiness. The vessel reportedly suffered from serious structural and mechanical defects, including holes in its hull, keel and ballast water tanks that caused water ingress. Additionally, its generators were also deteriorating, while the main engine was operating at reduced efficiency. During the six-month ordeal, the crewmembers onboard the vessel faced severe shortages of food, water and fuel and were forced to ration electricity despite high temperatures in the region. The statement released on 14 November noted that the IFT helped secured four months of unpaid wages and supplied food, water and fuel while the crewmembers remained onboard the vessel. Coordination with Saudi authorities subsequently resulted in the five seafarers leaving the vessel and being transferred to Jeddah, ahead of their planned return to Syria.

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

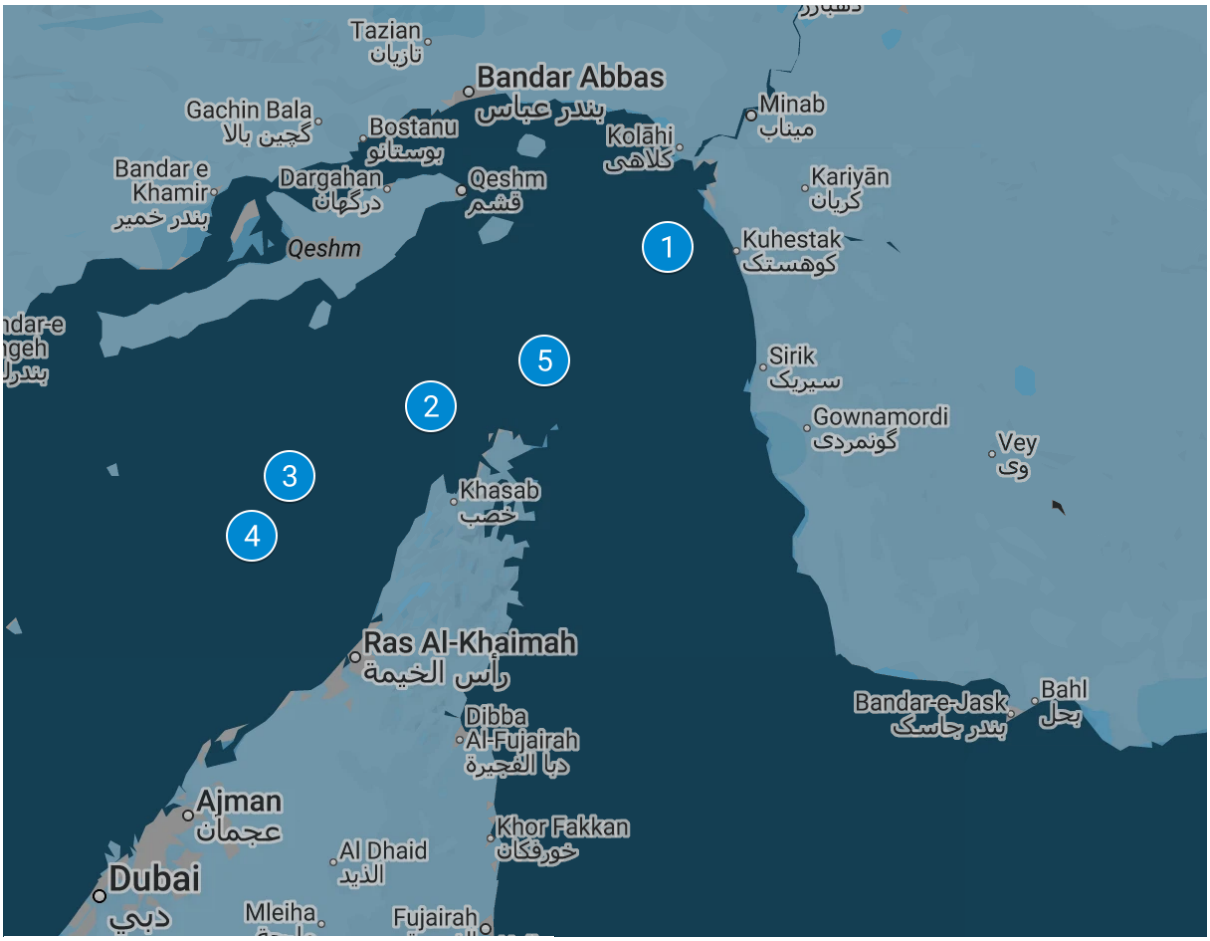
Transit Measures

- 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

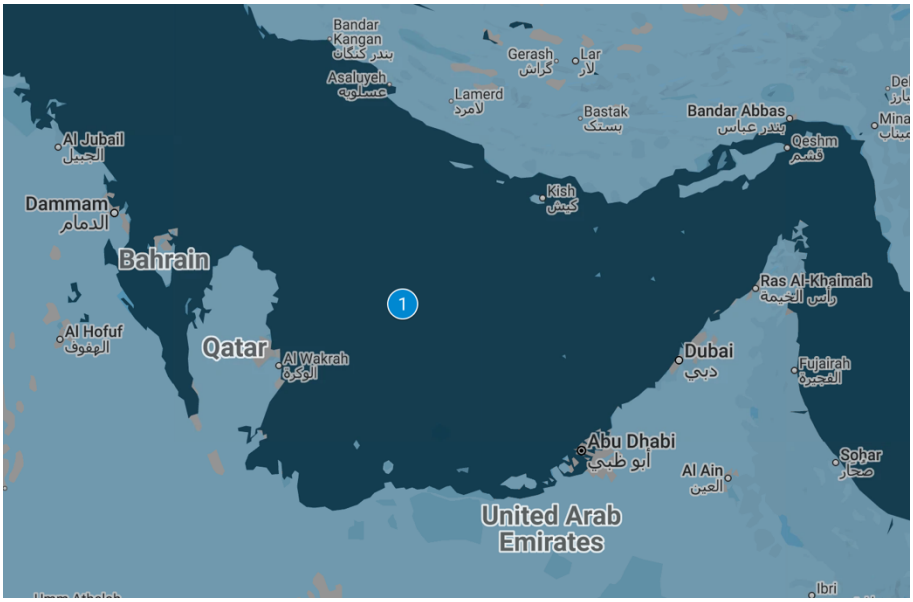


Source: Google Maps. Incident locations plotted by MS Risk.

1. **16 November (Strait of Hormuz)** – UKMTO has reported that the Panama-flagged products tanker ***ON PHOENIX*** has been struck by an unknown projectile whilst **transiting outbound through the Strait of Hormuz**; exact location of incident not specified. The strike caused a fire in the engine room. The Company Security Officer has reported that all crewmembers have been accounted and no casualties have been reported. The damage assessment and environmental impact are currently unknown. Authorities are investigating the incident.
2. **16 November (Strait of Hormuz)** – UKMTO has reported that the Panama-flagged LPG tanker ***TARA GAS*** was attacked whilst transiting the Strait of Hormuz, **approximately 7 nautical miles north of Khasab, Oman**. The attack disabled the vessel and caused a fire in the engine room. UKMTO later received information that the tanker sustained a second strike, causing a fire onboard. While the crew was initially reported safe, they are now reported as unaccounted for. A full damage assessment remains unknown. **Update (17 November)** – The crew of the LPG tanker abandoned ship on Tuesday. Oman's Maritime Security Centre reported on Tuesday that Oman had evacuated 24 crewmembers from the vessel about 2 nautical miles off the Musandam Peninsula after it caught fire.
3. **15 November (Arabian Gulf)** – UKMTO has reported that a Liberia-flagged crude oil tanker ***AL DANNAH*** has been attacked whilst **transiting eastbound through the Arabian Gulf, prior to entering the Strait of Hormuz**; exact location of incident not specified. The vessel was struck by an unknown projectile in the steering gear room at the stern. All crewmembers have been reported safe. The vessel has subsequently turned back towards Dubai port.

4. **11 November (Strait of Hormuz)** – UKMTO has reported a late-time incident involving the Liberia-flagged crude oil tanker ***DOMINICA PROSPERITY***. The tanker was struck in the engine room by an unknown projectile **approximately 14 nautical miles northwest of Ras al Khaymah, UAE**; exact location not specified. No casualties have been reported and all crewmembers have been safely evacuated. Fire-fighting efforts are ongoing. The extent of damage to the vessel and any environmental impact currently remain unknown. Authorities are investigating the incident.
5. **11 November (Strait of Hormuz)** – UKMTO has reported an incident involving the Saudi Arabia-flagged chemical tanker ***NCC FAJR***. The tanker was struck by an unknown projectile whilst conducting an **outbound transit of the Strait of Hormuz**. All crewmembers have been reported safe. Authorities are investigating the incident.

Late Reported Incidents



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

1. **10 November (Arabian Gulf)** – UKMTO has reported a time-late incident in the **Arabian Gulf**; exact time and location of incident not specified. A Liberia-flagged crude oil tanker ***FUJAIRAH ENERGY*** was struck by an unknown projectile whilst transiting eastbound. Several crewmembers sustained injuries and have since been evacuated ashore for medical treatment. All other crewmembers have been reported safe. The extent of damage to the vessel and any environmental impact remain unknown. Authorities are investigating the incident.

Regional Reporting

- **15 November (Strait of Hormuz)** – Iran's Revolutionary Guard Corps Navy reported early on Sunday that two oil tankers struck naval mines and caught fire south of the Strait of Hormuz. In a statement, the force reported that the vessels were attempting to pass through the waterway undetected along what it called an unauthorized route, adding that their navigation and AIS were switched off. The Iranian naval force disclosed that the mine strikes triggered explosions and large fires onboard the tankers. The statement did not identify the vessels nor did it provide information about possible casualties.
- **13 November (Strait of Hormuz)** – Iran's Revolutionary Guard Corps Navy has reported that two oil tankers struck mines and caught fire while attempting to use an "unauthorized route" through the southern part of the Strait of Hormuz. No information on the tankers has been released.

- **12 November (Strait of Hormuz)** – Iran's military reported Thursday that four oil tankers were hit by explosions in the Strait of Hormuz, adding that the vessels had ignored warnings and had entered what it considers to be restricted areas of the strait. Iran's Revolutionary Guard Corps Navy reported that two supertankers were disabled by explosions on 11 November after they ignored warnings against what it said was an "unauthorized route." Iran's army further reported that two other tankers had hit mines on the afternoon of 12 November as they were sailing through the eastern Strait of Hormuz after ignoring warnings and disabling their radar systems, state TV reported, adding that the tankers had entered a restricted area and subsequently caught fire.
- **11 November (Strait of Hormuz)** – According to several sources, Iran has attacked vessel navigation systems on the Omania Island of Didamar in the Strait of Hormuz. Tehran claimed responsibility for the attack on 10 November, though it remains unclear if any navigation systems were destroyed in the attacks. Shipping sources indicate however that the attacks on Didamar Island would likely have limited impact on commercial shipping in the Strait of Hormuz, with one noting that this was because other systems were in place elsewhere.

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



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

1. **11 November (Angola)** – A robbery occurred onboard a Singapore-flagged container ship ***MEDITERRANEAN EXPRESS*** whilst anchored at the **Luanda outer anchorage, Angola**. The crewmembers reported that a mobile phone and cans of paint were stolen. The number of perpetrators remains unknown. Authorities are investigating the incident.

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 major incidents reported during this period.*

Regional Reporting

- **13 November (Advisory - Singapore Strait)** – Regional anti-piracy body ReCAAP has issued an alert for the Singapore Strait due to a spike in robberies in recent weeks after the region experienced months of decline. In its alert, ReCAAP reported that three vessels were targeted whilst transiting the eastbound lane of the Traffic Separation Scheme in the Straits of Malacca and Singapore (SOMS) on 2, 4 and 10 November. The incidents occurred within about 3.2 nautical miles on each other and involved two bulk carriers and a tanker. In two of the incidents, engine spare parts were reported stolen while nothing was reported stolen from the third vessel. One crewmember sustained an injury during one of the incidents. The latest attacks bring the number of incidents in SOMS to 28 since the start of this year.

Global Incidents

Global Reporting

- *No major reporting during this period.*

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

Regional Reporting

- **11 November (Gulf of Finland)** – Finnish officials have confirmed that a Russian warship was attacked in the Gulf of Finland at about 03:30 GMT on Wednesday, however minimal information has emerged about the strike, including the extent of casualties or damaged sustained. Ukraine's SBU security service reported that it targeted the ship ***NARO-FOMINSK*** as part of its broader drone operation against Russia's Ust-Luga oil export deport on the Baltic coast. The attack, which is believed to be the first time that Ukrainian drones have targeted a Russian vessel in an area of the Baltic Sea open to civilian maritime traffic, has raised questions about whether Ukraine could potentially expand its strikes. While Finland's military has released minimal information pertaining to the incident, it appears to have occurred in a narrow stretch some distance from the Finnish coast. Reports indicate that Finnish Defence officials have stressed to Kyiv that the Gulf is a relatively narrow waterway used by oil tankers and civilian vessels, adding that it is also home to subsea data cables. Foreign Minister Elina Valtonen has maintained that the situation in the Baltic Sea remains stable and safe and that there was no threat of any kind to marine traffic.
- **11 November (Russia)** – A drone attack caused a fire in the port area of Ust-Luga by the Baltic Sea in Russia's northwest, injuring three workers, according to regional governor Aleksandr Drozdenko. Ukraine has since confirmed that it launched the attack on the port, which triggered a fire and damaged part of its network of fuel tanks. In his comments, governor Drozdenko disclosed that a power station was also cut off as a result of the attack, in which 150 drones were shot down over the Leningrad region.

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.

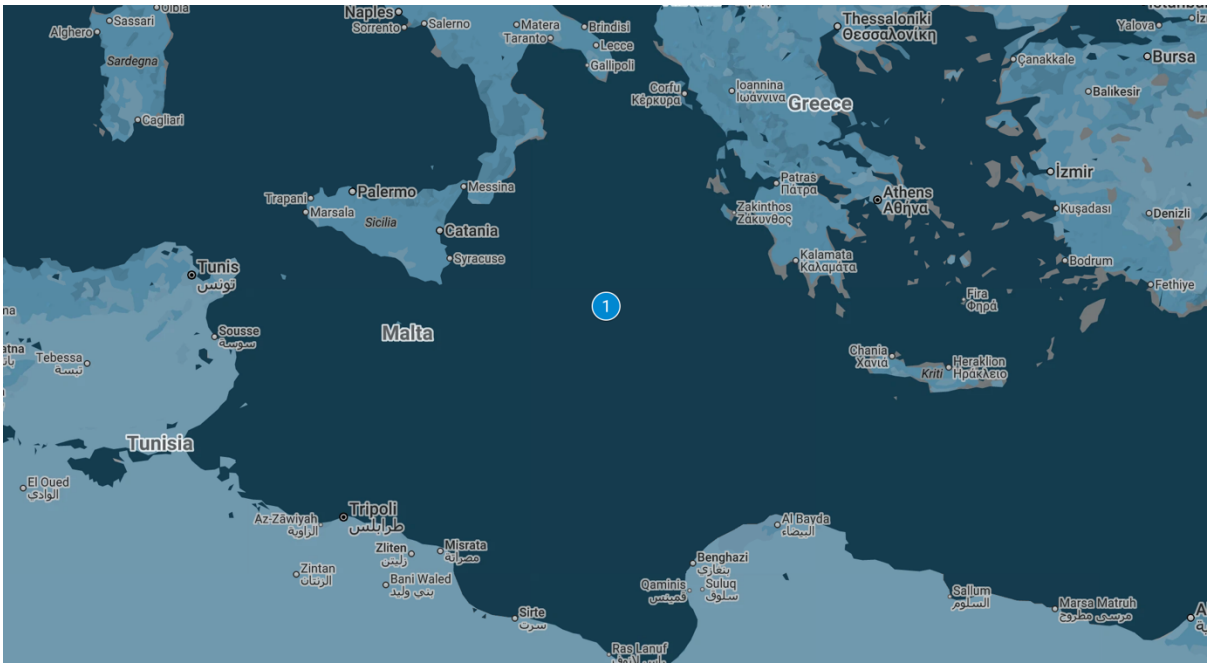
Advisory

- 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



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

1. **13 November (Mediterranean Sea)** – The EU High Representative for Foreign Affairs Security Policy, Kaja Kallas, has reported that EU naval forces participating in Operation IRINI stopped and boarded crude oil tanker ***MIDAG*** in the Mediterranean Sea; exact location of incident not specified. The vessel is suspected of belonging to Russia's so-called shadow fleet. The boarding was carried out under Article 10 of the UN Convention on the Law of the Sea. The inspection confirmed that the vessel was sailing under a false flag. No information pertaining to the condition of the crew, cargo or the current status and location of the vessel have been released.

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

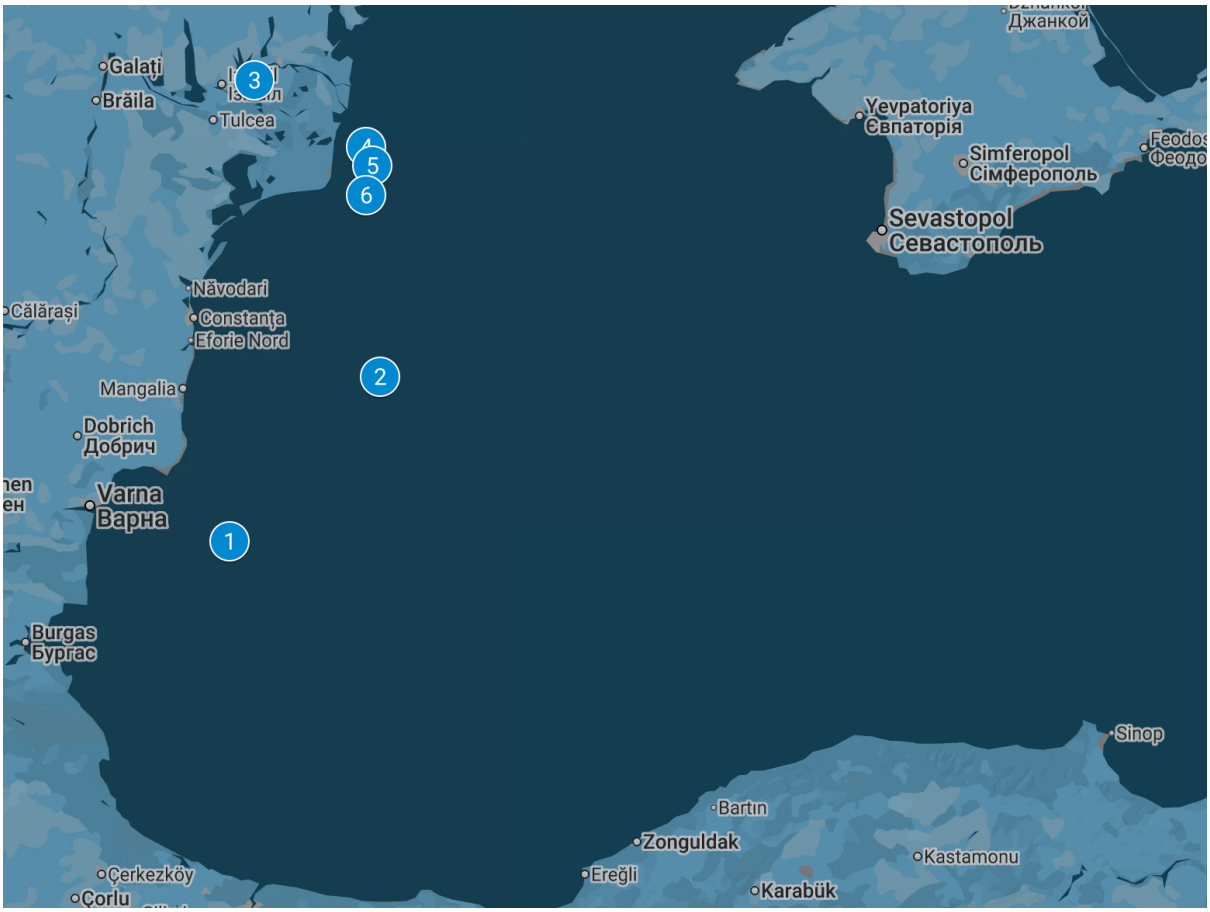
All vessels operating in or transiting the region should:

- 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. **17 November (Black Sea)** – Reports indicate that the Liberia-flagged LPG tanker ***GAS HUSKY*** has sunk in the Black Sea, within Bulgaria's Exclusive Economic Zone, following a drone strike. The vessel was **approximately 50 nautical miles off the Bulgarian coast, east of Byala**; exact location of incident not specified. The vessel was transiting to Midia, Romania at the time of the incident. The Bulgarian Ministry of Defence reported that the vessel disappeared from radar shortly after midnight. The vessel's emergency beacon was activated at 06:02 UTC, transmitting a signal consistent with a sunken vessel. The Bulgarian military was involved in the search and rescue operation, with all 19 crewmembers successfully rescued. They have since been transported to Chaika naval base.
2. **16 November (Black Sea)** – Reports indicate that the Somalia-flagged dry cargo ship ***BETUL 8*** has been attacked by two Unmanned Surface vessels whilst under way in the Black Sea. The vessel was transiting from Tulcea, Romania to Egypt with a cargo of wheat. A distress signal was

received by the Maritime Rescue Coordination Centre in Varna, Bulgaria when the vessel was **approximately 40 nautical miles south-east of Cape Kaliakra, within Bulgaria's Exclusive Economic Zone**. Crewmembers provided a photograph of one of the drones and a video of the vessel sinking. All 12 crewmembers, consisting of eight Turkish nationals and four Azerbaijani nationals, were rescued by helicopter. The crew was reported to be suffering from hypothermia, and the Master sustained a minor head injury. No serious injuries have been reported.

3. **15 November (Black Sea)** – Reports indicate that during the early hours of 15 November, the St Kitts and Nevis-flagged oil products tanker ***ALI NAJAFOV*** was struck by a drone near the mount of the **Danube River, Black Sea**; exact location of incident not specified. A fire broke out onboard the vessel following the strike. The fire has since been extinguished by the crew, with reports indicating that the tanker sustained significant damage in the attack.
4. **14 November (Black Sea)** – At approximately 2110 local time (1910 UTC), the Greece-flagged chemical/oil products tanker ***EVIA PETROL V*** was struck by a drone whilst located **approximately 4 nautical miles southeast of Sulina, Romania, within Romanian territorial waters**. The vessel sustained damage and a fire broke out onboard. The crewmembers extinguished the fire and have been reported safe.
5. **14 November (Black Sea)** – At approximately 2150 local time (1950 UTC), the St Kitts and Nevis-flagged bulk carrier ***MARSOL*** was struck by a drone whilst located **near the Sulina Canal, Romania, within Romanian territorial waters**. The vessel sustained damage and a fire broke out onboard. The crew has since extinguished the fire and all crewmembers have been reported safe.
6. **13 November (Black Sea)** – According to reports, the Palau-flagged general cargo ship ***LARISSA 1*** was struck by an Unmanned Aerial Vehicle (UAV) whilst underway **approximately 8 nautical miles east of Sfântu Gheorghe, Romania, within Romanian territorial waters**. The vessel was transiting towards the Romanian port of Sulina, with a Ukrainian port reportedly as its final destination. The drone struck and damaged a cargo crane onboard the vessel. The Master has reported that all crewmembers are safe and that the strike did not cause a fire. No further damage assessment has been reported. Romanian authorities have been notified of the incident and are investigating. The origin of the drone has not been established.

Regional Reporting

- **17 November (Kerch Strait)** – Ukrainian forces have severely damaged the Kerch Strait Bridge, which links Crimea with Russia's Taman Peninsula. The incident occurred in the early hours of 17 November. An initial strike overnight on 15 – 16 November reportedly hit the bridge's navigation arch. Images released by Ukrainian officials reportedly show that a large arched section of the road bridge has collapsed into the water. Ukrainian President Zelensky has claimed responsibility for the attack, stating that the strikes used drones and missiles against both the road and rail sections. Russian authorities have also confirmed structural damage to the bridge. Debris from the bridge, particularly the large arch, may have blocked the shipping channel and this may restrict the passage of larger vessels and impact ports in the Sea of Azov, including Mariupol and Berdiansk.
- **16 November (Black Sea)** – The Romanian Defence Ministry reported on Monday that it is deploying naval explosive ordnance disposal teams to investigate and assess drone debris reported adrift in the Black Sea. in a statement, the ministry disclosed that the Romanian Naval Forces will conduct a pyrotechnic assessment of aerial drone debris reported adrift approximately 45 nautical miles east of Mangalia. The report went on to say that "additionally, a second EOD team will deploy aboard a Romanian Naval Forces minesweeper to intervene on aerial drone components reported in the Sfântu Gheorghe area." The move comes after a French Navy ATLANTIQUE 2 aircraft reported two drones adrift in the Black Sea on 15 November. The Romanian ministry further noted that the Mine Counter-Measures Task Group Black Sea is also operating between 6 – 18 November, with naval vessels from Bulgaria and Turkey participating.

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

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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