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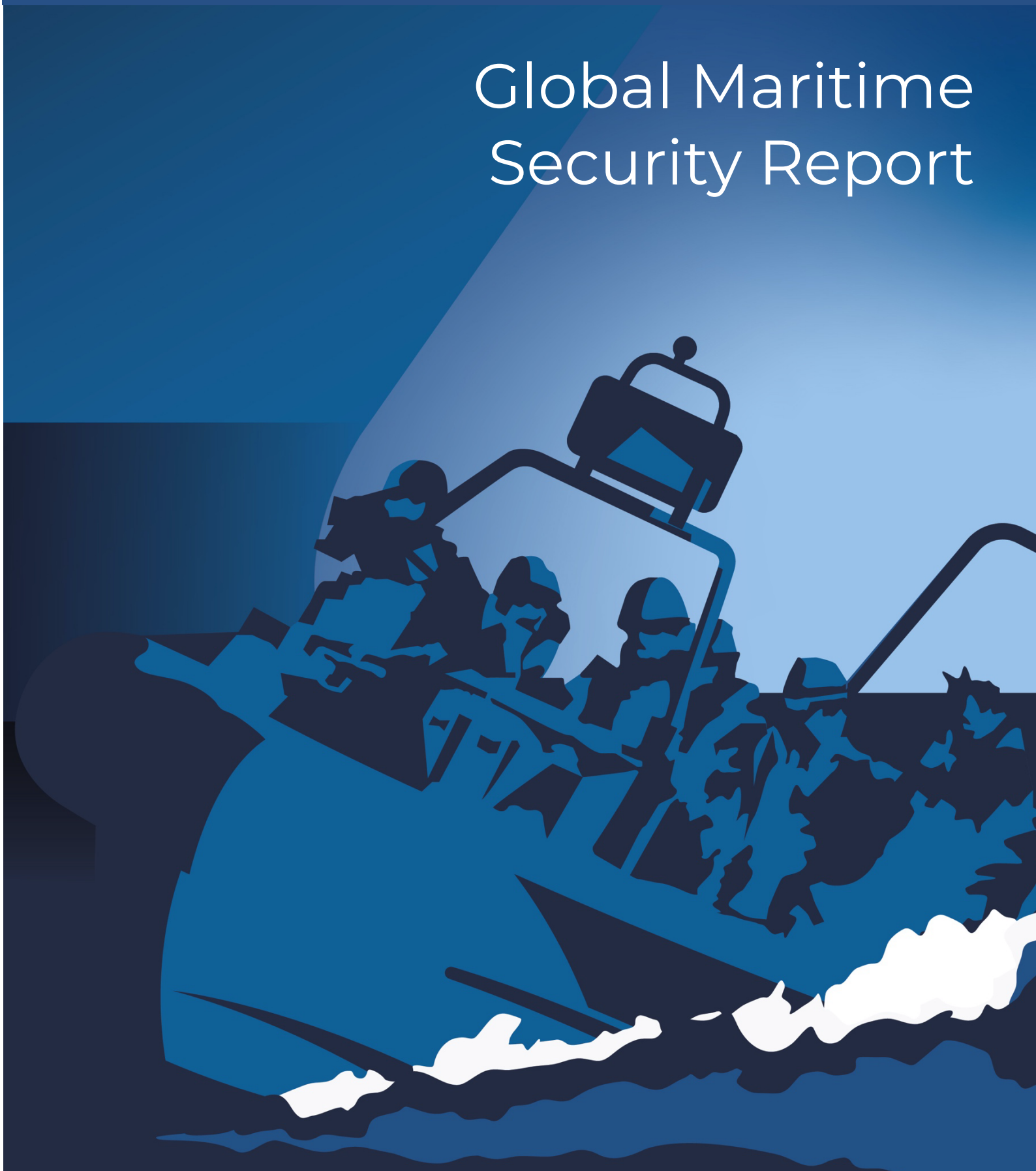
ATL

25 November 2026

Global Maritime Security Report



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Monthly Global Maritime Report (18 - 24 Nov 2026)

REGION	INCIDENTS FOR CURRENT REPORTING MONTH	OVERALL THREAT LEVEL
MAIN REGIONS		
Gulf of Aden / East Africa / Indian Ocean	1 incident	**HIGH**
Red Sea / Bab el-Mandeb Strait	No activity reported	**HIGH**
Arabian Gulf / Strait of Hormuz / Gulf of Oman	10 incidents	**HIGH**
West Africa (Gulf of Guinea)	No activity reported	**MODERATE**
East / Southeast Asia	1 incident	**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	1 incident	**LOW**
Mediterranean Sea	2 incidents	**LOW - MODERATE**
Black Sea / Sea of Azov / Caspian Sea	No activity reported	**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.

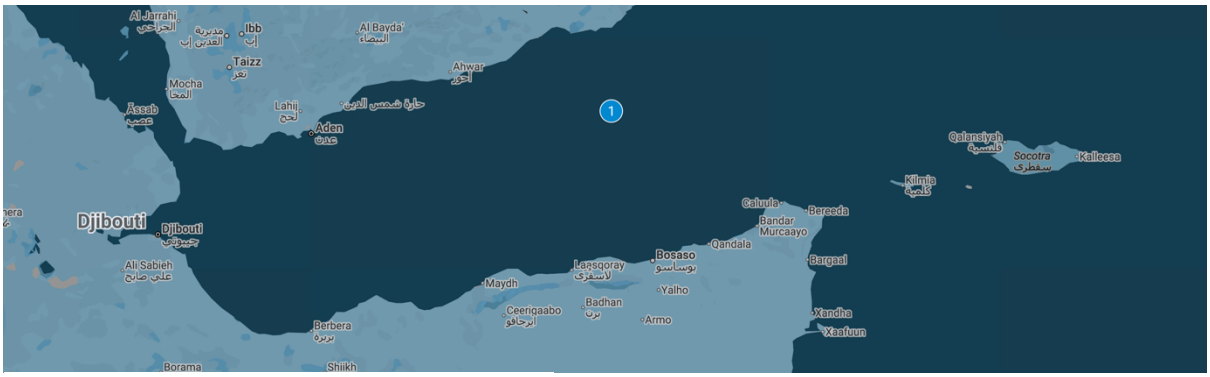
Key Risks

- 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. **20 November (Gulf of Aden)** – UKMTO has received a report of an incident **approximately 95 nautical miles southwest of Al Mukalla, Yemen**; exact location of incident not specified. At approximately 11:02 UTC, a bulk carrier was travelling eastbound in the IRTC when it was approached on the port side by a dark blue skiff with 6 unidentified, armed persons onboard. Four shots were fired in quick succession from the skiff, with the armed security team onboard the bulk carrier returning warning shots. The skiff subsequently moved away and the bulk carrier continued its voyage. The Master has reported no damage to the vessel and no injuries to the crewmembers. Authorities are investigating the incident.

Regional Reporting

- **22 November (Gulf of Aden)** – Egypt's Transport Ministry reported on Sunday that the Egyptian crew of the San Marino-flagged cargo ship ***GOLDEN JOY*** foiled three suspected pirate attacks in the Gulf of Aden off Yemen on 17 November. The vessel, with 21 crewmembers onboard, was en route to Duqm Port, Oman when it came under attack from speedboats, according to a ministry statement. The ministry disclosed that the crew changed course and increased speed while armed guards onboard the vessel fired warning shots to drive off the boats. No crewmembers were injured.

Red Sea / Bab el-Mandeb Strait

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

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

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

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

Key Risks

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

Recommended Measures

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

Reported Incidents

1. *No major incidents reported during this period.*

Regional Reporting

- **20 November (Red Sea)** – Yemen's Houthis and the Saudi Arabia-led coalition have exchanged threats to target key ports. On Friday, the Houthis threatened to attack Saudi Arabia's Red Sea ports if the Saudi-led coalition forces followed through on threats to strike the Houthi-held Yemeni port city of Hodeidah. On Friday, the Saudi-led coalition supporting Yemen's internationally recognized government urged civilians to evacuate areas of Hodeidah port for their safety, though it provided no further details. In response, Houthi military spokesman Yahya Saree said on X that Jeddah port and all Saudi ports on the Red Sea coast would become "targets" if the coalition carried out its threats to strike Hodeidah port. He stated, "we warn all employees, workers, and those in the vicinity of (Saudi Arabia's Red Sea) ports to evacuate them immediately and stay away. We also urge all shipping companies to immediately evacuate their ships from these ports." Shortly afterwards, the Saudi-led coalition said on X that it had begun a "targeted operation" against Houthi assets," including targeting "...operational capabilities at Hodeidah port that were used in smuggling operations and the transport of weapons and ballistic missiles."

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

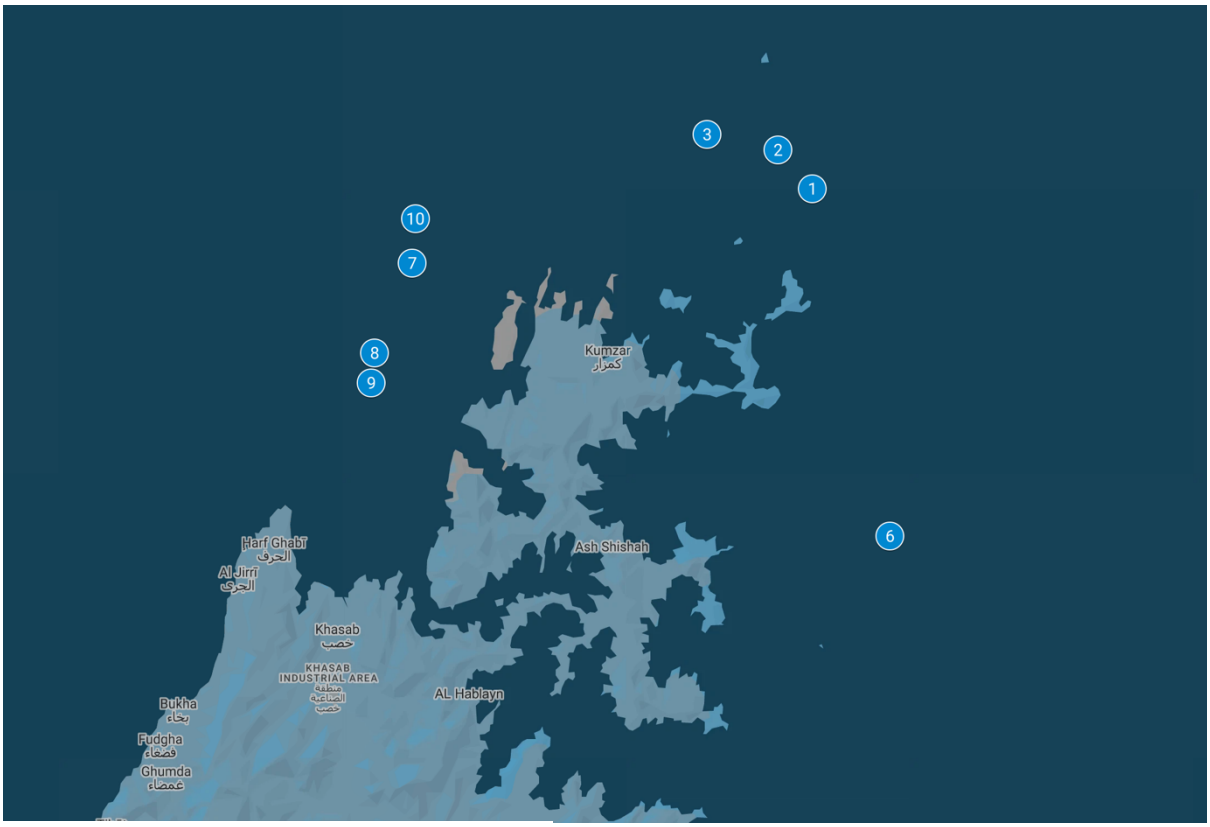
Transit Measures

- 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

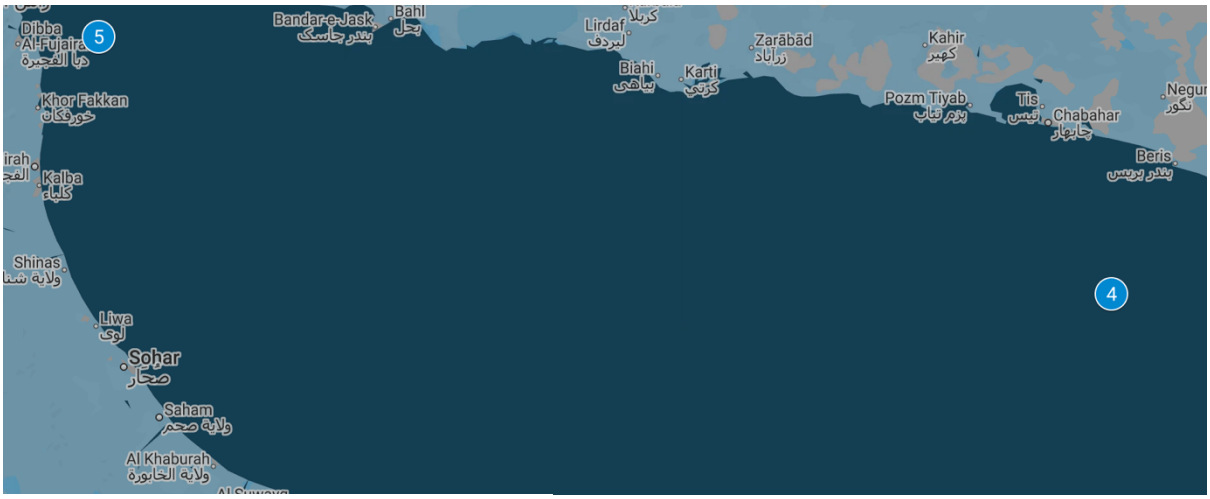
- Maintain regular contact with regional maritime security centres, including UKMTO
- Report all security incidents through the UKMTO Voluntary Reporting Scheme
- Apply BMP guidance and review company contingency plans covering routing, crew welfare and emergency response
- Maintain the highest practicable 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. **23 November (Strait of Hormuz)** – UKMTO has received a time-late report of an incident in the Strait of Hormuz. Reports indicate that at 2042 UTC a tanker was struck by an unknown projectile whilst **transiting eastbound in the Strait of Hormuz**; exact location of incident not specified. The tanker continued its transit and all crewmembers have been accounted for. Damage assessment and environmental impact currently remain unknown. Authorities are investigating the incident.
2. **23 November (Strait of Hormuz)** – UKMTO has received a time-late report of an incident in the Strait of Hormuz. Reports indicate that at 2032 UTC, a tanker was struck by an unknown projectile whilst **transiting eastbound in the Strait of Hormuz**; exact location of incident not specified. The tanker continued its transit and all crewmembers have been accounted for. Damage assessment and environmental impact currently remain unknown. Authorities are investigating the incident.
3. **23 November (Strait of Hormuz)** – UKMTO has received a time-late report of an incident in the Strait of Hormuz. Reports indicate that at 2025 UTC, a tanker was struck by an unknown projectile whilst **transiting eastbound in the Strait of Hormuz**; exact location of incident not specified. The tanker continued its transit and all crewmembers have been accounted for. Damage assessment and environmental impact currently remain unknown. Authorities are investigating the incident.



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

4. **22 November (Gulf of Oman)** – UKMTO has reported that at 1425 UTC an incident occurred in the **Gulf of Oman** involving the Comoros-flagged LPG tanker ***GM 2*** and military forces. Maritime security reporting indicates that the vessel was intercepted by US military forces. A US military helicopter reportedly instructed the vessel not to proceed and to remain in position, at approximately 24:23N – 060:55E.
5. **22 November (Strait of Hormuz)** – Reports indicate that at 10:26 UTC, the Panama-flagged bulk carrier ***CTI HELEN*** was struck on its port side by an unknown projectile whilst anchored at Dibba OPL, **approximately 23 nautical miles northeast of Khor Fakkan, UAE**. The incident caused a fire on board the vessel. No casualties have been reported. Authorities are investigating the incident.
6. **20 November (Strait of Hormuz)** – UKMTO has received a report of an incident **approximately 17 nautical miles east of Khasab, Oman**; exact location of incident not specified. At 0550 UTC, the Hong Kong-flagged crude oil tanker ***ARINA*** was struck in its engine room by an unknown projectile whilst conducting an outbound transit of the Strait of Hormuz. There have been no reports of any casualties and the environmental impact remains unknown. Authorities are investigating the incident.
7. **20 November (Strait of Hormuz)** – UKMTO has received a report of an incident **approximately 11 nautical miles north of Khasab, Oman**; exact location of incident not specified. At 0500 UTC, an unidentified projectile struck the Hong Kong-flagged crude oil tanker ***TORKEL***. The projectile struck the vessel's stern as it was conducting an outbound transit of the Strait of Hormuz, triggering a fire onboard. No casualties have been reported Authorities are investigating the incident.
8. **20 November (Strait of Hormuz)** – UKMTO has received a report of an incident **approximately 8 nautical miles north of Khasab, Oman**; exact location of incident not specified. At 1500 UTC, a tanker on an outbound transit of the Strait of Hormuz was struck on the port bow by an unknown projectile. The CSO has reported a fire onboard the vessel. No casualties have been reported and there have been no reports of any environmental impact. Authorities are investigating the incident.
9. **18 November (Strait of Hormuz)** – UKMTO has received a time-late report of an incident **approximately 6 nautical miles north of Khasab, Oman**; exact location of incident not specified. A tanker was struck by an unknown projectile in the engine room whilst transiting outbound through the Strait of Hormuz. Crewmembers have been reported safe. A damage assessment and environmental impact are unknown at this time. Authorities are investigating the incident.

10. **18 November (Strait of Hormuz)** – UKMTO has received a time-late report of an incident **approximately 13 nautical miles north of Khasab, Oman**; exact location of incident not specified. Local authorities have reported that a tanker was struck by an unknown projectile within the Strait of Hormuz. A fire occurred onboard, however that has since been extinguished. Seach and rescue efforts are currently underway for a missing crewmember. Vessel damage assessment and environmental impact remain unknown at this time. Authorities are investigating the incident.

Regional Reporting

- **22 November (Strait of Hormuz)** – On Sunday, Iranian media quoted Iran's Navy as saying that two supertankers caught fire after hitting mines in a "restricted area" east of the Strait of Hormuz and north of Ghanam Island.

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

2. *No major incidents 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. **20 November (Indonesia)** – At 2207 hrs, an attempted robbery occurred onboard the Malta-flagged oil tanker ***DELTA MARIA*** as it was transiting in the eastbound lane of the Traffic Separation Scheme (TSS) of SOMS, approximately 8.9 nautical miles from Pulau Iyu Kecil, Indonesia, in position **1:08.36N – 103:29.38E**. Three unidentified perpetrators were spotted onboard the vessel. The ship's general alarm was activated. There were no reports indicating whether the perpetrators were armed and no injuries were reported. Nothing was reported stolen.

Regional Reporting

- *No major regional reporting during this period.*

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

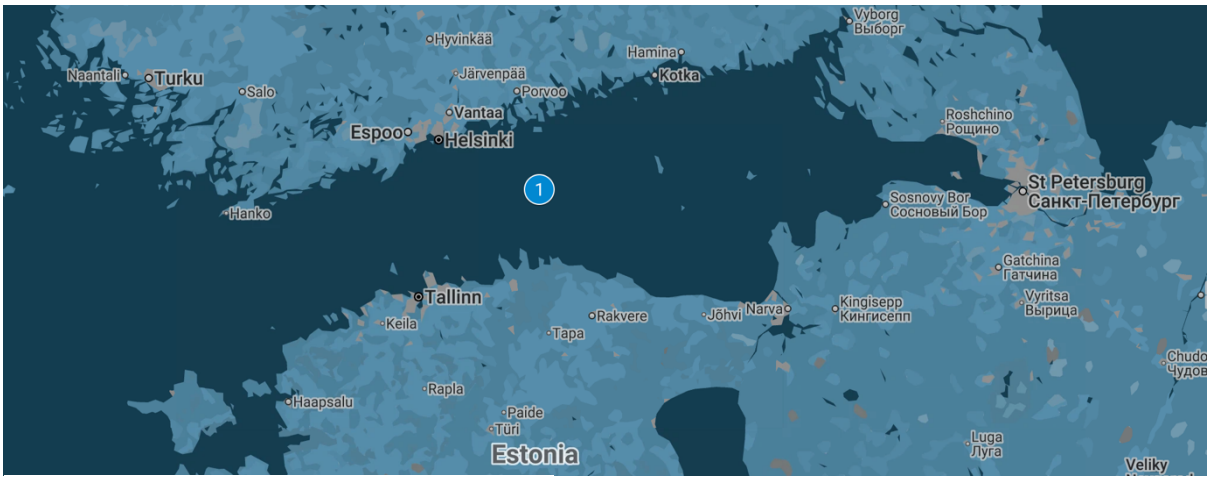
No activity reported during this period

Regional Reporting

3. **23 November (Atlantic Ocean – France)** – French authorities are preparing a salvage operation to free the Malta-flagged ***MIRO G***, which was grounded on an Atlantic beach during a storm. The vessel grounded early on Friday at Cap de l'Homy, near Lit-et-Mixe in southwestern France, after gusts of 48 knots dragged its anchor. The vessel was sailing in ballast from Santander to Rouen when it encountered difficulties. Nineteen of the vessel's 22 crewmembers were evacuated by French air force helicopters on Friday, while the master and two other crewmembers remained to assist recovery teams, though they were airlifted out on Saturday alongside eight salvors, experts and an insurance representative as weather deteriorated. So far, French naval surveillance has detected no pollution around the vessel.

Northern Europe / Baltic Sea

Reported Incidents



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

1. **22 November (Gulf of Finland)** – The Russian-flagged ***SPARTA II***, a sanctioned cargo vessel with a history of transporting military equipment, was struck in a drone attack in international waters west of Gogland Island. Finnish military authorities detected the attack at approximately 08:50 local time (06:50 GMT), when the vessel was roughly 50 kilometres west of the island. The damaged vessel subsequently lost manoeuvrability and drifted into Finnish territorial waters, where the Finnish Border Guard assumed responsibility for coordinating rescue operations. **Update** – Officials reported in the afternoon of 21 November that the vessel's 16 crewmembers were evacuated into a rescue craft, adding that no environmental damage had been detected. One crewmember sustained a slight injury. **Update (22 November)** – A Russian rescue vessel on Sunday began towing the cargo vessel out of Finnish waters after two days of firefighting, Finland's Coast Guard confirmed. **Update (23 November)** – The ***SPARTA II*** arrived in St Petersburg on Monday, the regional governor has confirmed.

Regional Reporting

- **21 November (Gulf of Finland)** – A drone strike on 21 November, which targeted the Russian-flagged ***SPARTA II***, has prompted Finnish officials to reintroduce temporary restrictions on maritime and aviation activity in the eastern Gulf of Finland. The Ministry of Defence reported that the measures were intended to protect civilians and allow authorities to respond to any additional drone threats. Finland also notified its allies of the incident. While Finnish officials have linked the attack on the ***SPARTA II*** to Ukrainian drones, there has so far been no confirmation of responsibility from Kyiv.

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

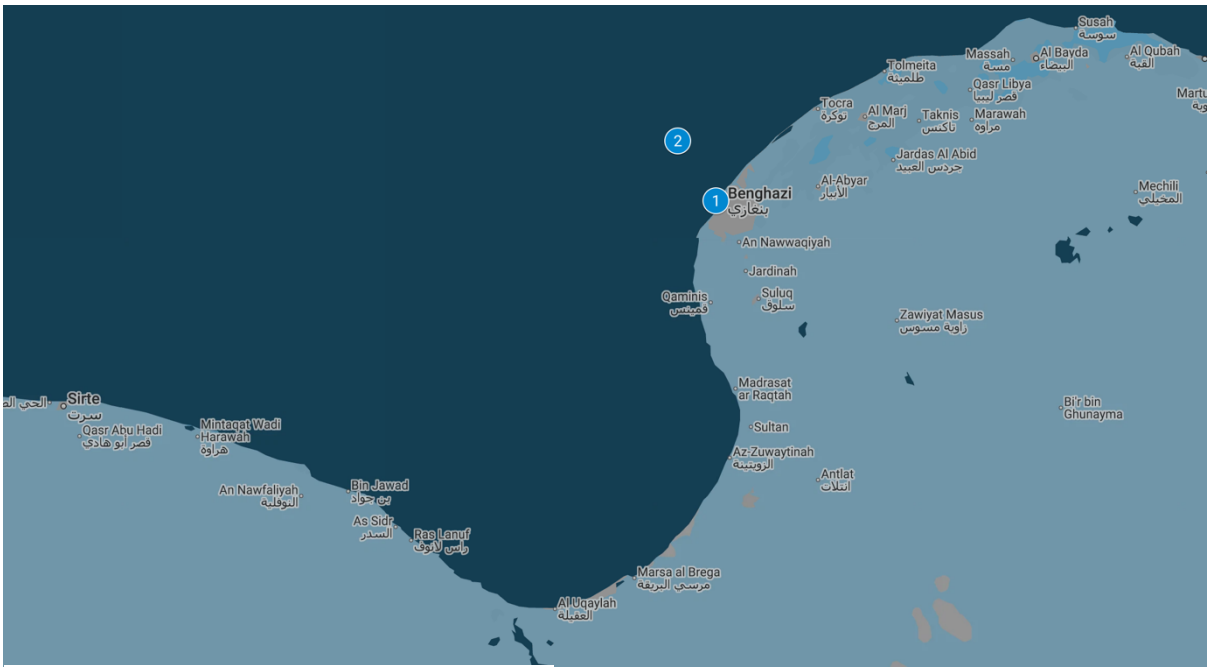
- Avoid unnecessary operations near Benghazi, Derna, Sirte and areas south of 34°00'N
- Follow approved navigation routes and maintain contact with port authorities
- Declare voyage details and cargo information to local agents in advance
- Ensure cargo compliance requirements are met to avoid regulatory 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. **22 November (Libya)** – Early on Sunday, Ukraine carried out an attack on a Russian warship moored at a **naval base in the port of Benghazi, eastern Libya**, triggering an explosion and fire. The targeted vessel is the Russian Black Sea Fleet corvette ***MERKURY***. Ukrainian President Volodymir Zelensky has claimed responsibility, stating that Ukrainian forces deployed seven domestically made sea drones in the operation. **Update** – Reports and satellite images indicate that most of the vessel had capsized and sunk, with only its bow visible above water.
2. **22 November (Libya)** – On Sunday, Ukrainian forces struck the Russian-flagged dry cargo ship ***MV ANGARA*** near Benghazi; exact location of incident not specified.

Regional Reporting

- **23 November (Libya)** – Libya's eastern administration has condemned an attack on two Russian vessels in its waters, stating that it was a violation of its sovereignty and that it had requested an international investigation through the United Nations. In a statement, the administration said that "the Libyan government will not allow Libyan ports, territory or territorial waters to be turned into an arena for settling scores or exporting international conflicts." The rival UN-recognized government in Tripoli also commented on the incident, stating that it was concerned by "risks

posed by involving civilian ports and facilities in activities linked to external conflicts." Meanwhile the UN has called for an independent investigation into the 22 November drone attacks. On 23 November, the UN Support Mission in Libya (UNSMIL) expressed "serious concern" over the attacks, calling for "an immediate, independent and transparent investigation."

- **22 November (Libya)** – Libya's eastern-based government stated on Sunday that a preliminary investigation in to an explosion at the Benghazi naval base in eastern Libya occurred onboard a Russian ship docked at the city's port, noting that a drone attack was suspected. According to the government, the vessel had stopped at Benghazi port to refuel and resupply on its way back to Russia, under maritime cooperation agreements between the two countries. Two medical sources have reported that no deaths were reported, but that there were several injuries as a result of the attack.

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

No activity reported during this period

Regional Reporting

- **24 November (Russia)** – Reports have emerged that Russia has suspended the sharing of Long-Range Identification and Tracking (LRIT) data for certain Russian-flagged vessels and is lobbying the International Maritime Organization (IMO) for stricter global controls over vessel-tracking systems. Maritime reports indicate that Moscow argues that publicly accessible location data

from LRIT and AIS exposes commercial and state vessels to armed attacks, drone strikes and seizures. The restrictions follows a series of strikes on Russian-linked vessels across the Baltic Sea, Black Sea and the Mediterranean in recent days. It should however be noted that many Russian-affiliated vessels, notably those within the 'shadow fleet,' already routinely obscure their movements by disabling or spoofing transponders.

- **23 November (Black Sea)** – On Monday, Russia and Ukraine traded accusations at the UN Security Council over escalating attacks in the Black Sea and energy infrastructure. Speaking to the UN Security Council, Russia's representatives accused the Ukrainian military of targeting more than 200 commercial vessels across the Black, Azov, Caspian, Baltic and Mediterranean Seas since July, killing or wounding 12 seafarers. In defence of its military campaign, Russia maintained that its strikes targeted only military-logistical vessels and dual-purpose facilities, as it dismissed Western calls for an energy and maritime truce as a pretext to arm Ukraine while restricting Russian exports. Meanwhile Ukraine's representative accused Russia of targeting civilian power grids since mid-July, noting that they damaged virtually every power plant nationwide alongside more than 800 units of energy equipment. The envoy further stated that November barrages shut down three thermal plants and plunged more than 850,000 people into darkness. In regard to maritime security, Ukraine reported 89 attacks on civilian vessels between June and August, up from 25 in all of 2025. Addressing the UN Security Council, the US representative urged both Russia and Ukraine to immediately stop striking energy grids, civilian ports, food distribution sites and commercial shipping. However at the close of the session, Russia's representative accused Kyiv of "criminally expanding the scope and geography" of maritime attacks after two logistics vessels and an accompanying military boat were struck off the coast of Libya over the weekend. Citing the Ukrainian president's public acknowledgement of the strike, alongside an earlier attack on the Arctic Metagaz carrier in the Mediterranean Sea, the Russian envoy argued that the strikes proved the "terrorist nature of the Kyiv regime." In response, Ukraine's representative dismissed Moscow's allegations as "distortion and finger pointing," noting that "Russia chose to invade Ukraine. Russia continues its aggression, and Russia bears full responsibility for this war."
- **19 November (Black Sea)** – Russian President Vladimir Putin announced Thursday that Moscow would no longer consider a proposed moratorium on strikes against Black Sea targets and energy infrastructure following Ukraine's latest attack on the Crimean Bridge. Putin stated that Russia would retaliate, warning that its response would be "far more painful" than the damage inflicted on the bridge. He further stated that while the proposed halt to attacks had been under consideration by Russia's Security Council, the latest strike had effectively ended the prospect of an agreement. Kyiv struck the bridge for a third time in a week.

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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