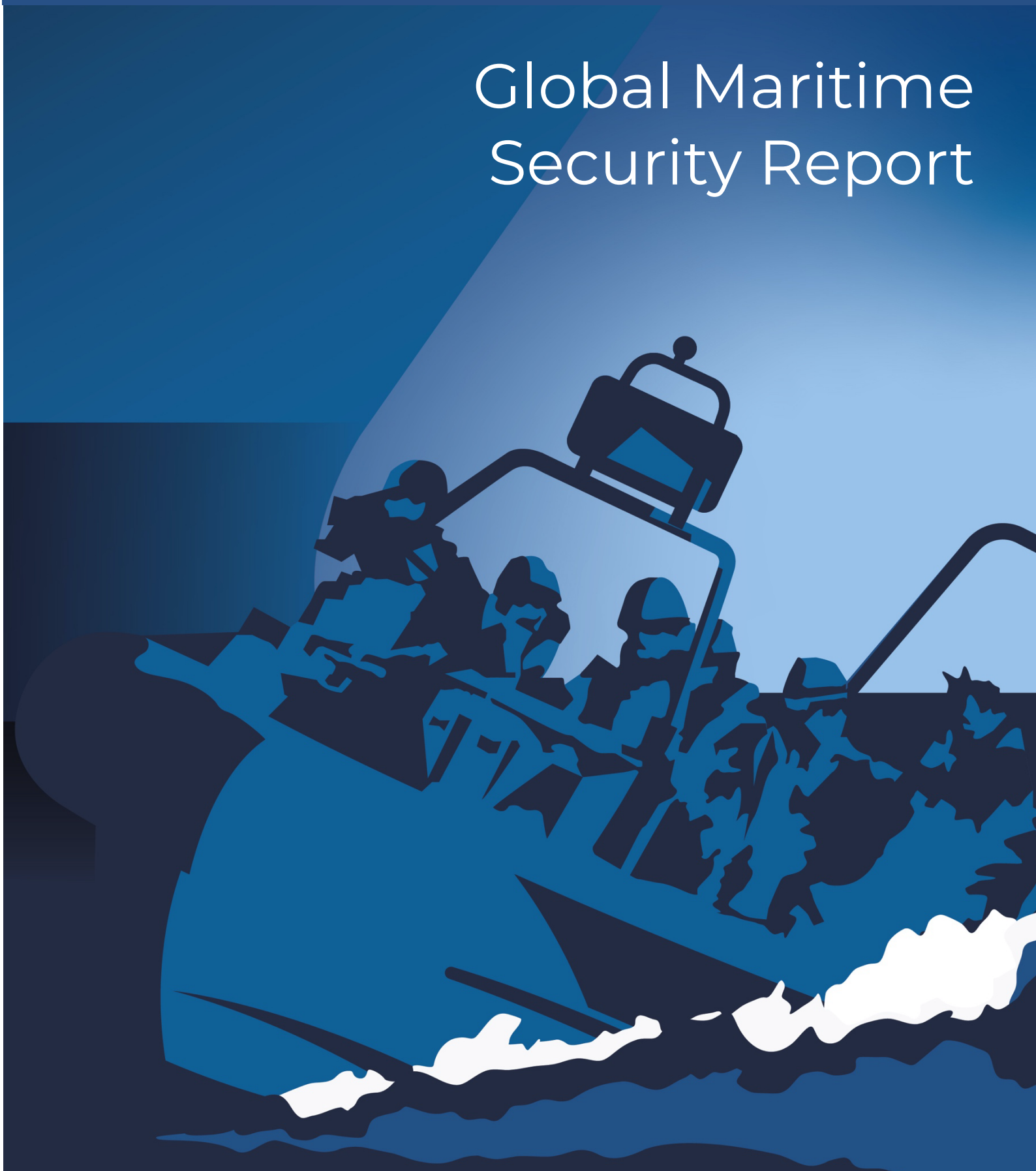
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4 November 2026

Global Maritime Security Report



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Table of Contents

Monthly Global Maritime Report (28 Oct – 3 Nov 2026) 4
Gulf of Aden / Indian Ocean / East Africa 5
Red Sea / Bab el-Mandeb Strait 7
Arabian Gulf / Strait of Hormuz / Gulf of Oman 9
Gulf of Guinea (West Africa) 15
East Asia / Southeast Asia 16
Global Incidents 19
- North America 19
- Central America / Caribbean / South America 19
- Atlantic Ocean 19
- Northern Europe / Baltic Sea 19
- 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 (28 Oct – 3 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	9 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	1 incident	**HIGH**
Indian Subcontinent	No activity reported	**LOW**
Pacific Ocean Area / Australia / New Zealand	No activity reported	**LOW**

Piracy levels are determined on a weekly basis as follows:

HIGH 5 or more incidents in current reporting period

MODERATE 2 - 4 incidents in current reporting period

LOW 0 - 1 incidents in current reporting period

Disclaimer: The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information becomes available. We encourage our subscribers to confidentially report any incidents or suspicious activity to info@msrisk.com

Gulf of Aden / Indian Ocean / East Africa

Threat Level: HIGH

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

The piracy threat off Somalia remains high, with continued armed approaches, attempted boardings and successful hijackings involving commercial vessels and dhows reported in recent months. Somali pirate action groups (PAGs) have demonstrated an increased capability to operate beyond Somalia's immediate coastline, with incidents reported across the Gulf of Aden and western Indian Ocean. The use of small, fast skiffs and hijacked dhows as motherships has enabled groups to extend their operational reach and target vessels further offshore. The continued hijacking of vessels and detention of seafarers highlights the sustained threat to commercial shipping, while competing demands on international naval resources, including security operations in the Red Sea and wider Middle East, have placed additional pressure on regional counter-piracy efforts.

Vessels transiting the Somali Basin, Gulf of Aden and waters off Puntland and central Somalia should maintain heightened vigilance and anticipate an elevated risk of armed approaches, attempted boardings and hijackings. Although piracy activity remains below the levels recorded during the peak of Somali piracy in 2009 – 2011, the frequency and geographical spread of incidents in 2026 indicate a deterioration in the maritime security environment. The continued ability of pirate groups to seize vessels and hold crews hostage underscores the persistent threat to commercial maritime operations in the region.

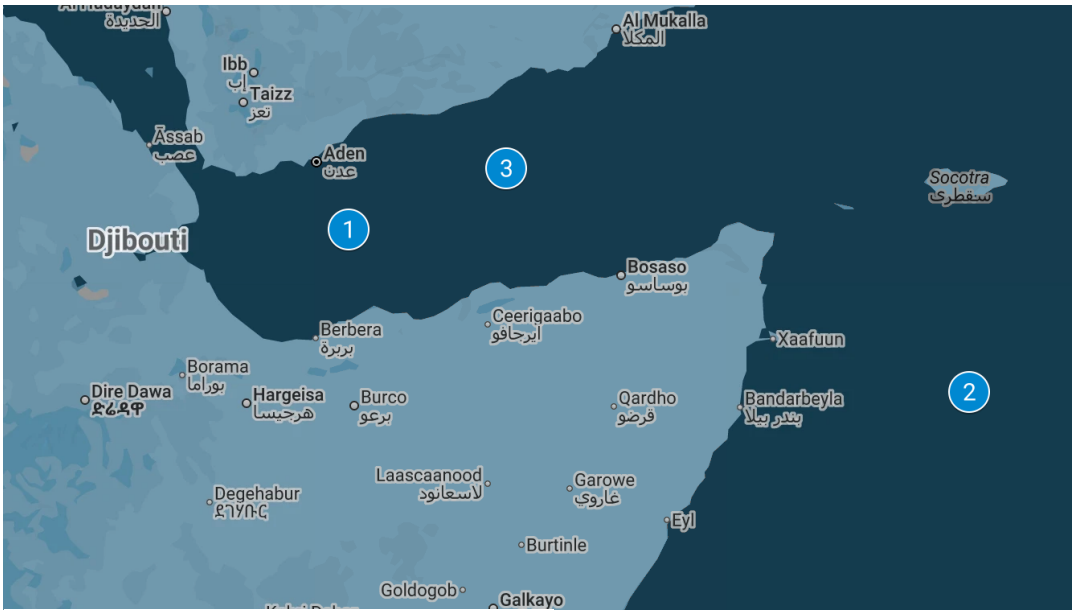
Key Risks

- Increased pirate activity targeting merchant vessels, tankers and fishing vessels
- Use of Pirate Action Groups (PAGs) employing reconnaissance or "soft approach" tactics before escalating attacks
- Continued vulnerability of vessels transiting the Somali Basin and surrounding waters

Recommended Measures

- Strictly comply with BMP guidance and maintain maximum vigilance
- Maintain continuous visual and radar watches throughout transit
- Report any incident and suspicious activity to UKMTO, MSCHOA and relevant authorities

Reported Incidents



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

1. **30 October (Gulf of Aden)** – A merchant vessel was approached by two suspicious craft whilst **underway in the Gulf of Aden**. One of the craft was a greenish fast skiff with four persons onboard and was reportedly equipped with a mounted machine gun. The skiff closed to approximately 300 metres astern of the vessel. It aborted its approach after the vessel's armed security team displaced their weapons. No shots were fired and there was no boarding attempt reported. The vessel has continued its voyage. No details on the second craft were reported. Operation ATALANTA is investigating the incident.
2. **29 October (Arabian Sea)** – An Iranian flagged fishing vessel ***AZINI*** has been hijacked by armed pirates off the northeastern coast of Somalia. The incident reportedly occurred at approximately 09:00 UTC on 29 October. The vessel's last reported position was **09:42N – 053:55E** at 04:00 UTC on 30 October. The safety and status of the crewmembers onboard currently remains unknown.. Operation ATALANTA is investigating the incident. **Update** – Reports indicate that the fishing vessel has been boarded by twelve pirates, between Bandarbayla and Hafun District, Puntland, Somalia. The vessel reportedly has 21 crewmembers of Iranian nationality and two Somali armed guards onboard. Reports indicate that the captain had sent a distress voice message informing the captain of another vessel that armed men had boarded the fishing vessel. No further communication has been received from the vessel or its crewmembers. **Update** – The latest reported position of the vessel is 09:47N – 055:45E, though the exact time of position has not been specified. The vessel is approaching the maritime traffic lane. The fishing vessel could be used as a mothership to conduct further piracy attacks. Operation ATALANTA is continuing to investigate the incident.
3. **28 October (Gulf of Aden)** – UKMTO has indicated receiving several reports that a suspected Pirate Action Group (PAG) has been sighted in the Gulf of Aden, in **approximate position 12:42N – 047:35E**. According to reports, the PAG is using a green-blue small craft with nine persons onboard. The craft is also reportedly carrying two ladders and one hook and was observed travelling south at an estimated speed of 10 – 18 knots. Operation ATALANTA is investigating the activity.

Regional Reporting

- *No major regional reporting during this period.*

Red Sea / Bab el-Mandeb Strait

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

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

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

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

Key Risks

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

Recommended Measures

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

Reported Incidents

No activity reported during this period

Regional Reporting

- **27 October (Bab el-Mandeb Strait)** – A French Navy frigate operating as part of the maritime security mission in the Red Sea reportedly intercepted a missile approaching a Belgian minehunter transiting the Bab el-Mandeb Strait and Houthi-controlled areas of Yemen. The incident has been confirmed by Belgium's Ministry of Defence, though the precise date has not been disclosed, with reports indicating that the interception occurred in mid-October. The Belgian vessel, ***PRIMULA***, a Tripartite-class minehunter, had been deployed to the region in connection with a potential European Union-led maritime operation in the Strait of Hormuz. The vessel, which reportedly has limited modern missile-defence capabilities, was sailing alongside an unidentified French frigate when the incident occurred. Belgian sources assessed that the missile was unlikely to have been deliberately aimed at the minehunter, and a number of possible explanations exist, including an attempt to issue a warning, a demonstration of military capability or an unintended launch that may have been directed towards Saudi forces. Reports further suggested that the projectile was a ballistic missile rather than an anti-ship weapons. The Houthis have not claimed responsibility for the incident and French authorities are continuing to investigate. The interception follows another reported engaging involving a French frigate in the Red Sea approximately two weeks earlier. In that incident, the French frigate ***LANGUEDOC*** reportedly shot down a drone that was approaching a CMA CGM container vessel transiting the area, highlighting continued threats to commercial and military shipping operating along the route.

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

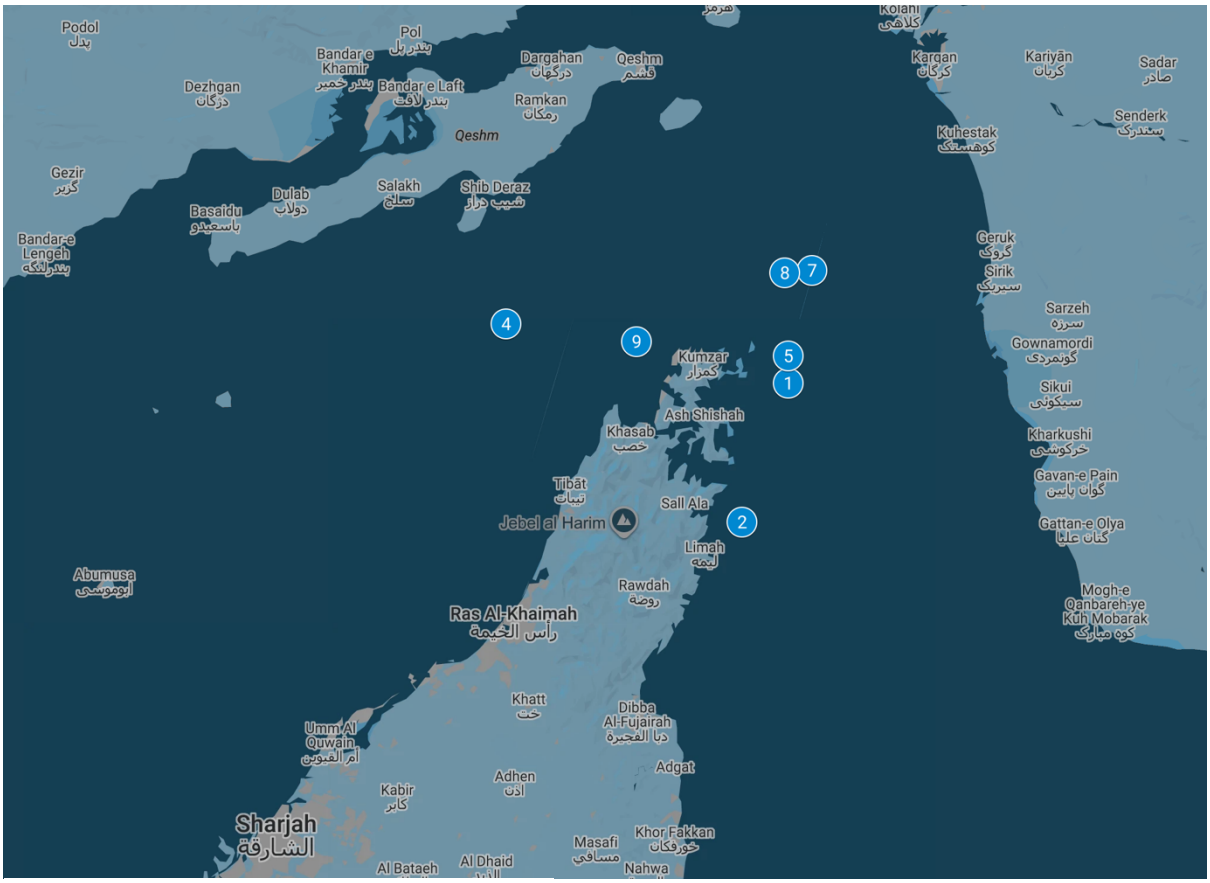
Transit Measures

- 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

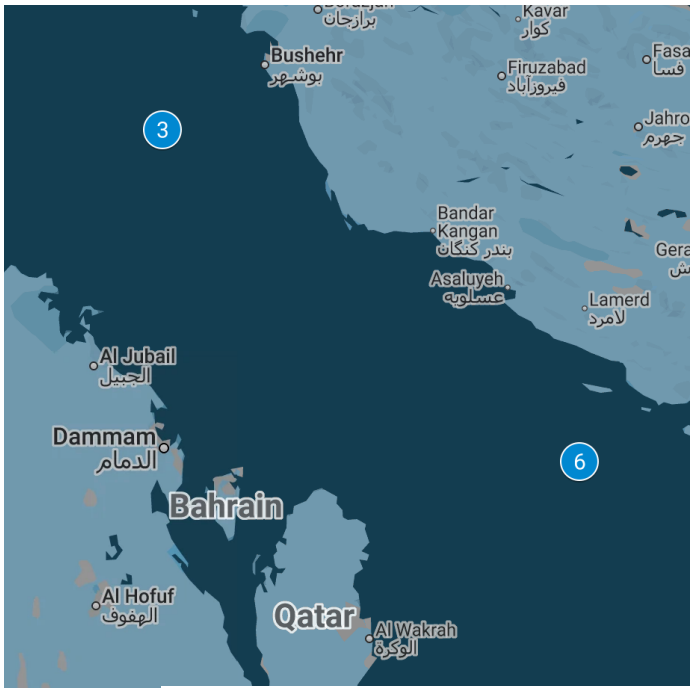
Reported Incidents



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

1. **3 November (Strait of Hormuz)** – UKMTO has reported that a tanker was struck by two unknown projectiles in the engine room whilst **approximately 14 nautical miles northeast of Limah, Oman**; exact location of incident not specified. The report was received from the vessel's Company Security Officer. No casualties or environmental impact have been reported. Authorities are investigating the incident.
2. **2 November (Strait of Hormuz)** – Reports indicate that the Indian-flagged dhow ***MSV AL JUSUFI*** was attacked by an unknown projectile in the vicinity of **Limah, Oman**, on the evening of 2 November; exact time and location of incident not specified. The Indian Ministry of External Affairs has confirmed the incident, stating that one crewmember has died as a result of injuries sustained in the strike. The Omani Coast Guard rescued thirteen crewmembers.
3. **1 November (Arabian Gulf)** – UKMTO has reported that at 2347 UTC, a Liberia-flagged oil/chemical tanker ***LARGO ATOM*** was attacked whilst transiting southeast through the Arabian Gulf, **approximately 72 nautical miles east of Ras Al Khafji, Saudi Arabia**; exact location of incident not specified. The Master of the tanker stated that two unknown projectiles had struck the port side of the vessel as it was traveling southeast. All crewmembers have been accounted for and there have been no reports of environmental impact. Authorities are investigating the incident.
4. **1 November (Strait of Hormuz)** – UKMTO has reported that the Panama-flagged tug/supply vessel ***SELAT STORM*** has relayed a Mayday call on VHF Channel 16 stating that another vessel has been struck by an unknown projectile in the **Strait of Hormuz**; exact location of incident not specified. The incident occurred at 1509 UTC. The identity and the status of the vessel involved currently remain unknown. Authorities are investigating the incident.

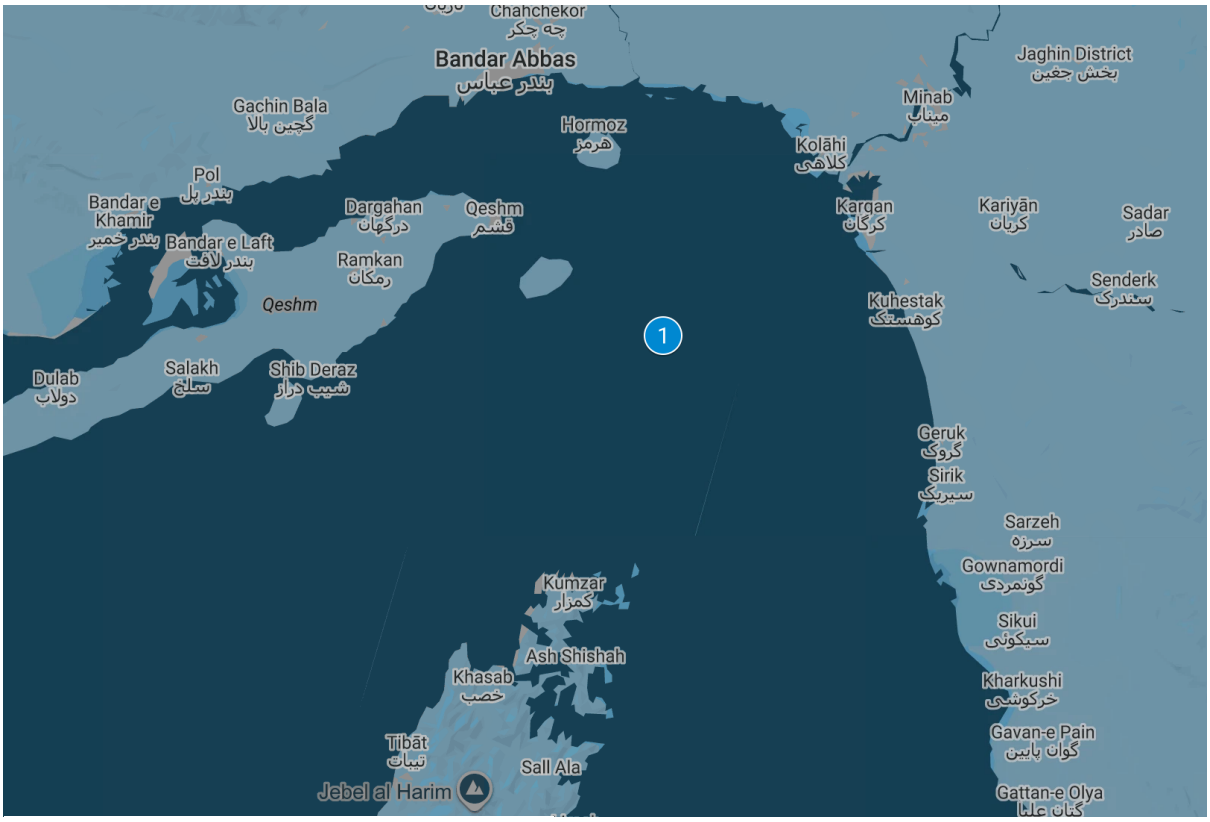
5. **1 November (Strait of Hormuz)** – UKMTO has reported that a vessel was struck by an unknown projectile, which created a hole in the starboard side. The incident occurred **approximately 9 nautical miles northeast of Limah, Oman**; exact location of incident not specified. The vessel and crewmembers have been reported safe and there have been no reports of any environmental impact.
6. **30 October (Arabian Gulf)** – UKMTO has reported that the Marshall Islands-flagged LNG tanker ***AL MAYEDA*** has been struck by an unknown projectile on its port side, resulting in a fire onboard. The incident occurred **approximately 40 nautical miles south of Lavan Island, Iran**; exact location of incident not specified. The crew onboard have been reported safe and there have been no reports of environmental impact.
7. **29 October (Strait of Hormuz)** – UKMTO has reported that an unknown projectile has struck the Panama-flagged crude oil tanker ***RITI*** while it was completing an **outbound transit of the Strait of Hormuz**; exact location of incident not specified. There have been no reports of injuries amongst crewmembers or environmental impact. Authorities are investigating the incident.



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

8. **29 October (Strait of Hormuz)** – UKMTO is reporting that a third party has sighted the Panama-flagged crude oil tanker ***LOUISE 1*** on fire in the Strait of Hormuz, **approximately 25 nautical miles northeast of Khasab, Oman**; exact location of incident not specified. The vessel was transiting outbound at the time of the incident. Reports indicate that a small craft came alongside the tanker's port side, and two explosive devices were fixed to the hull above the waterline. The devices detonated, causing a fire in the engine room and leaving the vessel temporarily disabled. The crew has been confirmed safe and no environmental impact has been reported. The fire has since been extinguished and the tanker has resumed her passage towards her next port of call.
9. **29 October (Strait of Hormuz)** – UKMTO has reported information that the Master of a third-party vessel has sighted another vessel on fire approximately **9 nautical miles north of Khasab, Oman in the Strait of Hormuz**; exact position of vessel not specified. Regional authorities have since confirmed the incident, reporting that the vessel is a dhow that was involved in a maritime security incident, resulting in a large fire onboard. The fire caused the dhow to list and sink. Local authorities have confirmed that all crewmembers have been safely evacuated. Reports indicate that the vessel involved is the India-flagged cargo dhow ***MSV QUBA MNV 2183***.

Late Reported Incidents



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

1. **28 Octobr (Strait of Hormuz)** – UKMTO has reported a time-late incident involving the Liberia-flagged crude oil tanker ***ARZANAH***. Reports state that the tanker was struck by an unknown projectile whilst completing an **outbound transit in the Strait of Hormuz**. Authorities are investigating the incident.

Regional Reporting

- **2 November (Strait of Hormuz)** – Iran has indicated that it is prepared to reopen the Strait of Hormuz within 48 hours, provided that Washington agrees to a series of conditions, Foreign Ministry spokesperson Esmaeil Baghaei stated on Monday. The proposal marks a reduction from the seven-day timeframe initially communicated to the US through Qatari mediators in September. Baghaei described the shortened timeline as evidence of Tehran's "good-faith approach," adding that the restoration of maritime security and resumption of negotiations could be achieved relatively quickly if Iran's demands were accepted. Baghaei confirmed that communications between Tehran and Washington were continuing through intermediators, though he stressed that further progress depended on the US agreeing to Iran's terms. These include an end to hostilities across all fronts, the release of Iranian assets frozen overseas, the removal of sanctions targeting the Iranian oil sector and the termination of the US naval blockade of Iranian ports. Foreign Minister Abbas Araghchi outlined additional requirements in an interview released on 1 November, including US acceptance of a revised shipping route through the Strait of Hormuz agreed with Oman, a reduction of American military deployments across the region and the lifting of sanctions introduced since August. Diplomatic engagement has intensified alongside renewed military threats from both Washington and Tel Aviv, with US President Trump recently indicating that further targets in Iran, including Mount Pickaxe, which Washington suspects contains nuclear-related infrastructure, remained under consideration.

Tehran has warned that any further military action would prompt an immediate and comprehensive response.

- **2 November (Strait of Hormuz**) – An oil tanker reportedly caught fire after hitting a naval mine in a restricted maritime zone east of the Strait of Hormuz, according to a statement issued by the Iranian navy on Monday. The Navy reported that the vessel had entered an area designated as "prohibited and unsafe" while its navigational systems were switched off. It subsequently cautioned tanker operators against transiting restricted waters without prior coordination or with their AIS disabled. The statement further urged shipowners to take heed of the incident, warning that vessels entering restricted areas without active identification systems risk striking naval mines and catching fire. No information was disclosed regarding the tanker's identity, the condition of its crewmembers, potential casualties or the extent of the damage.
- **31 October (Strait of Hormuz)** – Iran's Islamic Revolutionary Guard Corps (IRGC) Navy reported Saturday that a supertanker had struck a naval mine whilst transiting an unsafe maritime zone east of the Strait of Hormuz, resulting in an explosion and fire onboard. According to the IRGC, the vessel encountered the mine while navigating through the restricted area. The statement did not disclose the tanker's identity or provide information regarding potential casualties. It did however caution other vessels navigating through unsafe sections of the strait and advised ships operating in the area to ensure their tracking systems remain active.
- **30 October (Strait of Hormuz)** – The Panama-flagged tanker ***LOUISE 1*** was targeted by a small boat carrying limpet mines in the Strait of Hormuz on 29 October, resulting in an engine room fire and temporarily disabling the vessel, maritime security sources report. The incident, which occurred approximately 25 nautical miles northeast of Khasab, Oman, involved the attachment of two explosive devices to the tanker's hull. UKMTO has confirmed that the crew was unharmed, the fire had been extinguished and no environmental damage was reported. The vessel subsequently resumed its voyage towards its next port of call. Responsibility for the attack has not been established, though maritime security assessments indicate that this is the first known successful use of limpet mines against a vessel in the region since the outbreak of the conflict in February. It follows an unsuccessful attempt involving similar devices in September. This form of attack, in which a small craft is able to approach a commercial vessel, attach explosive devices and withdraw undetected is a significant security challenge particularly in the congested shipping lanes of the Strait of Hormuz. Further complicating matters is the fact that limpet mines are relatively inexpensive and readily available, making them an accessible and effective means to target vessels. The ***LOUISE 1*** has previously been targeted by Ukrainian naval drones in the Black Sea in July. At the time, Ukraine's Security Service (SBU) claimed responsibility for the attack, alleging that the vessel was involved in transporting oil as part of Moscow's so-called shadow fleet.
- **30 October (Strait of Hormuz)** – Omani maritime authorities have rescued 25 crewmembers from a burning crude oil tanker, the Panama-flagged ***RITI***, in the Strait of Hormuz, amidst continued reports of attacks targeting commercial shipping in the waterway. On Friday, the Omani Maritime Security Centre confirmed that the crew of the vessel had been evacuated. It remains unclear whether the incident is connected to separate reports by Iran of four tankers being intercepted whilst attempting to transit the strait via what Tehran described as unauthorized routes. Iran's Islamic Revolutionary Guard Corps (IRGC) reported that two oil tankers, one east and another west of the strait, had been halted following incidents while attempting to use unauthorized passages. Several hours later, the IRGC reported that two additional tankers, each allegedly carrying more than two million barrels of oil, had struck naval mines and subsequently exploded and caught fire. The identities of the vessels and the extent of any casualties were not disclosed. Separately, the Iranian Navy reported that it had intercepted and destroyed an unmanned enemy craft east of the Strait of Hormuz.
- **28 October (Strait of Hormuz)** – Iran has renewed scrutiny of vessel movements through the Strait of Hormuz, with its Persian Gulf Strait Authority, a body set up by Tehran to manage passage requests in the strait, warning that vessels associated with South Korean shipping

company Sinokor could face legal action from 1 November. In a statement posted on X, the authority alleged that Sinokor vessels had recorded the highest number of transit violations over the preceding three months, adding that measures had already been taken against at least seven vessels. However, the Korea Shipowners' Association stated on Wednesday that the vessels concerned were not owned by Sinokor but had been sub-chartered to an overseas oil company. It added that no South Korean nationals were amongst their crews, citing information from a Sinokor official. According to the association, Sinokor was unaware of the authority's latest warning and was investigating the matter. The company's vessels had previously appeared on an Iranian list issued back in August, which identified 45 tankers that allegedly were in breach of the country's Strait of Hormuz transit routes.

- **28 October (United Arab Emirates)** – An oil slick linked to an attack on the Panama-flagged tanker ***GEM No. 2*** has reached the United Arab Emirates' coastline. Footage reportedly shows oil contamination at Al Hamra Golf Club in Ras Al Khaimah, the country's northernmost emirate on the Arabian Gulf. The incident follows reports that the vessel was struck by a projectile off the UAE coast on 9 October, triggering a fire that was subsequently extinguished.

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

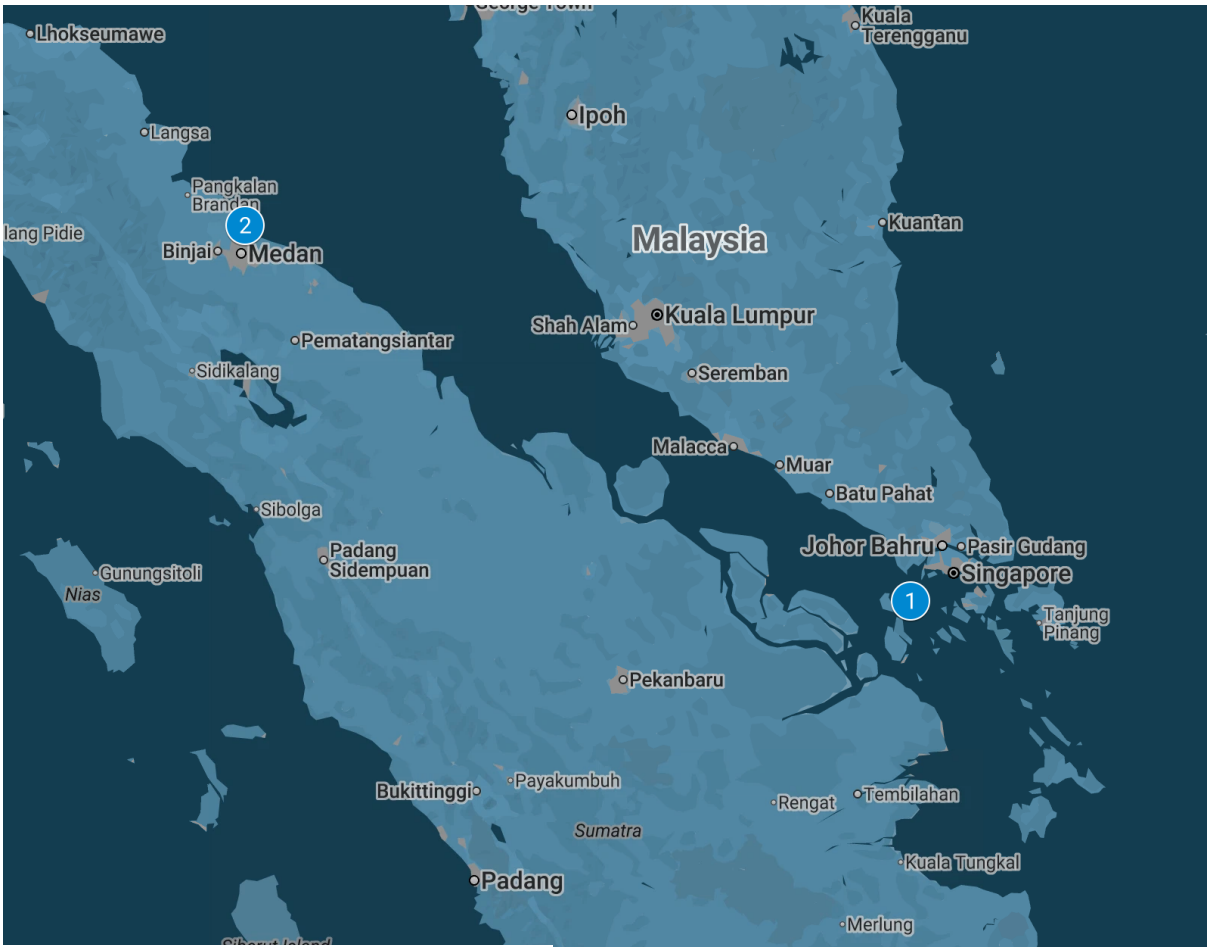
Before Transit

- 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. **2 November (Indonesia)** – Reports indicate that a cargo vessel was boarded whilst underway in the **Philip Channel, Singapore Strait**; exact location of incident not specified. Three persons reportedly boarded the vessel. Authorities are investigating the incident.
2. **29 October (Indonesia)** – A robbery has been reported onboard a cargo ship whilst anchored at **Belawan Anchorage, Indonesia**. A member onboard the vessel noticed robbers at the bow of the cargo ship and approached to investigate. The robbers were recorded disembarking the vessel during which one of the perpetrators approached and threatened the crewmember. The OOW on the bridge witnessed the incident and raised the emergency alarm, which alerted the remainder of the crew. The robbers escaped by climbing down a rope into a small awaiting boat. Items were reported stolen and the crew has been reported as safe.

Regional Reporting

- **31 October (Taiwan)** – Taiwan's Coast Guard has accused China of harassing commercial and fishing vessels and attempting to assert illegitimate maritime jurisdiction during its latest patrol off the island's eastern coast on Saturday. Taipei confirmed that it had deployed its own vessels to monitor the Chinese activity and maintain a presence in the area. According to Taiwan's Coast Guard, two Chinese vessels participated in Saturday's patrol. Chinese state media subsequently released footage showing one of the vessels broadcasting a radio message identifying its activities as law enforcement operations and offering assistance to nearby vessels. The footage also showed an unidentified fishing trawler, although it was unclear whether the broadcast was

directed towards that vessel. Taiwanese condemned the radio communications, describing them as an attempt to extend Beijing's maritime influence and asserting that China has no jurisdiction over Taiwan's waters or its exclusive economic zone. Separately, Taiwan reported that another Chinese Coast Guard vessel had approached the Taiwan-controlled Pratas Islands on Saturday, adding that it had forced Chinese vessels to withdraw from surrounding waters on 13 occasions so far this year. Since June, China has increased its Coast Guard operations off Taiwan's east coast, conducting regular patrols in the region. Taiwanese authorities believe that the activity may form part of preparations for a potential maritime blockade, involving the coordinated use of military, paramilitary and civilian vessels. The waters are considered strategically important to Taiwan's ability to maintain supply routes with international partners during a potential conflict or blockade.

Global Incidents

North America

Reported Incidents

No activity reported during this period

Central America / Caribbean / South America

Reported Incidents

No activity reported during this period

Atlantic Ocean

Reported Incidents

No activity reported during this period

Northern Europe / Baltic Sea

Reported Incidents

No activity reported during this period

Mediterranean Sea

Threat Level: **LOW** **to** **MODERATE**
Area of Concern: Mediterranean Sea, waters off Israel, Libya and Syria

Key Areas of Concern

Eastern/Central Mediterranean

- Potential spillover from regional conflicts involving drones, missiles and unmanned systems
- Increased military presence and air defence activity may create risks from misidentification or debris from defensive operations
- Vessels should expect possible delays, increased monitoring, or enhanced security procedures during periods of heightened tension
- Avoid unnecessary proximity to vessels suspected of sanctions evasion or shadow fleet activity

Advisory

All vessels operating in the region should:

- Maintain enhanced situational awareness and monitor navigational warnings and official security updates
- Maintain regular communication with company security officers, flag State authorities, and port agents
- Review contingency plans for delays, route alternations, and security-related disruptions
- Maintain vigilance against unauthorized approaches, suspicious craft, and potential boarding attempts

Regional Port Assessments

Cyprus - Ports remain operational; ISPS Security Level 1

Lebanon - Ports remain operational; ISPS Security Level 1; Southern Lebanon remains a higher-risk operating environment due to regional instability

Israel - Major ports including Eilat, Ashkelon, Ashdod, Hadera and Haifa remain operational; Vessels should monitor security updates due to regional tensions and possible military activity

Syria (Ports Latakia, 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. **28 October (Black Sea)** – Reports indicate that the Liberia-flagged container ship ***CONTSHIP JET*** was struck by drones in the Black Sea, **approximately 16 nautical miles off Cape Kaliakra, Bulgaria**. The reported position is within Bulgaria's Exclusive Economic Zone, approximately 4 nautical miles outside of Bulgarian territorial waters. The vessel was transiting from Haifa, Israel to Constanta Romania at the time of the incident. Bulgaria's Defence Minister has reported that the attack involved three drones and occurred approximately 21 nautical miles from Shabla, Bulgaria. **Update (29 October)** – The local maritime administration has reported that the vessel has sunk.

Regional Reporting

- **31 October (Black Sea)** – Turkish President Recep Tayyip Erdogan has condemned attacks against civilian shipping in the Black Sea, calling on Russia and Ukraine to exercise restraint and avoid further escalation. Speaking alongside Ukrainian President Volodymyr Zelensky in Istanbul on Saturday, President Erdogan stressed that strikes against commercial vessels and other actions threatening maritime security were unacceptable, irrespective of who was responsible or the justification provided. Turkey has expressed growing concern over repeated attacks on commercial shipping in the Black Sea, despite maintaining relations with both Moscow and Kyiv. Turkey has reportedly submitted a proposal for both countries aimed at ending attacks on civilian vessels, though President Erdogan stated that neither side had taken steps to implement the initiative, adding that discussions on restoring freedom and safety of navigation would continue. He further noted that an agreement could also contribute to wider efforts to secure a lasting peace in Ukraine. President Zelensky accused Russia of contributing to the deterioration of maritime security in the Black Sea, confirming that a substantial portion of his discussions with the Turkish leader had focused on the situation. He welcomed Turkey's continued engagement and said that both leaders had considered potential measures to improve regional security, including further diplomatic initiatives.
- **31 October (Black Sea)** – US Secretary of State Marco Rubio stated Saturday that international efforts to secure a limited ceasefire in the Black Sea were gaining support, with the primary objective of protecting commercial shipping and maintaining the flow of Russia and Ukrainian grain and energy exports. Speaking following a two-day meeting of G20 foreign ministers, Rubio confirmed that Washington was considering proposals put forward by Turkey and India to facilitate the resumption of grain shipments, while continuing to pursue a broader negotiated settlement to the war in Ukraine. Rubio acknowledged that a comprehensive peace agreement remained difficult to achieve in the near term, suggesting that more limited arrangements, particularly an agreement to halt attacks against grain-carrying vessels and some energy shipments, could provide an achievable starting point. He however warned that continued disruption to maritime trade was creating wider risks to global food and energy security, while also expressing concern that the conflict could spread beyond Ukraine, citing incidents involving sabotage and drone strikes that had entered NATO airspace. On Friday, Russian Foreign Minister Sergei Lavrov, who attended the meeting despite objections from several European countries and Canada, reiterated that Moscow's position on the conflict remained unchanged, maintaining that Russia could not accept Ukraine posing a military threat to its security interests.
- **29 October (Black Sea)** – Greek Prime Minister Kyriakos Mitsotakis has called for an international maritime truce following a drone attack that sank a Greek container ship off the Bulgarian coast. The Liberian-flagged ***CONTSHIP JET***, loaded with 421 containers, sunk after it was hit by naval drones. Speaking during a high-level maritime security debate convened under Greece's presidency of the UN Security Council, Mitsotakis emphasized the need to protect civilian shipping and preserve freedom of navigation, including during armed conflicts. He condemned deliberate attacks against commercial vessels, describing them as unacceptable and reinforcing the need for a global agreement to prevent further targeting of civilian maritime traffic. He also

warned that disruptions to shipping routes increase freight and insurance costs, with the resulting financial burden ultimately passed on to consumers.

- **28 October (Black Sea)** – France has temporarily deployed an Atlantique 2 maritime patrol aircraft to Romania to support surveillance operations in the western Black Sea amidst growing concerns over maritime safety and threats to critical infrastructure. The aircraft arrived at Mihail Kogălniceanu Air Base on 18 October and is scheduled to operate in the region until 6 November. According to Romania's defence ministry, the deployment aims to identify navigational hazards and strengthen the protection of critical infrastructure within the country's exclusive economic zone. The French deployment forms part of broader efforts by NATO and Romanian forces to address regional maritime threats. Romanian naval forces have increased patrols using vessels, helicopters and drones, while continuing to issue navigational warnings and guidance on recommended routes. The measures follow a series of attacks on commercial shipping, with at least eight cargo vessels reportedly struck near the Bulgarian and Romanian coasts over the preceding three weeks, leaving approximately 34 sailors dead or missing. Earlier in October, Romanian F-16s intercepted and destroyed two advanced Russian drones over Romanian territorial waters. NATO has also announced plans to reinforce its Black Sea presence with additional maritime patrol aircraft, radar systems and drones.
- **28 October (Sea of Azov)** – Russian authorities have resumed issuing permits for grain vessels to depart the Sea of Azov for the first time since maritime traffic was suspended on 10 July following Ukrainian drone attacks. Industry sources report that permits for transit through the Kerch Strait into the Black Sea will remain available until 15 November, with some vessels expected to receive Russian naval escorts during the passage. The move suggests that Moscow considers the route to be sufficiently safe to resume limited shipping operations. However, the development coincides with a ceasefire intended to facilitate humanitarian deliveries to the Russian-controlled town of Oleshky in the Kherson region, with the Russia and Ukraine reporting that the ceasefire remains in effect.
- **28 October (Black Sea)** – Defence ministers from Bulgaria, Romania and Turkey have met in the Bulgarian capital Sofia to discuss security in the Black Sea region. In a statement following the talks, the three NATO countries strongly condemned the drone attacks on commercial vessels in the Black Sea and called for an "immediate cessation of attacks that threaten commercial ships, maritime infrastructure and the safety of maritime activities." They also agreed on stronger intelligence sharing, early warning capabilities and coordination in the Black Sea.
- **28 October (Black Sea)** – A container ship was struck by three naval drones approximately 21 miles southeast of Shabla, off Bulgaria's Black Sea coast, on 28 October. The Greek-owned Liberia-flagged vessel, ***CONTSHIP JET***, was transiting Bulgaria's exclusive economic zone en route from Haifa, Israel, to Constanta, Romania. The circumstances of the attack and the identity of those responsible remain unclear. Bulgarian authorities dispatched four naval and police vessels to assist the ship following the incident, and all 18 crewmembers were evacuated safely. The vessel's owner, Contships Management, has confirmed that the crew, consisting of 14 Filipino and four Ukrainian nationals, had reached shore. However, a maritime security source has reported that the vessel had sustained significant damage and was listing. This incident adds to a series of drone attacks against commercial shipping in the Black Sea, with at least six merchant vessels reportedly targeted off Bulgaria in recent weeks. The attacks have raised concerns over the expansion of the Russia-Ukraine conflict's impact on regional maritime traffic, with government statements indicating that approximately two dozen international seafarers may have been killed or remain missing in recent incidents. Ukraine has attributed the attacks to Russia, while Moscow has denied involvement. Bulgarian Prime Minister Rumen Radev has also suggested that Russia stands to benefit from the strikes. On 28 October, Turkey's defence minister waned both Russia and Ukraine against further attacks on commercial shipping, stating that Ankara had reserved the right to pursue legal action. **Update (29 October)** - Local maritime administration has reported that the vessel has sunk.

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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