

Global Maritime Security Report

24 June 2026



Global Maritime Security Report

24 June 2026

Table of Contents	
Incidents at Sea: 17 - 23 June 2026.....	3
Gulf of Aden / Red Sea / Indian Ocean / East Africa	4
Red Sea/Bab al-Mandeb Strait Advisory	4
Current Situation Overview – Iran Conflict Advisory	4
Somali Piracy	5
Late Reported Incidents	6
Regional Reporting	6
Arabian Gulf / Strait of Hormuz / Gulf of Oman.....	8
Current Situation Overview – Strait of Hormuz and Wider Gulf Region	8
Middle East Port Operations.....	9
Current Incidents – Vessel Incidents.....	11
Late Reported Incidents	11
Regional Reporting	11
Gulf of Guinea (West Africa).....	13
Current Incidents	14
Late Reported Incidents	14
East Asia / Southeast Asia.....	15
Current Incidents	16
Late Reported Incidents	16
Worldwide	17
North America	17
Central America / Caribbean / South America	17
Atlantic Ocean	18
Northern Europe / Baltic Sea	18
Mediterranean Sea	18
Current Threat Overview – Iran Conflict.....	19
Black Sea / Sea of Azov / Caspian Sea.....	21
Indian Subcontinent	24
Pacific Ocean Area / Australia / New Zealand.....	24
About MS Risk	25
A Fresh Perspective in Marine Insurance Broking	26

Incidents at Sea: 17 - 23 June 2026

Region	Current Incidents	Late Reported Incidents	Incident Threat Level for Current Reporting Period*	OVERALL THREAT LEVEL
MAIN REGIONS				
Gulf of Aden / Red Sea / Indian Ocean / East Africa	2	0	LOW	CRITICAL**
Arabian Gulf / Strait of Hormuz / Gulf of Oman	1	0	LOW	MODERATE
West Africa (Gulf of Guinea)	0	0	LOW	MODERATE
East Asia / Southeast Asia	1	0	LOW	HIGH
WORLDWIDE				
North America	0	0	LOW	LOW
Central America / Caribbean / South America	0	0	LOW	LOW
Atlantic Ocean	0	0	LOW	LOW
Northern Europe / Baltic Sea	0	0	LOW	LOW
Mediterranean Sea	0	0	LOW	LOW
Black Sea / Sea of Azov / Caspian Sea	5	0	HIGH	HIGH
Indian Subcontinent	0	0	LOW	LOW
Pacific Ocean Area / Australia / New Zealand	0	0	LOW	LOW

Threat levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in current reporting period
- MEDIUM** 2 - 4 incidents in current reporting period
- LOW** 0 - 1 incidents in current reporting period

**note that the threat level for the reporting period pertains to the number of current incidents reported in the specified region during the designated reporting period and may be different (higher or lower) to the overall regional threat level*

**** For specified region – Somali Coast and Somali Basin – only**

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 / Red Sea / Indian Ocean / East Africa

Vessels operating in the Gulf of Aden, Red Sea, Arabian Sea and Indian Ocean continue to face **significant maritime security** risks. These include piracy, armed robbery, and conflict-related threats linked to regional instability. The **Red Sea, Gulf of Aden, off the Somali coast, Arabian Sea, and wider Indian Ocean** remain designated as **High-Risk Areas (HRAs)**, requiring enhanced vigilance and robust security measures.

Red Sea/Bab al-Mandeb Strait Advisory

Threat Level: MODERATE

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

Date Assessed: June 2026

Current Situation Overview – Iran Conflict Advisory

The maritime security environment in the Red Sea, Bab el-Mandeb Strait and Gulf of Aden remains strategically sensitive amidst the ongoing regional conflict involving Iran and aligned non-state actors. Tensions between the US and Iran remain at a high level, with a fragile ceasefire currently remaining in place. While to date, large-scale, sustained Houthi attacks in the Red Sea have not resumed, such attacks cannot be completely ruled out, primarily with the fact that disruption in the Strait of Hormuz has increased reliance on the Red Sea corridor, elevating the strategic importance of the Bab el-Mandeb Strait, and in turn the possibility of renewed attacks in this area. As of 28 March 2026, the EU's maritime security body has warned merchant vessels linked to the US or Israel to avoid entering Yemeni territorial waters as the Houthis could resume "attacks on merchant ships," particularly in the Red Sea and Gulf of Aden.

Key Risk Factors

- **Houthi Threats to Shipping** – Yemen's Houthi movement has signalled its intent to resume and potentially escalate attacks on commercial vessels transiting the Red Sea, Bab el-Mandeb Strait, and Gulf of Aden. These threats are linked to the broader Iran conflict, and may materialize rapidly, particularly if the conflict intensifies or expands geographically.
- **Security Incidents:** Previous Houthi operations have included targeted attacks on merchant ships in the Red Sea. While the intensity has varied, attacks against international shipping cannot be excluded in the current climate.
- **Navigation Disruption** – Due to the volatile security environment, there is a high chance of interference with navigational systems (AIS/GNSS) and increased military activity, which may impact vessel positioning and communications.
- **Risk of Route Adjustments** – The current Iran conflict has resulted in several carriers temporarily suspending sailings through the Bab el-Mandeb and Suez route, opting to reroute around the Cape of Good Hope, reflecting industry caution in response to the evolving threats.

Threat Assessment

MS Risk assesses the current threat level for all commercial vessels in the Red Sea region as **MODERATE**. However, this level could escalate to severe if the Houthi movement resumes attacks on vessels in the area. Threats include deliberate attacks and the risk of collateral damage arising from ongoing regional

conflict. Houthi capabilities remain credible, alongside risks from piracy, state or non-state boardings, and indirect fire.

Advisory

- Exercise heightened vigilance while transiting the Red Sea, Gulf of Aden and Bab-el Mandeb Strait
- Maintain continuous watch for maritime security broadcasts and warnings from UKMTO, MSCHOA
- Monitor AIS and GNSS reliability; verify positioning against alternative systems where possible
- Avoid close proximity to Yemen's coastline where safe navigation permits
- Maintain a hardened security posture and 24/7 visual and radar watches
- Exercise caution during slow speeds, anchorage, or restricted maneuvering
- Monitor VHF channels and treat unsolicited authority claims with caution
- Do not permit boarding unless safety of life is at risk
- Do not forcibly resist to avoid escalation
- State compliance with international maritime law
- Immediately report incidents to UKMTO, MSCHOA, and flag state authorities

Somali Piracy

Threat Level: **SUBSTANTIAL (for Somali Coast and Somali Basin)**

Area of Concern: Gulf of Aden, Arabian Sea, Somali Basin

Date Assessed: June 2026

Current Situation Overview

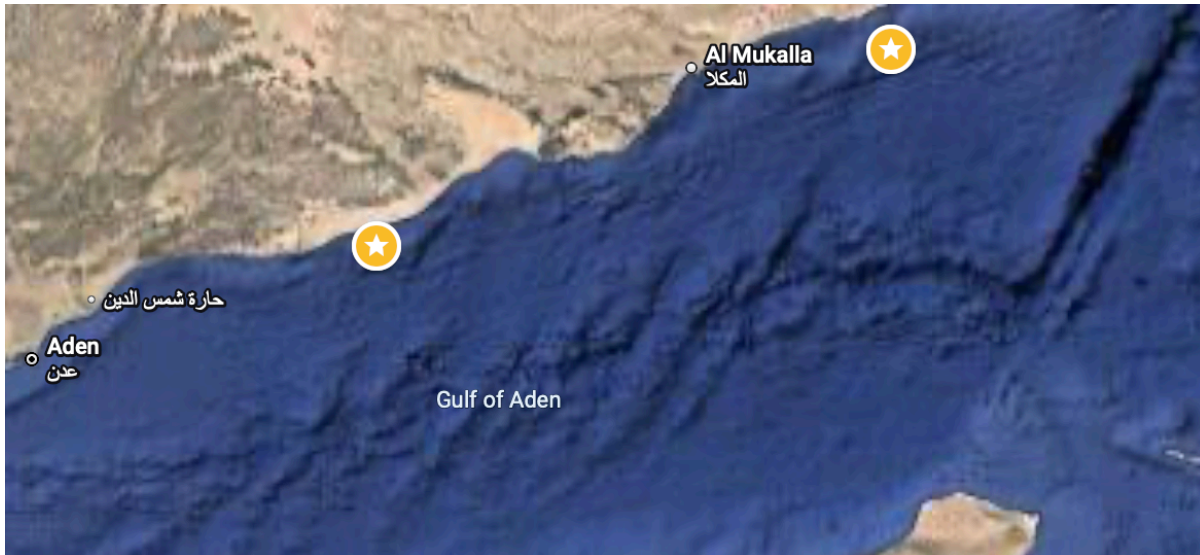
The threat level in waters off Somalia, specifically the Somali Coast and Somali Basin, remains at **SUBSTANTIAL** following a surge in piracy incidents between 21 and 26 April. These incidents point to a coordinated resurgence of piracy activity across the Somali coast, affecting multiple types of vessels, including fishing boats, tankers and merchant shipping. The pattern of vessel hijackings, armed approaches, and attempted boardings over a short period of time suggests increased operational confidence amongst pirate groups, supported by the use of small, fast craft and the exploitation of favorable sea conditions ahead of the upcoming monsoon season, which typically begins by May and runs until October.

Advisory

- All vessels transiting the Gulf of Aden, Arabian Sea and the Somali Basin should maintain maximum vigilance and strictly adhere to BMP guidance
- Sailing yachts are strongly advised to avoid the HRA due to their heightened vulnerability
- Pirate Action Groups (PAGs) commonly employ 'soft approaches':
 - Single or paired skiffs may assess crew response or presence of armed guards
 - Weak or delayed defensive actions may lead to escalation involving multiple skiffs
- Recommended Measures for Commercial Vessels
 - Maintain 24/7 watches – both visual and radar – while transiting the HRA
 - Register with UKMTO and MSCHOA and report vessel movements before, during and after transit
 - Implement all BMP-recommended protective measures

Current Incidents:
2

Current Incidents



- 21 June (Gulf of Aden)** – UKMTO has received a report of an incident 50 nautical miles southeast of Al-Shihr, Yemen. The Master of a product tanker reported being approached by a skiff carrying five armed persons who appeared to be attempting to board the vessel. In response, the vessel conducted evasive maneuvers and altered course away from the skiff. The vessel and crewmembers are reported safe and the vessel is proceeding to its next port of call. Authorities are investigating the incident.
- 17 June (Gulf of Aden)** – UKMTO has received a report of an incident 105 nautical miles northeast of Aden, Yemen. A vessel reported being approached to within four metres and fired upon by two skiffs with an unknown number of armed persons on board. The vessel deployed its security team and returned fire. The suspect vessels disengaged and moved away to over 4 nautical miles from the vessel. UKMTO are investigating the incident. **Update** – Reports indicate that one crewmember sustained an injury during the incident.

Late Reported Incidents

No late reported incidents

Regional Reporting

- 17 June (Red Sea)** – Germany is deploying two ships to the Red Sea in preparation for a possible military mission in the Strait of Hormuz, Germany’s defence minister Boris Pistorius said on Thursday. Hours after US President Trump signed a deal with Iran to end the war, shipping and insurance industry officials called for the urgent deployment of mine-clearing vessels to the strait. On Thursday, Pistorius told reporters as he arrived for a meeting with his NATO counterparts in Brussels that “as we speak, our minesweeper Fulda and the supply ship Mosel are sailing through the Suez Canal towards the Red Sea.” While he did not give a timeframe, Pistorius noted that approval would be needed from Iran and Oman before any participation in a minesweeping operation, adding that any mission would also depend on the developments in talks between the US and Iran. Shipping and maritime security

sources have said that ensuring the strait is cleared of mines could delay a return to normal shipping traffic by weeks. Germany is also sending underwater drones, mine divers and vessel protection teams. While France and Britain have been pushing plans for a multinational naval mission, diplomats say that Iran has signalled strong opposition to any foreign military presence in the waterway and could seek to impose transit fees on shipping, which is a red line for European powers.

Arabian Gulf / Strait of Hormuz / Gulf of Oman

Threat Level: MODERATE

Area of Concern: Arabian/Persian Gulf, Strait of Hormuz, Gulf of Oman

Date Assessed: June 2026

Current Situation Overview – Strait of Hormuz and Wider Gulf Region

The maritime security environment across the Arabian/Persian Gulf, Strait of Hormuz and the Gulf of Oman is currently assessed as **MODERATE**, however vessels operating in these waters are advised of the existence of mines and should expect naval presence as clearance operations are ongoing. Additionally, vessels are advised to avoid the International Traffic Separation Scheme at this time due to the existence of mines. As of late June 2026, there is a confirmed mine location at Latitude 26°24'34.920"N, Longitude 056°20'40.128"E. The southern transit route along Omani TTW has been confirmed to be clear of mines, and this is the recommended route. Transits along a corridor with the following waypoints have been proven safe:

- 26°02'43.080"N, 056°00'41.040"E
- 26°22'33.900"N, 056°16'56.040"E
- 26°24'21.300"N, 056°22'59.700"E
- 26°24'45.120"N, 056°31'06.660"E
- 26°22'06.180"N, 056°33'25.260"E
- 26°00'00.000"N, 056°33'18.000"E

Recommendations

- Voyage Planning
 - Conduct risk assessments prior to transit
 - Review latest advisories from flag states and naval coalitions
 - Consider alternative routing where commercially feasible
 - Minimize loitering near territorial waters of high-risk states
- Transiting Through High-Risk Areas
 - Maintain maximum safe speed during transit of chokepoints
 - Avoid unnecessary deviation towards military or energy infrastructure
 - Ensure AIS compliance is consistent with flag state and naval guidance
 - Enhance bridge watch and radar vigilance, particularly during the hours of darkness
 - Review ship Security Plans
 - Conduct crew drills for missile/drone alert response, boarding scenarios, and engine-room emergency manoeuvring.
 - Maintain continuous monitoring of VHF Channel 16
 - Register with regional maritime security centres where applicable
 - Report all suspicious activity and incidents immediately to naval co-ordinational centres
- Vessels should ensure that communication equipment is manned and functional at all times; should remain aware of the possibility of electronic interference and be ready with alternative options in the event that navigation aids fail.

- Vessels transiting this region are advised to maintain close contact with regional maritime security centres, including UKMTO, and should monitor official government and military advisories.
- Vessels should report any unusual activity or security incidents to UKMTO through the established Voluntary Reporting Scheme.
- Shipping companies are advised to apply BMP MS and should review contingency plans for routing, crew safety and welfare, and emergency response in the event that there is a significant regional escalation.
- When sailing through the above mentioned areas, adhere to the highest level of security measures and limit the number of crewmembers on deck during the voyages due to the elevated risk of casualties from missiles and drone strikes.

Middle East Port Operations

Middle East Ports

United Arab Emirates

PORT	OPERATIONAL STATUS
Hamriyah Port	All terminal port operations are normal
Sharjah Port	All terminal port operations are normal
Jebel Ali Port	All terminal port operations are normal
Fujairah and Khor Fakkan	All port activities and business operations are proceeding effectively and without disruption.
Ras al Khaimah Ports	Open and operating normally
Ruwais & Abu Dhabi Petroleum Ports	Operational; Ruwais PPA (ISPS Level 2); Abu Dhabi Ports (ISPS Level 1)

Kuwait

PORT	OPERATIONAL STATUS
Shuwaikh Port	Port operating normally; ISPS Level 2
Shuaiba Port	Port operating normally; ISPS Level 2
Minal Al Ahmadi Port	Port operating normally; Security Level risen to Level 2
Mina Al Zour Port	Port operating normally; Security Level risen to Level 2

Oman

PORT	OPERATIONAL STATUS
Asyad Drydock - Duqm	Port operating normally
Port of Duqm	Port operating normally ; vessels calling at port must submit an official letter stating that they are not carrying any dangerous goods on board.
Port Sultan Qaboos	Port operating normally
Muscat	Port operating normally; ISPS Level 2
Mina Al Fahal	Port operating normally; ISPS Level 2
Port of Sohar	Port operating normally
Qalhat LNG Terminal – Sur	Port operating normally ; ISPS Level 2
OMIFCO Terminal – Sur	Port operating normally
Port of Salalah	Port operating normally; ISPS Level 2

Saudi Arabia – No alerts or warnings issued by the local port authorities; all operational activities are functioning at full capacity.

Bahrain – Vessel movements in Bahrain have resumed, however operations remain limited due to the current situation. BAPCO operations remain suspended. APM Terminals has resumed operations. ISPS security level remains at Level 1.

Qatar – The Ministry of Transport announced the full return of maritime navigation activities from 2 May.

PORT	OPERATIONAL STATUS
Hamad Port	Normal port operations and vessel movement; Activity levels are lower than pre-conflict
Doha Port	Normal port operations and vessel movement; Activity levels are lower than pre-conflict
Al Ruwais Port	Normal port operations; port is restricted to small craft only, including dhows and barges; Activity levels are lower than pre-conflict
Mesaieed Port	Port operations ongoing
Ras Laffan Port	Port operations ongoing
Al Shaheen Offshore Terminal	Operations suspended until further notice
Halul Island Offshore Terminal	Operations suspended until further notice

Egypt – The Suez Canal and all Egyptian ports remain fully operational; ISPS Level remains at Level 1

Jordan – All operations remain normal at Aqaba Port; terminals, marine services, cargo handling and gate operations are functioning without disruptions. Maritime navigation and cargo operations are proceeding smoothly and without delay.

Pakistan – All ports remain fully operational; ISPS Level remains at Level 1

Iraq – Ports of Umm Qasr and Khor Al Zubair are fully operational; Basra Oil Terminal and SPM Somo Terminal have ceased export operations.

Current Incidents:
1

Current Incidents – Vessel Incidents



1. **19 June (Strait of Hormuz)** – It has been reported by JMIC and NAVAREA IX that a sea mine has been confirmed in the Strait of Hormuz. All vessels transiting through the area are advised to navigate with extreme caution.

Late Reported Incidents

No late reported incidents

Regional Reporting

- **23 June (Strait of Hormuz)** – The International Maritime Organization (IMO) is set to evacuate more than 11,000 sailors who have been stranded in the Gulf due to the US-Israel war against Iran. IMO secretary-general Arsenio Dominguez has said that the “large-scale” operation would be carried out in cooperation with Iran, Oman, the US, and other coastal states in the region and the maritime industry, noting, “we have secured the necessary guarantees and have thoroughly verified the conditions for safe navigation to support these operations.” As part of the IMO’s evacuation plan, two temporary routes through the strait could be used, with vessels being contacted individually for further instructions, according to Oman’s notice to mariners provided by the IMO. The IMO also stated that it would issue a daily report on the number of vessels leaving the region safely.
- **22 June (Strait of Hormuz)** – Shipping stalled through the Strait of Hormuz over the weekend after Iran on Saturday announced that it had shut the strait once again, citing ceasefire violations after Israel continued deadly strikes in southern Lebanon. The US military denied those claims, stating that the waterway remained open and that “Iran does not control the Strait of Hormuz.” Latest shipping data indicates that there was a recovery in oil tanker traffic through the Strait of Hormuz immediately after the US and Iran signed a 14-point memorandum of understanding, though the figure still remains well below sailings prior to the start of the war at the end of February.
- **19 June (Strait of Hormuz)** – The Joint Maritime Information Centre (JMIC) has issued an advisory confirming the location of a mine in the Strait of Hormuz. The confirmed mine was reported to be close to the recommended southern transit route, in position Latitude 26°24’34.920”N, Longitude 056°20’40.128”E. It is near the apex of the peninsular close to the coast of Oman, based on the

position provided by the Joint Maritime Information operated by the Combined Maritime Forces in the Middle East Region. It further warns mariners that while the Strait of Hormuz is open, active mine clearance operations are ongoing. JMIC states that the southern transit route along the Omani coast has been confirmed to be clear of mines, warning that the recognized International Traffic Separation Scheme Lanes should be avoided due to the existence of mines.

- **19 June (Strait of Hormuz)** – Iran’s Persian Gulf Strait Authority has introduced mandatory insurance for all vessels transiting the Strait of Hormuz, requiring shipowners to obtain coverage, which will initially be provided for free. The move was detailed in a PGSA terms-and-conditions document and it effectively sidesteps the new US-Iran Memorandum of Understanding that guarantees “safe passage of commercial vessels with no charge” for 60 days. While Iran’s insurance requirement carries no fee during that period, Tehran has confirmed that charges may be imposed once the 60-day window closes. The document states that “the PGSA reserves the right to introduce insurance fees in the future...Owners will then be required to purchase and renew coverage accordingly.” The terms circulated across the maritime industry on Friday and have since been submitted to the International Maritime Organization (IMO). While a number of vessels have used the US-protected southern corridor near the Oman coast, Iran insists that “passage is permitted only via the designated route near Larak Island,” referring to its preferred northern channel. The authority further stated that it is now the sole body responsible for processing transit applications and issuing permits, adding that it may “enforce penalties, revoke passage permissions, or take further legal action” for non-compliance.
- **18 June (Strait of Hormuz)** – Oil tankers sailed through the Strait of Hormuz on Thursday, with the US also lifting its blockade on Iran as an interim deal to end the war takes effect, though key issues remain unresolved between the two countries. Reports indicate that exports through the Strait of Hormuz could return to normal in the coming months. On the ground however Israel continued its war against Hezbollah in Lebanon, raising questions about whether the agreement will hold. In Washington, some Republicans in Congress questioned whether the US President had given up too much in order to end the conflict, which has been unpopular amongst US voters. Meanwhile Iran’s Supreme Leader Ayatollah Mojtaba Khamenei said that Trump had signed the deal “out of desperation” and signalled that upcoming talks over Iran’s nuclear programme would not be easy.

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

Date Assessed: June 2026

Current Situation Overview

MS Risk continues to assess the threat level in the Gulf of Guinea 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.

Observed Trends and Tactics

- **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 maneuvering 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

Current Incidents:
0

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

East Asia / Southeast Asia

Threat Level: HIGH

Area of Concern: Singapore Strait, Sulu-Celebes Sea, Eastern Sabah, Coastal Southeast Asia

Date Assessed: June 2026

Current Situation Overview

Waters in East and Southeast Asia continue to present **elevated security risks** to commercial shipping. The Singapore Strait remains a hotspot for armed robbery and opportunistic boarding.

Key Areas of Concern

- Singapore Strait
 - Continued reporting of armed robbery and boarding incidents
 - Attacks typically target ship stores, engine spares and crew belongings
 - Most incidents occur during low-visibility hours or in congested traffic lanes
 - Confrontation may lead to violence, though most incidents involve quick escape
- Sulu-Celebes Seas and Eastern Sabah
 - Persistent risk of crewmember kidnappings by Abu Sayyaf Group (ASG)

Advisory

All vessels operating or transiting the region should implement the following precautionary measures:

Before Entering Region

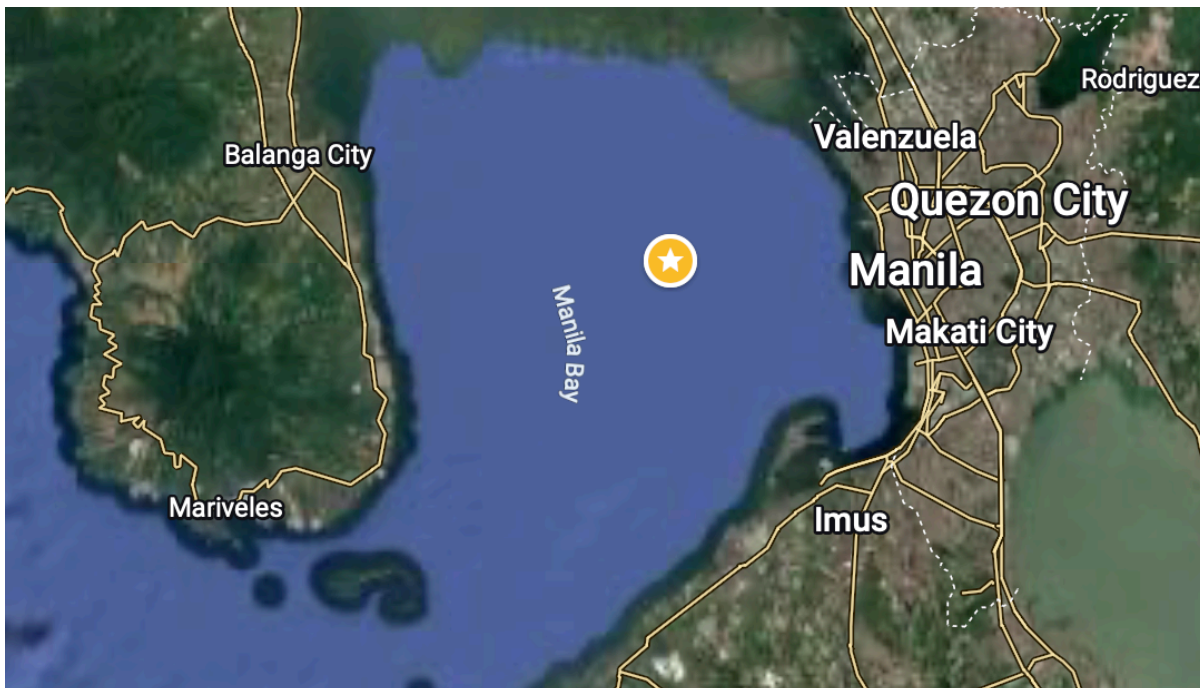
- Conduct voyage-specific risk assessment
- Implement ship-specific security measures
- Ensure all crew are trained and briefed on current threat environment and response protocols

During Transit

- Maximise enhanced 24/7 watchkeeping, both visual and radar
- Maximise vigilance for small suspicious craft
- Maintain regular communication with company security officers
- Report all incidents or suspicious activity to the nearest coastal state authorities and/or ReCAAP

Current Incidents:
1

Current Incidents



- 1. **19 June (Philippines)** – A robbery occurred onboard a Marshall Islands-flagged container vessel whilst at anchor off MICT Anchorage, Manila, Philippines. The bosun discovered four robbers armed with a knife on the forecastle deck and immediately raised the alarm, resulting in the perpetrators escaping with stolen ship’s stores and equipment. All crewmembers have been confirmed safe and no injuries were reported.

Late Reported Incidents

No late reported incidents

Total
Current
Worldwide
Incidents

5

Worldwide

North America

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

Central America / Caribbean / South America

Venezuela

Threat Level: **MODERATE**

Area of Concern: Venezuelan territorial waters, Gulf of Venezuela, Caribbean approaches

Date Assessed: June 2026

Current Situation Overview

Following the removal from power of former President Nicolás Maduro on 3 January 2026 and the subsequent political transition, the maritime operating environment in and around Venezuelan territorial waters remains **MODERATE** and has been significantly impacted by heightened enforcement actions by the US, particularly involving the seizure of foreign-flagged vessels linked to Venezuelan oil exports.

Ports and Anchorage Areas

- Potential for enhanced inspections or delays in port clearances
- Increased risk of civil unrest spilling into coastal areas
- Opportunistic theft and armed robbery remain possible

Gulf of Venezuela/Caribbean Approaches

- Continued risk of small-boat attacks and opportunistic piracy
- Maritime security response capabilities remain limited, increased vessel vulnerability
- Heightened political tensions may indirectly impact commercial shipping and navigational safety

Advisory

All vessels operating or transiting Venezuelan waters are strongly advised to implement the following precautionary measures:

Before Entering Region

- Conduct a voyage-specific political and security risk assessment
- Review and update ship security plan to address civil unrest scenarios
- Ensure all crewmembers are briefed on heightened risk environment and response procedures
- Confirm all communication and security equipment is operational

During Transit

- Maintain enhanced 24/7 watchkeeping, both visual and radar
- Avoid unnecessary loitering in or near ports, shallow waters, or known protest/prone areas
- Monitor local maritime authorities' announcement, flag state advisories, and news channels for situational updates
- Maintain regular contact with company security officers

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

Atlantic Ocean

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

Northern Europe / Baltic Sea

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

Mediterranean Sea

Threat Level: MODERATE

Area of Concern: Mediterranean Sea, Israel, Syria

Date Assessed: June 2026

Key Points

- **Maritime Conflict Spillover** – Use of drones and long-range unmanned systems introduces risk to vessels transiting international waters in the Eastern and Central Mediterranean.
- **Shipping Route Behaviour** – Russian-affiliated tankers are increasingly rerouting along coastlines, suggesting heightened operational risk zones along traditional transit lanes.

- **Regional Risks** – The Eastern and Central Mediterranean should be treated as heightened security risk areas due to potential conflict spillover.

Advisory

- Maintain enhanced situational awareness and monitor navigational warnings and intelligence updates
- Maintain regular contact with flag state authorities and company security officers
- Avoid routes close to vessels suspected of being affiliated with the 'shadow fleet'

Current Threat Overview – Iran Conflict

While the Mediterranean Sea remains outside the direct combat zones of the ongoing Middle East conflict, the broader Iran-related war continues to generate significant maritime security concerns that resonate into the Eastern Mediterranean region. Although large-scale naval combat has not erupted in the Mediterranean Sea itself, regional tensions have escalated, including drone and missile strikes on military bases in Cyprus and increased deployment of Western naval and air defence assets in the surrounding waters.

Threats to Vessels

- Misidentification during high military alert conditions
- Air defence intercept debris hazards
- Disruption to port approaches during heightened alerts
- While vessels are not deliberate targets in the Mediterranean Sea at present, proximity to active defence operations can increase indirect risk.

Advisory

- Stay in contact with port agents and flag state authorities
- Monitor security advisories issued by UKMTO and other regional authorities
- Be prepared for possible enhanced inspections or delays
- Maintain vigilance against boardings or violent confrontations ‘

Mediterranean Sea Ports

Cyprus – All ports remain fully operational. ISPS level remains at Level 1

Lebanon – All ports remain operational, with no alerts or warnings issued by the local port authorities. South of Lebanon remains in an unstable operational situation. ISPS Level remains at Level 1

Israel – Eilat, Ashkelon, Ashdod, Hedera, and Haifa are fully open for business and functioning at full capacity.

Overview – Syria

Port Status

- Latakia, Baniyas, Tartous: Operational but subject to heightened security risks

Advisory

- Avoid all Syrian territorial waters and port calls
- Consider alternate routing away from the Syrian coast
- Monitor maritime safety notices issued by NATO, UKMTO and regional maritime coordination centres

Current Situation Overview – Libya

Libya remains highly unstable, with ongoing conflict between factions. Maritime operations face significant security risks, particularly near key ports and coastal waters.

Advisory

- Follow official navigation routes and avoid coastal waters near Benghazi, Derna, Sirte and militarized zones south of 34 00’N.
- Declare intended voyage and cargo to local agents in advance
- Maintain continuous contact with port authorities for updated security and operational conditions
- Ensure all tankers comply with cargo regulations to avoid being classified as illegal

As of June 2026, the port situation in Libya is reported to be as follows:

Port Name	Status	Risk to Vessels in Port	Risk to Personnel Ashore
Tripoli	Operational	LOW	LOW
Bouri	Operational	LOW	LOW
Zuwara	Operational	MODERATE	SUBSTANTIAL
Melittah	Operational	MODERATE	SUBSTANTIAL
Zawiya	Operational	SUBSTANTIAL	SUBSTANTIAL
Tripoli	Operational	SEVERE	SEVERE
Khoms	Operational	MODERATE	SUBSTANTIAL
<i>Central Libya Sector</i>			
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
<i>East Libya Sector</i>			
Benghazi	Operational	LOW	SEVERE
Derna	Operational	SEVERE	CRITICAL
Tobruk	Operational	LOW	MODERATE
Marsa El Hariga	Operational	LOW	MODERATE

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

Black Sea / Sea of Azov / Caspian Sea

Threat Level: HIGH

Area of Concern: Black Sea, Sea of Azov

Date Assessed: June 2026

Current Situation Overview

Commercial shipping continues through Ukraine's Black Sea humanitarian corridor, and ports remain operational. However, the security environment remains highly volatile due to ongoing Russia-Ukraine hostilities, with demonstrated threats extending across broad areas of the Black Sea and coastal waters. Maritime risks remain elevated for commercial vessels transiting the region. **Since early 2026, Russia has carried out several missile/drone strikes that have damaged Ukrainian port infrastructure and commercial vessels in and around Chornomorsk and Odesa. Further attacks are likely to continue this year. As of June 2026, ports remain open and are operational in Ukraine, however, there is a significant risk to vessels sailing to both Ukrainian and Russian terminals in the Black Sea.**

Threats to Vessels

The threat to vessels transiting or operating in the Black Sea and Sea of Azov remains **HEIGHTENED** due to multiple concurrent risk vectors:

- Sea mines: Drifting and moored mines remain a persistent hazard
- Missile and drone attacks: Long-range strikes and unmanned systems continue to pose direct threats to surface vessels
- Electronic Interference: GPS jamming and AIS spoofing have been widely reported
- Cyberattacks: Targeted and opportunistic cyber threats against vessel navigation and communications systems persist
- Collateral damage: Military operations may produce unintentional impacts on commercial shipping

High-Risk Zones

Designated elevated war zones include:

- Sea of Azov and defined Black Sea coordinates (as per Joint War Committee (JWC) and naval notices), extending:
 - From the Ukraine-Romania border eastward through specified high seas points towards Russia-Georgia waters
- All inland waters of Ukraine, including those in Crimea and other occupied territories
- Select inland waters of Russia, notably the River Don, Donets and adjoining zones
- Inland waters of Belarus south of latitude 52° 30' N

Threats to Shipping

- Port and Sea Mine Hazards
 - Major operational ports remain under constant risk of missile strikes and mine contamination
 - Mines – both drifting and moored – have been identified throughout the Central and Western Black Sea
 - Recommended best practice is daylight-only transits to aid visual detection of suspicious objects

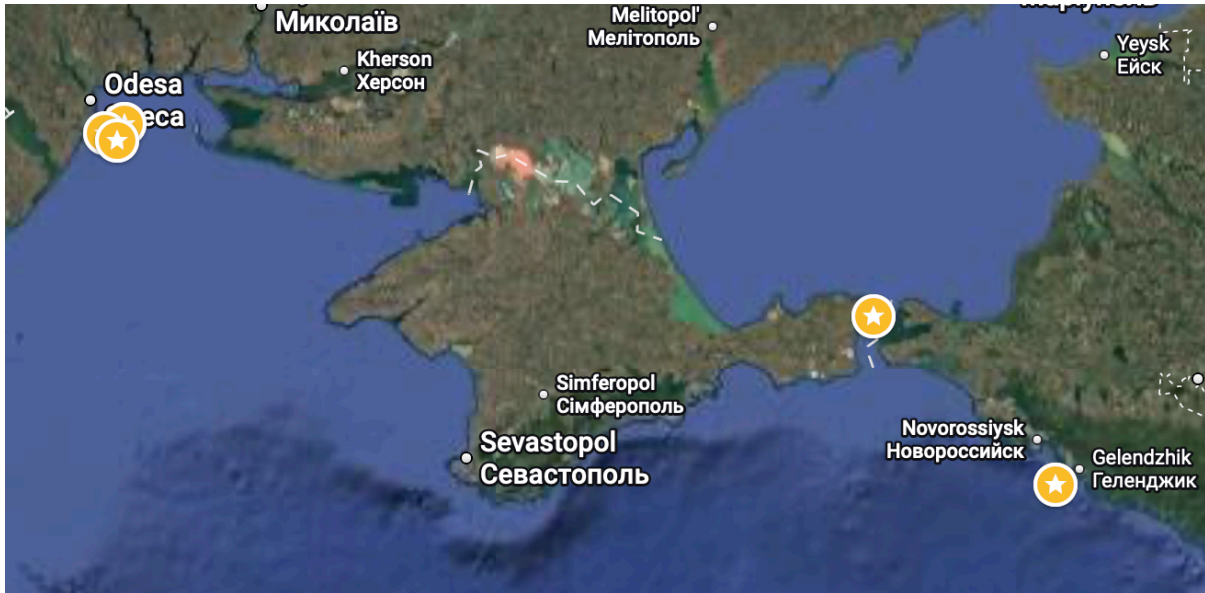
- Vessels must actively avoid floating objects, maintain enhanced visual watches and follow all navigational warnings
- Electronic and Cyber Threats
 - GPS jamming and AIS spoofing events continue to affect navigation accuracy
 - Communications systems, including VHF and satellite comms, have experienced interference and cyber events
 - Maintain alternative positioning and security communication measures where practicable.
- Collateral and targeted risks
 - Harassment or diversion by military assets cannot be ruled out
 - Russian forces have been known to interfere with non-compliant vessels and may issue contradictory instructions
 - Commercial shipping has been struck or affected by missiles and strikes, regardless of flag state

Advisory

All vessels operating in or transiting the Black Sea and Sea of Azov are strongly advised to implement the following precautions:

- Extreme Vigilance: Maintain enhanced radar, visual and lookout procedures at all times
- Daylight Transits: Restrict transit through risk zones to daylight hours where feasible
- Floating Object Avoidance: Exercise heightened caution and avoid all floating or suspicious objects as these may be mines or decoys
- Monitor Official Warnings: Actively monitor and adhere to navigational warnings and military safety broadcasts
- Maintain Communications: Stay in regular contact with company security officers, flag state advisories, and maritime coordination centres
- Electronic Mitigation: Equip and test redundant navigation and communication systems to counter GPS/AIS disruption
- Cyber: Follow best practices for cybersecurity
- Contingency Planning: Prepare voyage plans and emergency procedures for rapid response to mines, strikes, or interference events

Current Incidents



- 22 June (Black Sea)** – Reports indicate that a Russian Unmanned Aerial Vehicle (UAV) has struck a Turkish-owned bulk carrier whilst underway in the Black Sea. The Panamanian-flagged vessel was bound for a Ukrainian port when it was hit by the drone strike, sparking a fire onboard and causing significant damage. Ukrainian naval forces conducted a rescue operation and evacuated the crew via life raft. One crewmember was killed in the attack and two crewmembers were injured. Reports also indicate that up to three additional vessels have been struck in the Black Sea whilst underway to Ukrainian ports.
- 21 June (Kerch Strait)** – Reports indicate that Ukrainian drone strikes targeted oil infrastructure at multiple port facilities in Crimea. The strikes hit an oil depot in the port city of Kerch, Crimea. Russian-installed authorities reported at least four fatalities in Crimea and twenty-eight wounded. The Russian Ministry of Defence stated that 239 Ukrainian drones were shot down overnight. **Update** – Reports indicate that during the drone strike, a commercial rail ferry was struck whilst transiting the Kerch Strait and video footage circulating on social media indicates that a further two ferry's may have also been struck whilst operating in the Kerch Strait.
- 18 June (Black Sea)** – Reports indicate that there has been a Ukrainian drone strike on an Equatorial-Guinea flagged tanker while underway off Novorossiysk, Russia. Reports state that the vessel may have been part of the Russian shadow fleet used to export oil and that the tanker is subject to sanctions imposed by the EU, Switzerland, UK, Canada and Ukraine.
- 18 June (Black Sea)** – Reports indicate that Russia conducted an Unmanned Aerial Vehicle (UAV) attack on a Panama-flagged cargo vessel as it was transiting along the Ukrainian coastline in the Black Sea. One crewmember was killed and two others were injured in the attack. Panama's Maritime Authority (AMP) has said that the ship was able to continue on its course.
- 18 June (Black Sea)** – Reports indicate that Russia conducted an Unmanned Aerial Vehicle (UAV) attack on a St Kitts and Nevis-flagged cargo vessel as it was transiting along the Ukrainian coastline in the Black Sea. Reports indicate that three crewmembers suffered light injuries. Ukrainian officials have said that the ship was able to continue its voyage.

Late Reported Incidents

No late reported incidents

Indian Subcontinent

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

Pacific Ocean Area / Australia / New Zealand

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

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.

MS Risk is a signatory of the International Code of Conduct and member of ICOCA. All work is compliant to the Voluntary Principles for Security and Human Rights. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services worldwide.

MS Risk has dedicated researchers, a 24/7 hotline service and a team of experienced consultants to support client needs.

MS Risk supports clients in a variety of business sectors with the following services:

SECURITY CONSULTING

- Risk assessments and intelligence reporting
- Planning and management
- Due diligence and investigations

CRISIS RESPONSE

- Crisis management
- Business continuity management
- Hostile operations support to commercial interests

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

More information is found at www.msrisk.com
24 hr Global Contact Information: +44 207 754 3555
Email: info@msrisk.com
Email: operations@msrisk.com

References are always available

A Fresh Perspective in Marine Insurance Broking

Price Forbes Marine is a specialist team within Price Forbes, formed by bringing together a group of individuals who share the same values and ambitions in the shipping insurance industry. These values benefit you by providing a unique combination of experience, flexibility, strong trading relationships and state of the art technology.

Experienced and highly regarded

Price Forbes Marine provides a fresh approach to broking with strong independent financial backing. The company has an experienced, highly regarded, qualified team, which has the resources and skills to operate to the highest standards whilst at the same time harnessing the creative thinking of some of the best talent in the market.

Flexibility

The Price Forbes Marine team has the structure and ability to be agile and act quickly. The focus is on direct or assisted retail relationships, which means they are able to quickly gain a detailed understanding of your operations, which they use to derive the best benefits from the market. This approach is complemented by an exemplary level of service; achieved by designing IT systems with your needs in mind.

Trading relationships

The team enjoy some of the strongest underwriting relationships in the marine insurance market, a number of which span many decades. This is a key benefit to owners in an industry where the trust and respect of individuals leads to tangible benefits for clients with your placing and claims.

Bridge

This fresh approach is underpinned by our secure, state of the art, client platform Bridge, which provides clients with access to their insurance programme from anywhere in the world. Bridge has been designed to reduce the administrative burden on the insurance team, providing the following supportive components to clients:

- instant access to policy documentation
- dynamic claims tracking from initial advice to final settlement
- AIS-linked for asset tracking
- premium monitoring
- quoting, negotiation and binding of war breaches, including immediate production of invoices

Product Classes

Price Forbes Marine offer the cost effective placement of **all types of cover from physical damage and liability to business interruption** which includes the following:

Primary Delay/Loss of Hire under 14 days

Gas off-take protection

Charter Termination

Liquidated Damages

Force Majeure cover

Delay in Delivery

Unique War Risks and K&R products and structures

MS RISK Limited

Clearwater
Quarterbridge Road, Douglas
Isle of Man, IM2 3RQ

24hr Global Contact: +44 207 754 3555

Email: info@msrisk.com

Directors

S.J. Bingham, L.G. Morrissey, P.O.J. Tracy
Registered in the Isle of Man No. 137889C

Price Forbes

The Minster Building
21 Mincing Lane, London EC3R 7AG
www.priceforbes.com

20
26