MS RISK LIMITED

WEEKLY MARITIME REPORT

Global Maritime Activity and Incident Report for the Current Reporting Period

15 July 2026

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Incidents at Sea: 8 – 14 July 2026

Region	Incidents	Late Reported Incidents	Threat Level
Gulf of Aden / Red Sea / Indian Ocean / East Africa	1	0	MODERATE
Arabian Gulf / Strait of Hormuz / Gulf of Oman	4	0	SEVERE
Gulf of Guinea	0	0	MODERATE
East Asia	0	0	HIGH
North America	0	0	LOW
Central America / Caribbean / South America	0	0	LOW
Atlantic Ocean	0	0	LOW
Northern Europe / Baltic Sea	1	0	LOW
Mediterranean Sea	0	0	LOW - MODERATE
Black Sea / Sea of Azov / Caspian Sea	3	0	HIGH
Indian Subcontinent	0	0	LOW
Pacific Ocean Area / Australia / New Zealand	0	0	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

Gulf of Guinea / Red Sea / Indian Ocean / East Africa

Red Sea / Bab el-Mandeb Strait Advisory

Threat Level: Moderate
Areas of Concern: Red Sea and Bab el-Mandeb Strait
Date Assessed: July 2026

The maritime security environment remains sensitive due to ongoing regional tensions involving Iran and aligned non-state actors. Although a fragile ceasefire remains in place and large-scale Houthi attacks have not resumed, the risk of renewed attacks on commercial shipping cannot be ruled out. Increased reliance on the Red Sea route, following disruptions in the Strait of Hormuz, has heightened the strategic importance of the Bab el-Mandeb Strait.

Key Risks

- Potential resumption of Houthi attacks targeting merchant shipping
- 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

East Africa

Threat Level: High
Areas of Concern: Somali Coast, Somali Basin, Gulf of Aden, Arabian Sea, Indian Ocean
Date Assessed: July 2026

Piracy threat remains elevated following a series of incidents involving hijackings, armed approached, and attempting boardings. Recent activity suggests increased confidence and coordination amongst pirate groups operating from the Somali coast, often using small, fast craft.

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

Current Incidents

1. **13 July (Gulf of Aden)** – UKMTO has received a report of an incident 50 nautical miles south of Aden, Yemen. A tanker travelling east in the IRTC reported being approached by 6 small boats approaching from the starboard side. One of the small boats closed to 5 cables of the vessel. The armed security team on board the tanker fired warning shots. The other 5 small boats remained at 1 nautical mile from the vessel.

Late Reported Incidents

No late reported incidents

Arabian Gulf / Strait of Hormuz / Gulf of Oman

Threat Level: Severe
Areas of Concern: Arabian/Persian Gulf, Strait of Hormuz, Gulf of Oman
Date Assessed: July 2026

As of 7 July 2026, the threat level in the Strait of Hormuz has been raised to 'severe,' after Iran attacks several tankers using the US Navy route. Vessels should remain alert to the presence of naval mines while clearance operations continue. The International Traffic Separation Scheme (TSS) should be avoided until further notice. In June 2026, a confirmed mine was located at Latitude 26°24'34.920"N, Longitude 056°20'40.128"E.

The southern transit route within Omani Territorial Water (TTW) has been confirmed clear of mines and is currently the recommended route. The following transit corridor has been assessed as 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

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

Current Incidents

1. **14 July (Gulf of Oman) –** UKMTO has received a report of an incident 40 nautical miles northeast of Qalhat, Oman. The master of chemical tanker ***STOLT MAGNESIUM*** reported being hit by an unknown projectile on the starboard side engine room, resulting in a fire. All crewmembers are safe and accounted for with no environmental impact reported. Authorities are investigating the incident.
2. **14 July (Strait of Hormuz)** – The United Arab Emirate's Ministry of Defence has confirmed that tanker ***MOMBASA B*** was hit by Iranian cruise missiles while transiting the southern route through the Strait of Hormuz, about 8.5 nautical miles off the coast of Musandam. The incident caused material damage and a fire onboard which has since been brought under control. The 21-crewmembers on board were evacuated by a cooperating vessel, with six sustaining injuries of varying severity. The incident reportedly occurred in Omani territorial waters.
3. **14 July (Strait of Hormuz)** – The United Arab Emirate's Ministry of Defence has confirmed that tanker ***AL BAHYAH*** was hit by Iranian cruise missiles while transiting the southern route through the Strait of Hormuz, about 9.6 nautical miles off the coast of Musandam. The incident caused material damage and a fire onboard which has since been brought under control. Eighteen crewmembers were evacuated, while search operations are ongoing for three missing crewmembers.
4. **11 July (Strait of Hormuz)** – UKMTO has received a report of an incident 9 nautical miles east of Oman. Military authorities have reported that at 2240 hrs UTC, the UAE-owned, Cyprus-flagged containership ***GFS GALAXY*** was struck by an unidentified projectile, damaging the vessel's stern and causing extensive engine room damage and a fire. The crew abandoned the vessel in a lifeboat. Reports indicate that the

vessel had departed Jebel Ali and was transiting eastbound through the Strait of Hormuz with its AIS switched off.

Late Reported Incidents

No late reported incidents

Regional Reporting

- **13 July (Strait of Hormuz)** – The US military will begin enforcing a maritime blockade on Iran on 14 July, the US Navy-led Joint Maritime Information Centre (JMIC) said on Monday. In an advisory, the centre said that the blockade, which will cover all of Iran's ports, oil terminals and coastal areas, will be enforced for all vessel traffic, regardless of flag, from 2000 GMT on 14 July. The statement further said that "any vessel suspected of entering or departing the blockaded area without authorization is subject to interception, diversion, and capture. Non-compliant vessels may be legally compelled with force." The centre noted that transit through the Strait of Hormuz heading to or from non-Iranian destinations will not be impeded. Additionally, US President Trump stated on Monday that the US would be reimbursed 20% on all cargo shipped through the Strait of Hormuz after Tehran over the weekend claimed it had closed the waterway. He stated that the US would be reimbursed "...for any and all costs necessary to do the job of providing safety and security to this very volatile section of the world," adding that the process would begin immediately, without elaborating. The US president had floated the idea earlier in a phone interview with Fox News' "Fox & Friends" programme, stating that the US would probably take over the strait and should be reimbursed. **Update (14 July)** – The US military said Tuesday that it has reimposed its blockade of Iranian ports in response to Iran's attacks on commercial ships in the Strait of Hormuz. Additionally, US President Trump has dropped the plan to collect 20% on all cargo shipped through the waterway, citing requests from allies in the Gulf.
- **13 July (Strait of Hormuz)** – The UN's shipping agency, the International Maritime Organization (IMO), stated on Monday that it opposes fees on ships passing through maritime waters noting that it would wait for more details after US President Trump said that he would reinstate a naval blockade on Iran and charge 20% on all cargo shipped through the Strait of Hormuz. A spokesperson with the IMO stated, "we have always been consistent on our stance on fees – IMO stands firmly against charging fees for passage through the straits used for international navigation. There is no legal basis through which to introduce mandatory tolls simply to transit through a strait." Officials within the shipping industry have also expressed concerns at the latest development, adding that such a move in their assessment would violate international law.
- **12 July (Strait of Hormuz)** – US and Iranian forces exchanged heavy missile and drone assaults, with Tehran targeting US facilities in states across the Gulf on Sunday. While the strikes were the latest in a cycle of attacks and counter-attacks, they marked an escalation in pace and range, with Iran's strikes extending to Qatar. The United Arab Emirates, which had not been targeted since early May, also reported that its air defences had engaged missiles and drones from Iran. The US military began launching more strikes against Iran at 5 PM ET on Sunday, according to a statement posted on X by the Central Command, which stated, "to continue degrading their ability to attack civilian mariners and commercial ships freely transiting the Strait of Hormuz." Iranian media reported on Sunday that there had been missile attacks and explosions around the port cities of Sirik and Bandar Abbas, and nearby Qeshm Island. In a statement, Iran's foreign ministry condemned "aggressive" US attacks against Iran over the weekend, with the ministry also stating that talks between Iran and Oman on Saturday in Muscat, which focused on

arrangements for managing the strait and transit routes, were unable to reach a result because of “overt and covert” US pressure on Oman.

- **11 July (Strait of Hormuz)** Late on Saturday, Iran announced that it was closing the waterway after firing a warning shot that struck a vessel travelling on an unauthorized route. **Update (12 July)** – On Sunday, Tehran stated that passage through the Strait of Hormuz remained suspended and that permits would be issued once “stability and calm” were restored. **Update (13 July)** – Iran’s Revolutionary Guards said in a statement on Monday that the only way to restore regular shipping traffic through the strait was to end US military interventions in the waterway, warning that “continued interference could lead to greater incidents in the global oil and gas sector.”

Gulf of Guinea

Threat Level: Moderate
Areas of Concern: Gulf of Guinea, including EEZ waters off Nigeria, Benin, Togo, Ghana and Equatorial Guinea
Date Assessed: July 2026

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

Incidents: 0

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

East Asia / Southeast Asia

Threat Level: High
Areas of Concern: Singapore Strait, Sulu-Celebes Seas, Eastern Sabah, Coastal Southeast Asia
Date Assessed: July 2026

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

Incidents: 0

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

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
Areas of Concern: Venezuelan Territorial Water, Gulf of Venezuela, Caribbean approaches
Date Assessed: July 2026

The maritime security environment in and around Venezuelan waters remains at a moderate threat level. Commercial shipping continues to face risks associated with political uncertainty, sanctions enforcement, organized crime, and limited maritime law enforcement capabilities. Vessels calling at Venezuelan ports should anticipate enhanced scrutiny, while opportunistic criminal activity remains possible in ports, anchorages, and coastal waters.

Key Areas of Concern

Ports and Anchorages

- Possible delays due to enhanced inspections and administrative controls
- Opportunistic theft, robbery, and criminal activity remain a concern alongside security incidents in port areas
- Limited port security resources may affect incident response capabilities

Gulf of Venezuela/Caribbean Approaches

- Continued risk from small-boat criminal activity, including robbery and theft
- Potential for sanctions-related inspections or enforcement actions involving vessels engaged in Venezuelan oil trades
- Limited maritime security assets may increase vessel vulnerability, particularly at anchor or when operating close to shore

Recommendations

Before Entering the Region

- Conduct a voyage-specific security and sanctions compliance risk assessment
- Review the Ship Security Plan and ensure all communications, navigation, and security equipment are fully operational

- Brief all crewmembers on the current threat environment, reporting procedures, and emergency response actions
- Verify charter party instructions, and applicable sanctions requirements before accepting cargo or port calls

During Transit

- Maintain enhanced 24-hour visual and radar watchkeeping
- Avoid unnecessary loitering in ports, anchorages, and near coastal waters where security conditions are uncertain
- Maintain regular communication with the Company Security Officer (CSO)
- Monitor navigational warnings, flag State advisories, and official maritime security updates throughout the voyage
- Report suspicious activity or security incidents to the appropriate coastal authorities and company security management without delay

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

Regional Reporting

- **8 July (Panama)** – The Panama Canal Authority (ACP) will further reduce the maximum authorized draft for vessels transiting its Neopanamax locks later this summer, tightening restrictions as forecasts point to a strengthening El Niño that could reduce rainfall across the canal watershed. In an advisory issued on 1 July, the ACP announced that the maximum authorized draft will be lowered to 49.0 feet (14.94 metres) tropical fresh water (TFW) effective 24 July, followed by a further reduction to 48.5 feet (14.78 metres) beginning 15 August. The reductions follow the initial cut to 49.5 feet that took effect on 3 July. The canal authority reported that the changes are part of its water management strategy to ensure the "safe, reliable and sustainable" operation of the waterway under current hydrological conditions while preparing for the expected impacts of El Niño. The advisory noted that "the ACP will continue to closely monitor lake levels and hydrological projections and will announce any additional operational adjustments as deemed necessary." The move marks the second round of operational adjudgments announced this year and reflects growing confidence that El Niño is taking hold.

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: Low - Moderate
Areas of Concern: Mediterranean Sea, waters off Israel, Libya and Syria
Date Assessed: July 2026

The Mediterranean maritime security environment remains at a low – moderate threat level, with elevated risks concentrated in the Eastern Mediterranean due to regional instability, military activity, and potential conflict spillover from the wider Middle East. Commercial vessels are not currently assessed as deliberate targets, however, heightened military activity, unmanned systems, and regional tensions increase the risk of misidentification, operation disruption, and navigational uncertainty.

Mediterranean Sea

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 (July 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

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
Areas of Concern: Black Sea, Sea of Azov, Kerch Strait, Caspian Sea
Date Assessed: July 2026

The maritime security environment in the Black Sea and Sea of Azov remains at a high threat level due to the ongoing Russia-Ukraine hostilities, continued military activity, and persistent threats to commercial shipping. Ukrainian ports remain operational, and commercial traffic continues through designated maritime corridors, however, vessels operating near Ukrainian and Russian terminals continue to be exposed to elevated risks from military strikes, mines, electronic interference and collateral damage. This risk extends across the entire Black Sea region, including in waters off Turkey.

The Caspian Sea remains a comparatively lower risk but may be affected by regional security developments, sanctions-related activity, and increased military presence.

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

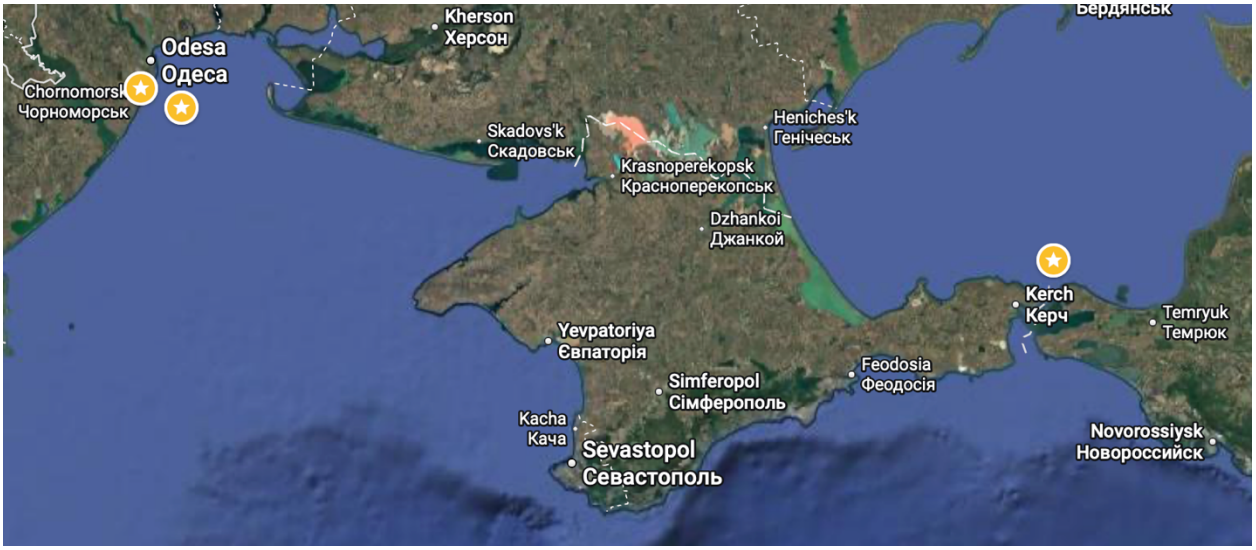
Advisory

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.

Current Incidents



1. **12 July (Sea of Azov)** – A Ukrainian drone struck a tanker as it was entering the Azov-Black Sea Canal. A fire caused by the attack was later brought under control and there was no risk of an oil spill as the vessel was empty at the time of the incident. No casualties have been reported.
2. **12 July (Black Sea)** – A Russian attack on a Togolese-flagged civilian merchant vessel killed three crewmembers and injured five others. The vessel, carrying mineral fertilisers, was docked in the Ukrainian port of Chornomorsk in the Odesa region at the time of the attack.
3. **11 July (Black Sea)** – According to Ukrainian officials, a Saint Kitts and Nevis-registered vessel was struck, resulting in a fire breaking out on board the vessel. No crewmembers were injured in the incident.

Late Reported Incidents

No late reported incidents

Regional Reporting

- **13 July (Sea of Azov)** – Shipping in the Sea of Azov, the route for a quarter of Russia's grains exports, remained restricted on Monday for security reasons following Ukrainian attacks on tankers and other commercial vessels in the area, according to three industry sources. The restrictions on shipping entering and exiting the sea went into force on 10 July. One source has reported that commercial vessels could move freely in the Sea of Azov but could not enter or leave via the Kerch Strait, which links it to the Black Sea, or the Azov-Don channel, a navigable waterway connecting the Don River with the Sea of Azov. The sources have reported that Russian authorities have not formally announced the curbs, with the Kremlin on Monday referring a questions about shipping restrictions in the Sea of Azov to the Transport Ministry, which so far has not commented.
- **13 July (Sea of Azov)** – Ukrainian forces hit seven Russian fuel tankers, five dry-cargo vessels and a batch of other vessels in the Sea of Azov as Kyiv expands the scope of its maritime attacks in the area. In a statement on Monday, Ukraine's General Staff disclosed that "the tankers are used to transport Russian oil and petroleum products in circumvention of international sanctions," adding that "dry-cargo ships and tugboats provide transportation of military cargo, equipment, material and technical means," ensuring

Russia's maritime logistics. The statement did not provide further information on the vessels, and how many have been targeted has not been independently verified. Last week, Ukraine carried out almost daily attacks on Russia-linked ships in the Sea of Azov, initially stating that the goal was to choke off fuel supplies to occupied Crimea. The attacks widened to include other types of vessels, with Russia responding by targeting Ukraine's Black Sea ports, damaging at least one foreign vessel there on Monday.

- **13 July (Russia)** – Russia's Ministry of Defence has confirmed attacks on Chornomorsk, in which two vessels were impacted over the weekend. The ministry asserted that the vessels were supporting Ukraine's armed forces with military cargoes. Chornomorsk was reported to have been struck three days in a row, with Russia claiming that it had targeted port infrastructure used for unloading military cargo, fuel storage tanks, and an ammunition warehouse. The report claimed to have damaged fuel and lubricant tanks and a fuel pumping station in the port area. Russia stated that it had also damaged two Ro-Ro ferries and a bulk carrier. Ukraine has reported that port infrastructure and civilian facilities were damaged and that six port workers, drivers and sailors were killed over the past three days. It has been said that a port worker was killed on 10 July and that three drivers were killed on 11 July. It was also reported that civilian buses and a residential building in Odesa had been struck. Russia is believed to be retaliating against Ukraine's ongoing campaign targeting the energy sector and Crimea.
- **9 July (Sea of Azov)** – Ukrainian drones hit a dozen more Russian tankers in the Sea of Azov overnight, Ukraine's military reported on Thursday. According to the Ukrainian military's General Staff, the vessels were used to supply fuel to the Russian military, and to transport oil and petroleum products in circumvention of international sanctions, adding that a tugboat and a dry cargo ship were also hit. The strikes bring the number of vessels targeting in the Sea of Azov and Black Sea over the past four days to 36, according to Ukraine's defence ministry. They include 32 so-called Russian "shadow fleet" tankers and two cargo ships, with the ministry stating that "they were all trying to deliver fuel to Crimea."
- **8 July (Black Sea)** – On Wednesday, during a NATO summit to expand a joint task force that clears mines floating in the Black Sea, Romania, Bulgaria and Turkey agreed to include missions to protect critical infrastructure, according to Bucharest's defence ministry. The three NATO states formed the de-mining task force in 2024 to counter the threat of floating mines after Moscow's invasion of Ukraine in 2022. Since then, it has neutralized more than 150 mines floating in the Black Sea across crucial trade lanes, with Turkey handling the bulk of them. At the alliance's summit in Ankara, the three states agreed to expand their missions to include critical infrastructure, including energy, telecoms and undersea pipelines.

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.

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