

MS RISK LIMITED

WEEKLY MARITIME REPORT

Global Maritime Activity and Incident Report for the
Current Reporting Period

8 July 2026



www.msrisk.com



+ 44 (0) 207 754 3555

Incidents at Sea: 1 – 7 July 2026.....	3
Gulf of Guinea / Red Sea / Indian Ocean / East Africa.....	4
Current Incidents.....	5
Late Reported Incidents.....	6
Regional Reporting.....	6
Arabian Gulf / Strait of Hormuz / Gulf of Oman.....	7
Current Incidents.....	8
Late Reported Incidents.....	8
Regional Reporting.....	8
Gulf of Guinea.....	11
Late Reported Incidents.....	12
East Asia / Southeast Asia.....	13
Late Reported Incidents.....	14
Regional Reporting.....	14
Worldwide.....	15
North America.....	15
Central America / Caribbean / South America.....	15
<i>Venezuela</i>	15
Atlantic Ocean.....	16
Northern Europe / Baltic Sea.....	17
Mediterranean Sea.....	17
<i>Mediterranean Sea</i>	17
<i>Libya</i>	18
Black Sea / Sea of Azov / Caspian Sea.....	19
Indian Subcontinent.....	21
Pacific Ocean Area / Australia / New Zealand.....	21
About MS Risk.....	22

Incidents at Sea: 1 – 7 July 2026

Region	Incidents	Late Reported Incidents	Threat Level
Gulf of Aden / Red Sea / Indian Ocean / East Africa	3	0	MODERATE
Arabian Gulf / Strait of Hormuz / Gulf of Oman	3	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	1	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

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 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 approaches, and attempted boardings. Recent activity suggests increased confidence and coordination amongst pirate groups operating from the Somali coast, often using small, fast craft.

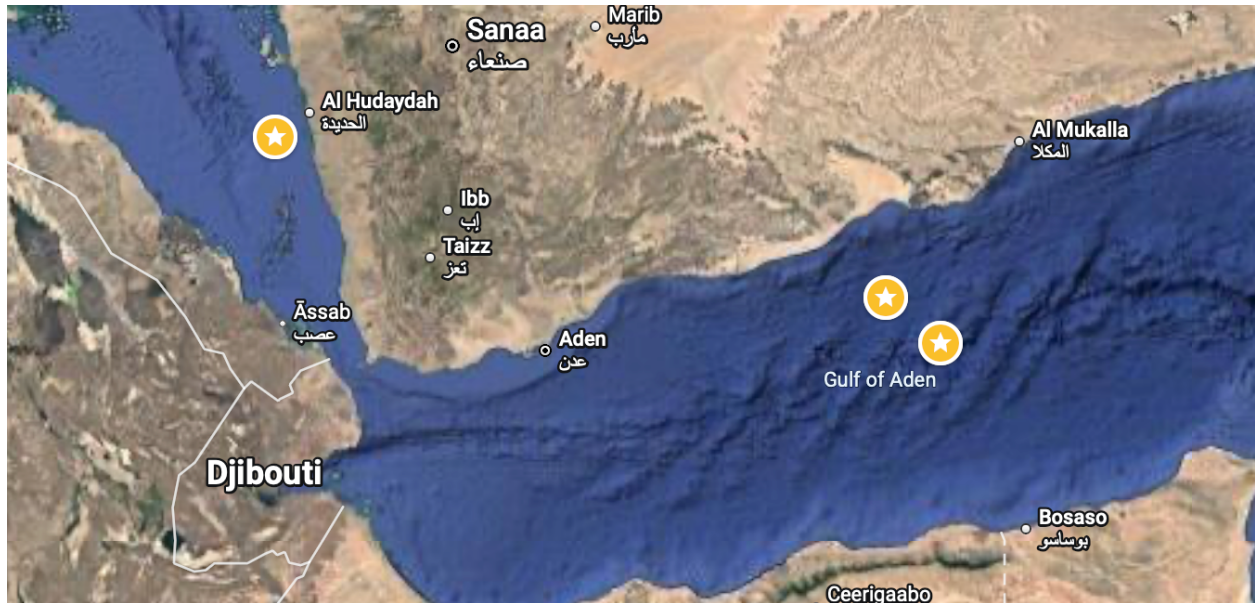
Key Risks

- 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. **5 July (Red Sea)** – UKMTO has reported an incident 30 nautical miles southwest of al-Hudaydah, Yemen. A cargo vessel issued a distress alert stating that it was under attack by unknown armed assailants. Authorities are investigating the incident, with reports indicating that the vessel involved is a Palau-flagged bulk carrier. **Update** – MSCIO has reported that the bulk carrier reported being approached by one skiff, which closed to within 20 metres of the vessel and opened fire. The armed security team onboard returned fire, after which the skiff moved away and proceeded towards a mothership vessel located approximately 2 nautical miles away, with AIS switched off. The vessel and crew are reported safe. Operation ATALANTA is investigating the incident.
2. **1 July (Gulf of Aden)** – UKMTO has received a report of an incident 76 nautical miles south of Balhaf, Yemen. The Master of a Saint Vincent and the Grenadines-flagged cargo vessel reported being approached by multiple small craft carrying armed persons onboard. The crew were mustered in the citadel and were reported safe. **Update** – UKMTO has been informed that the suspicious small craft has now departed from the vessel but remains active in the area and could possibly be a risk for other vessels operating in the area. The CSO reports that the vessel sustained minor damage on the bridge and confirms one suspicious small craft with 4 persons on board, armed with an RPG. **Update** – UKMTO has issued further information attained from the Captain, classifying the incident as a boarding. The crew remain secure in the citadel and are reported to be safe. **Update** – MSCIO has received information that the crew is safe and that the vessel is under the crew's control. No pirates are reported to be onboard. The vessel has resumed navigation.
3. **1 July (Gulf of Aden)** – UKMTO has reported an incident 85 nautical miles south of Balhaf, Yemen. The Master of a tanker reported that a small craft approached the vessel on the port quarter at 2 nautical miles. The small craft was described as having a low free-board and orange interior, with four persons on board. The small craft has since left the vicinity, proceeding south. The crew are reported to be safe and the vessel is continuing its voyage.

Late Reported Incidents

No late reported incidents

Regional Reporting

- **6 July (Somalia)** – The head of the International Maritime Organization (IMO) has called for urgent international action to secure the release of 44 seafarers being held captive by pirates in Somali waters, warning that crews remain under severe humanitarian strain. Speaking at the opening of the IMO Council’s 137th session in London on Monday, IMO Secretary-General Arsenio Dominguez said that the captive seafarers are running critically low on food and water while facing the constant threat of violence aboard the three hijacked vessels. The 44 crewmembers are being held on the **MT HONOUR 25**, **EUREKA**, and **SWARD**, which were seized in separate hijackings between April and May off Somalia and the Gulf of Aden. Dominguez told Council members that “these incidents are a stark reminder that the threat posed by piracy and armed robbery to seafarers has not receded and continues to warrant vigilance and support for coordinated action.”
- **1 July (Gulf of Aden)** – A merchant vessel was illegally boarded by armed personnel off Yemen on Wednesday, with another ship reporting a suspicious approach in nearly the same area hours later. UKMTO has reported that the first incident occurred approximately 76 nautical miles south of Balhaf, Yemen, with initial reports describing a suspicious small craft approaching the vessel. A subsequent investigation found that four armed individuals aboard the craft had successfully boarded the ship. UKMTO has since classified the incident as an illegal boarding, stating that the unauthorized personnel caused damage to the vessel’s bridge and several adjacent compartments before departing. The crew retreated to the ship’s citadel and were reported safe. The attackers were reported to have been armed with an RPG. After leaving the vessel, the small craft remained active in the area, raising concerns that it could pose a threat to other vessels. Just two hours later, UKMTO issued a second advisory after the master of a tanker reported another suspicious approach roughly 85 nautical miles south of Balhaf. In that incident, the tanker reported that a small craft with four persons onboard approached to within about 2 nautical miles off its port quarter before turning away and proceeding south. The crew was reported safe, with the vessel continuing its voyage. The two incidents occurred in the same area of the Gulf of Aden, with authorities warning that the group appears to be searching for additional targets. As of 3 July, three ships remain held by pirate groups in Somalia.

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

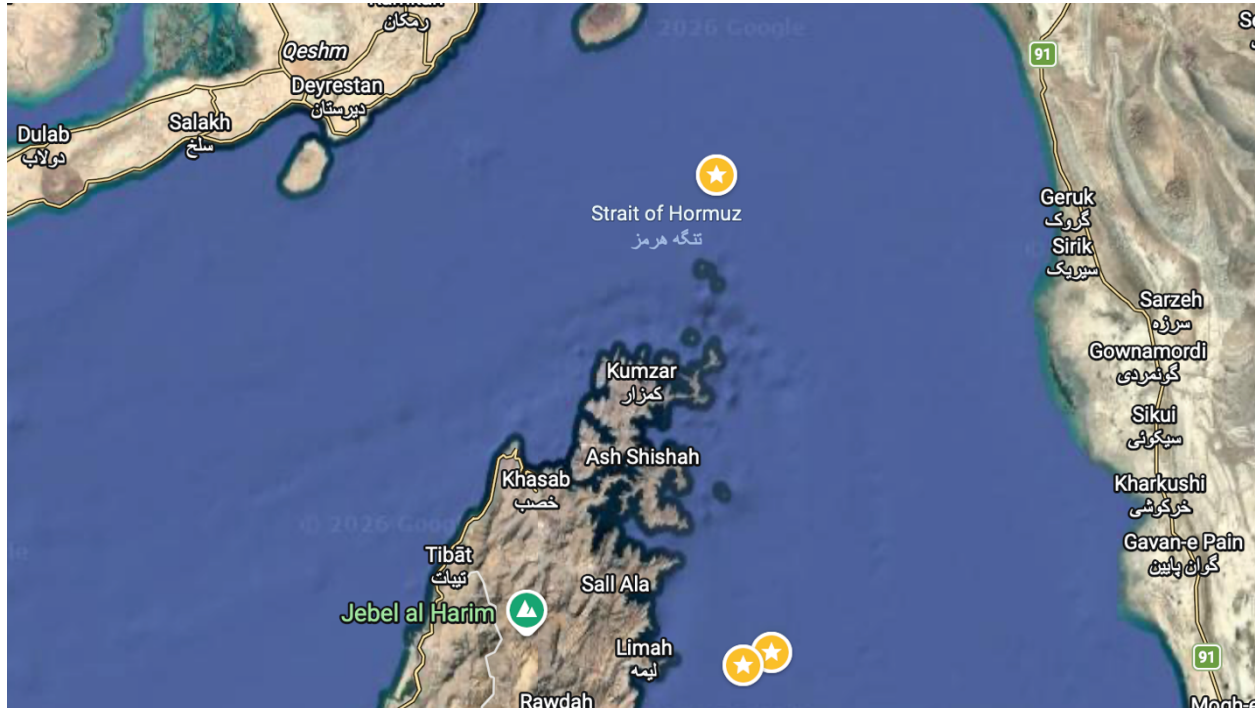
- Maintain maximum safe speed through chokepoints
- Avoid unnecessary deviations towards military or energy infrastructure
- Ensure AIS operation complies with flag state and naval guidance
- Maintain enhanced bridge watch, radar surveillance, and continuous monitoring of VHF Channel 16
- Review the 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. **7 July (Strait of Hormuz)** – UKMTO has received a report of an incident involving a tanker transiting the Strait of Hormuz. The tanker was struck by an unknown Uncrewed Aerial Vehicle (UAV) and sustained minor structural damage. No casualties or environmental impact have been reported and the vessel is continuing to its next port of call. Officials are investigating the incident.
2. **6 July (Strait of Hormuz)** – UKMTO has received a report of an incident involving a tanker transiting the Strait of Hormuz. The tanker was struck by an unidentified projectile and is believed to have structural damage. No casualties or environmental impact have been reported. Officials are investigating the incident.
3. **6 July (Strait of Hormuz)** – UKMTO has received a report of an incident 8 nautical miles east of Limah, Oman. A tanker reported being hit by an unknown projectile on the port side, causing a fire, whilst travelling southbound. No casualties or environmental impact have been reported. Officials are investigating the incident.

Late Reported Incidents

No late reported incidents

Regional Reporting

- **7 July (Strait of Hormuz)** – The Joint Maritime Information Centre has increased the threat level in the Strait of Hormuz to “severe” due to renewed Iranian attacks on vessels this week. The Joint Maritime

Information Centre cautioned mariners that “deliberate hostile action” by Iran is “likely under current conditions.” UKMTO has indicated that it received three separate reports of tankers coming under attack in or near the Strait of Hormuz this week.

- 7 July (Iran)** – The US began a “series of powerful strikes” against Iran on Tuesday in retaliation for Iranian attacks on three commercial vessels transiting the Strait of Hormuz, the US Central Command confirmed. In a statement on X, CENTCOM said that “US Central Command forces have begun launching a series of powerful strikes against Iran to impose heavy costs for targeting and attacking commercial shipping crewed by innocent civilians in an international waterway,” adding that “the US strikes are in response to Iranian attacks on three commercial vessels that were transiting the Strait of Hormuz. Iran’s demonstrated aggression was unwarranted, dangerous, and a clear violation of the ceasefire.”
- 5 July (Strait of Hormuz)** – On Sunday, Qatar stated that maritime activities would resume with immediate effect, according to a Transport Ministry statement posted on X. This reverses a 29 June advisory that had urged the temporary suspension of sailing and fishing boats until further notice, though commercial shipping was exempted. The ministry on Sunday urged all maritime vessel operators and users to “abide by the maritime regulations and instructions in effect, to ensure the highest levels of safety and security for all trips.” While Qatar did not provide a reason behind the 29 June measure, it came a day after it said that one of its nationals had been killed after sustaining injuries from shrapnel due to “military operations in the region,” following the disappearance of his vessel.
- 3 July (Strait of Hormuz)** – A CMA CGM container ship struck by a missile in the Strait of Hormuz in early May is so badly damaged that the French shipping group may send it for scrapping, its chief executive said on Friday. The attack on the CMA CGM **SAN ANTONIO** injured several members of the crew, who were evacuated. CMA CGM’s Chairman and CEO Rodolphe Saade told a business conference in southern France that after being stranded in the strait for weeks, the *SAN ANTONIO* has been escorted to safety, without giving further details. He further disclosed that the group does not plan for now to start sending ships towards the Gulf again, adding that it was the Iranian side that was currently advising not to do so. Saade also reiterated his opposition to transit fees for using the Strait of Hormuz.
- 1 July (Iran)** – The Iranian Foreign Ministry said in a statement that, according to the Islamabad Memorandum of Understanding (MoU), the mine clearance work in the Strait of Hormuz will be carried out by Iran alone, and Iran will not cooperate with any other country on this matter. French President Emmanuel Macron had stated on 29 June that France and Oman have agreed to work jointly with partners to clear mines in the Strait of Hormuz to secure maritime routes. The French leader made the remarks on X after holding talks with Omani Sultan Haitham bin Tarik. Days later, the Iranian statement said that the current regional situation is sensitive and complex, and that Iran strongly advised France not to further complicate the situation with “provocative actions.”
- 1 July (Strait of Hormuz)** – South Korea’s Oceans Ministry stated Wednesday that the cargo vessel **NEMU**, operated by HMM, would exit the Strait of Hormuz in mid-July at the earliest once the damage sustained in an attack in May was repaired. The bulk carrier’s hull was hit near the stern in the attack, which Seoul said on 27 May probably involved an Iranian anti-ship missile, summoning the Iranian ambassador to share the results of its investigation and lodge a protest. Yonhap news agency reported that Saeed Koozechi, Iran’s ambassador to South Korea, denied Tehran’s involvement, with South Korea later stating that it could not conclusively determine who was responsible or whether the attack was intentional.
- 1 July (Strait of Hormuz)** – A foreign container ship ran aground in the shallow waters on the Omani side of the Strait of Hormuz on Wednesday, with Iran’s IRGC stating that the grounding was caused by the vessel straying from its approved corridor. Iranian officials stated that they had “repeatedly warned captains, shipowners and officials of shipping companies around the world that any entry or exit through routes other than the ‘Route of Authority’ in the Persian Gulf could lead to irreparable incidents.” The

vessel is believed to have been using the Oman corridor established last week by Muscat in coordination with the International Maritime Organization (IMO) as an alternative to Iran's designated route south of Larak Island.

- **1 July (Strait of Hormuz)** – Germany could recall the two naval vessels despatched to Djibouti if conditions for deployment to the Strait of Hormuz are not met soon, Defence Minister Boris Pistorius said in Berlin on Wednesday. Pistorius made the comments during a press conference held with Chancellor Friedrich Merz and NATO Secretary General Mark Rutte, noting that it was impossible to foresee when conditions would be met for operations to secure the key shipping route. Germany sent the minesweeper Fulda and the supply ship Mosel to the region in mid-June in preparation for mine clearance operations. However, such a deployment would require an agreement on a lasting end to hostilities, the consent of the neighbouring states of Iran and Oman, and the necessary legal approvals, including authorization from the German parliament. Pistorius disclosed that “at the moment, there is no scenario that I can see in the days and weeks ahead that the cork will be released from the bottle quickly and that we can enter the Strait of Hormuz to clear mines.”

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

Regional Reporting

- **1 July (Taiwan)** – Taiwanese ships off the island’s east coast should ignore any boarding and inspection demands by China’s Coast Guard, and if necessary Taiwanese Coast Guard vessels will intervene to stop this from happening, a senior official stated on Wednesday. Last month, China sent Coast Guard ships into the waters off Taiwan’s east coast for what it called a “special maritime traffic law-enforcement operation,” in a move that angered Taipei. China stated that the operation was in response to an announcement by Japan and the Philippines that they would begin formal talks on their maritime boundaries, which Beijing viewed as involving Chinese waters off Taiwan. Taking lawmaker questions in parliament, Hsieh Ching-chin, deputy head of Taiwan’s Coast Guard, said that if an “incident” occurred in those waters, ships should notify Taiwan’s Coast Guard and “not respond to the so-called boarding inspections” by Chinese vessels, adding that “if the situation is urgent, Coast Guard vessels will sail between the two ships to separate them,” referring to Taiwanese ships. Hsieh also stated that if a similar request was made to a foreign-registered ship inside Taiwanese waters, then “in order to defend our national sovereignty and maintain order in our waters, we will intervene,” adding that “in our waters, China has no jurisdiction.” While neither Taiwan nor China reported any ship boarding requests during last month’s Chinese patrol, Taiwan stated that the Chinese coast guard ships “harassed” commercial shipping by asking them information about their point of origin and destination and claiming jurisdiction. Taiwan has also stated that last month’s Chinese patrols were part of a broader pattern of harassment that has shown how Beijing is shifting its tactics away from purely military activity to quasi-civilian “grey zone” operations. In a written report to lawmakers, the Coast Guard reported that China is now using a variety of vessels, including ocean survey ships, to conduct routine operations not only around Taiwan but also the Taiwan-controlled Prats and Itu Aba Islands in the South China Sea, noting that this “reflects a pattern of grey-zone harassment that is multi-point, multi-form, and cross-regional across maritime areas.”

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

Atlantic Ocean

Current Incidents

No incidents reported during this period

Late Reported Incidents

No late reported incidents

Northern Europe / Baltic Sea

Current Incidents



1. **4 July (Gulf of Finland)** – Reports indicate that Ukraine launched a UAV strike targeting the St. Petersburg Oil Terminal, a petroleum transshipment pier located approximately five miles from the city centre. Ukraine also disclosed that an “important military target” was struck overnight in Kronstadt, a nearby naval base. The St. Petersburg governor confirmed a “massive” drone attack and acknowledged that the oil terminal was hit, reporting no casualties at the location. The Russian military also confirmed that Kronstadt naval base was struck. Casualties and damage at the Kronstadt naval base remain unknown.

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, Baniyas, 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

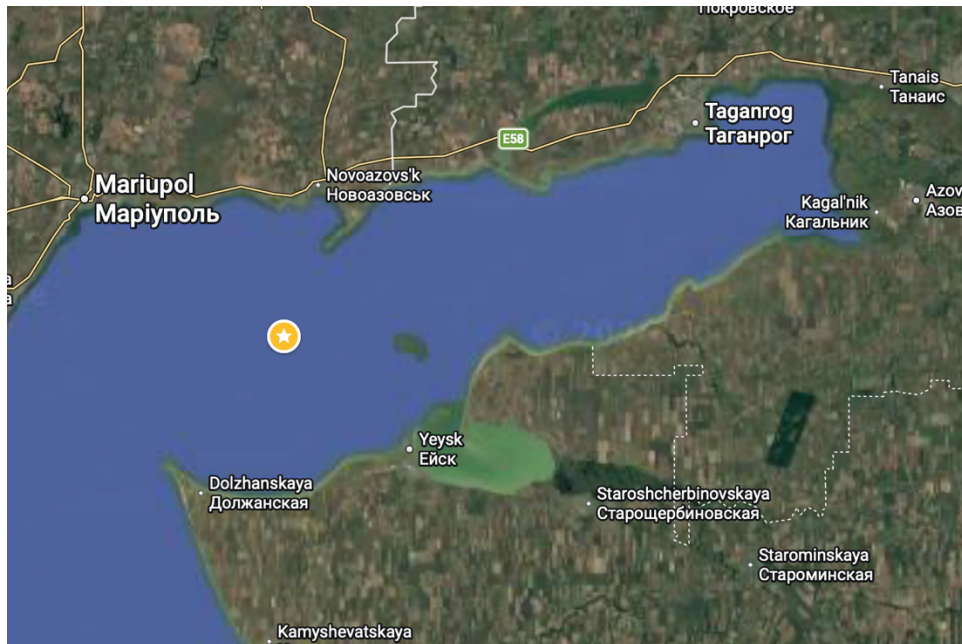
Advisory

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. **6 July (Sea of Azov)** – Reports indicate that Ukraine’s Unmanned Systems Forces struck two Russian-flagged tanker carrying petrol from Taganrog to occupied Crimea in the Sea of Azov, Russia on the night of 5 – 6 July. The two tankers were reportedly loaded with 7,000 tonnes of fuel.

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

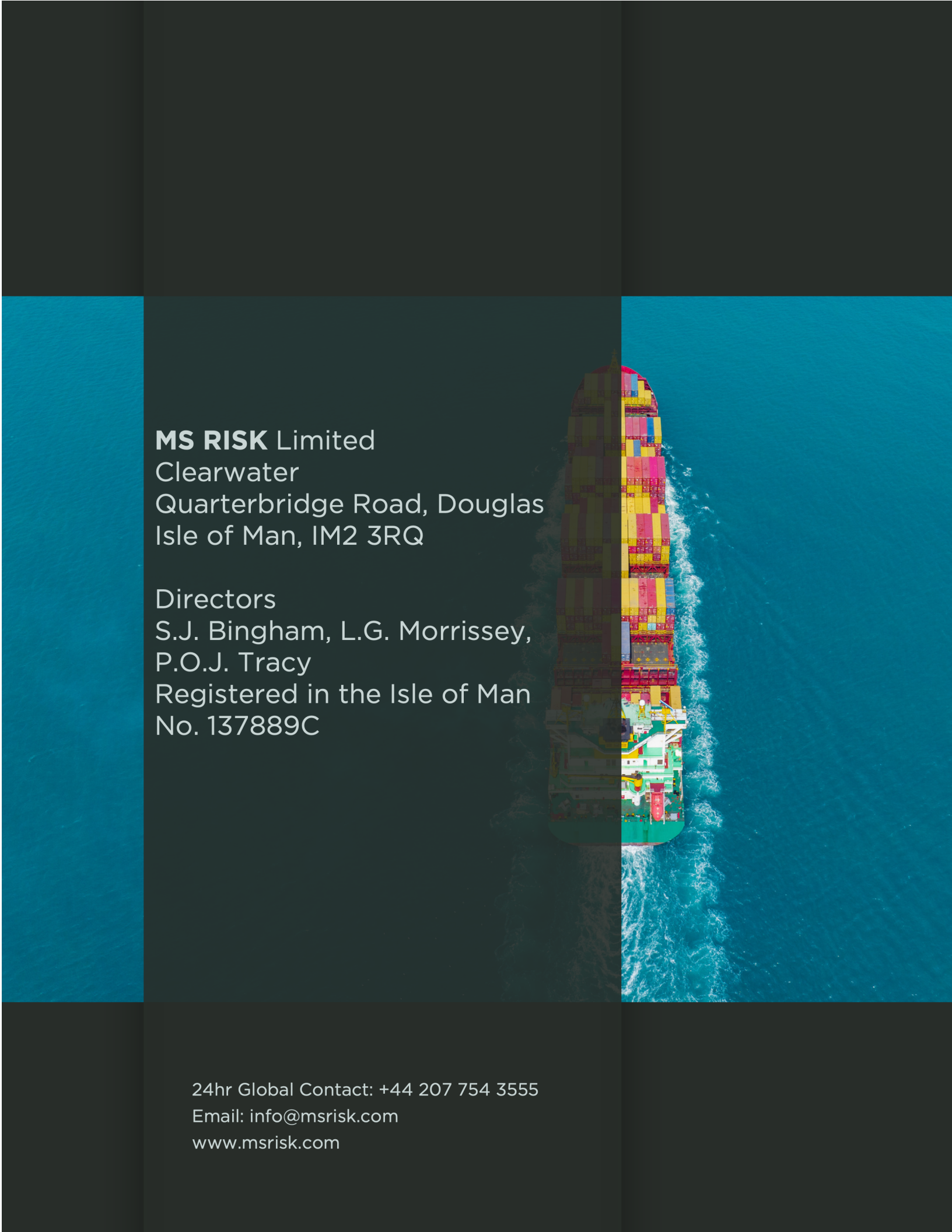
- Interim security
- Training
- Special assignments

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



MS RISK Limited
Clearwater
Quarterbridge Road, Douglas
Isle of Man, IM2 3RQ

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

24hr Global Contact: +44 207 754 3555
Email: info@msrisk.com
www.msrisk.com