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Global Maritime Security Report

19 February 2025



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Sean Woollerson

sean.woollerson@priceforbes.com
+44 (0) 7803 858 813

Incidents at Sea: 12 - 18 February 2025

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	1	0	HIGH	HIGH
Arabian Gulf / Gulf of Oman	0	0	LOW	HIGH
West Africa (Gulf of Guinea)	0	0	LOW	HIGH
East Asia / Southeast Asia	3	0	MEDIUM	HIGH
WORLDWIDE				
North America	0	0	LOW	LOW
Central America / Caribbean / South America	0	0	LOW	MEDIUM
Atlantic Ocean	0	0	LOW	LOW
Northern Europe / Baltic Sea	0	0	LOW	LOW
Mediterranean / Black Sea	0	0	LOW	HIGH
Indian Subcontinent	0	0	LOW	LOW
Pacific Ocean Area / Australia / New Zealand	0	0	LOW	LOW

Piracy levels are determined on a weekly basis as follows:

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

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 remain at a high risk of piracy, coupled with a risk of vessel damage due to the ongoing conflict in this region. The waters of the Red Sea, Gulf of Aden, Somalia, Arabian Sea and Indian Ocean remain a high-risk area and heightened vigilance is recommended. As of early 2025, MS Risk assess the risk to all commercial vessels transiting the Red Sea as High.

Red Sea/Bab al-Mandeb Strait Advisory

Tensions in the region remain heightened and the threat of further attacks in this region remains HIGH, and the threat to Israeli, UK and US shipping also remains HIGH. Vessels transiting this region are advised to continue to closely monitor the developing situation and should maintain high alert levels when entering this area.

A fragile ceasefire has remained in place between Israel and Hamas since it was signed on 19 January 2025. Nevertheless, tensions remain in the region and the ceasefire agreement has not altered the current threat assessment for shipping in the Red Sea. The leader of the Houthis militants has stated that the group is monitoring the ceasefire and that it will continue its attacks on vessels in the Red Sea if the agreement is breached, noting however that for now, it will only target Israel-linked vessels following the Gaza deal. As of mid-February, there have been no attacks reported on vessels transiting the Gulf of Aden and Red Sea, however further attacks are likely to occur, should the ceasefire collapse. As of 13 February, the leader of the Houthis has warned that the group will attack vessels in the Red Sea should the US and Israel forcibly attempt to displace Palestinians from Gaza.

The overall threat to commercial vessels operating in the southern Red Sea and Bab al-Mandeb Strait remains HIGH and the threats to vessels pose both direct and collateral risks. Over the course of 2024, attacks were reported on a relatively regular basis and included one-way Unmanned Aerial Vehicle (UAV) attacks, Unmanned Surface Vehicle (USV) attacks, ballistic and cruise missile attacks, explosive boat attacks and small arms fire coming from small boats. Additionally, illegal boardings, detentions and seizures of vessels were also reported in the region. Entities claiming to be Yemeni officials have also attempted to divert commercial vessels operating in these areas from their course. The threat is likely to remain HIGH this year and commercial vessels operating in this region are advised to remain vigilant at all times, should be aware of the hazards to navigation caused by vessels that have been struck by Houthis militants, and should keep up to date of current navigational warnings for the region.

Any vessels operating in the Red Sea and Bab al-Mandeb are advised to exercise caution at all times. Commercial vessels operating in these waters remain at a high risk of being targeted by missiles, rockets, projectiles, mines, small arms, UAVs, USVs, or waterborne improvised explosive devices. A pre-voyage risk and threat assessment should be carried out prior to entering this region, as well as a review of the vessel's security plan. Appropriate protective measures should be incorporated into vessel security plans. Security training and drills are advised and should be carried out prior to entering any areas of increased risk and strict observance of any exclusion zones or guidance issued by coastal states is strongly advised. Once in the region, vessel security practices should be hardened prior to entering the southern Red Sea and Bab el-Mandeb. When transiting these waters, it is essential that crewmembers maintain a 24-hour visual and radar watch. Heightened vigilance in this region is strongly

urged and vessels should pay careful attention to any small craft approaching the vessel; it should be noted that fishermen regularly operate in these waters and may attempt to protect their nets by aggressively approaching merchant ships. Vessels are advised to immediately report any incidents and/or suspicious activity. Heightened vigilance should be particularly maintained when at anchor, when operating in restricted manoeuvring environments, or when proceeding at slow speeds.

Commercial vessels operating in these regions should transit as far as possible from Yemen's coastline without compromising navigational safety. Vessels should avoid entering or loitering near Yemeni ports and should exercise heightened vigilance if entering Yemen's territorial waters or Saudi Arabian territorial waters north of Yemen in the Red Sea. Additionally, vessels should be aware that when their AIS transponders are on, they are at an elevated risk of being targeted by Houthi militants. Currently, US Maritime Administration is advising that US-flagged commercial vessels operating in this region should turn off their AIS transponders, unless it could compromise the safety of the vessel. It should however be noted that vessels have been attacked by Houthis militants while AIS transponders were on and while off, though when the AIS transponder is off, it is more difficult to accurately track and target a vessel. In the event that a vessel is hailed on VHF by entities claiming to be Yemeni authorities, and instructed to divert from course or submit voyage information, the US Maritime Administration currently advises US-flagged commercial vessels to ignore such VHF calls and to continue their passage if it is safe to do so. Illegal boardings, detentions and seizures of vessels transiting in this region have occurred and further such incidents cannot be ruled out. In the event that Houthis militants seek to board a vessel, the vessel Master should decline permission to board, if the safety of the vessel and crewmembers is not compromised, and should note that the vessel is proceeding in accordance with international law, as reflected in the Law of the Sea Convention. In the event of a boarding, crewmembers should not forcibly resist the boarding party. Possible attacks targeting commercial shipping in the region could include deliberate sinkings, damage to vessels or seizure of vessels; hazards to safe navigation in shipping lanes; helicopter attacks; aerial threat and indirect fire risks from drones, missiles, ship and shore launched rocket systems; helicopter borne capture parties; small craft attacks and capture parties; sea drones and sea mines; state boardings and seizures (by Iran or other state actors); non-state actor boarding and capture of vessels (by Houthis and other non-state actors); pirate attacks and hijacking by Somali-based pirates. While initially, the Houthis stated that they would target Israeli-shipping, vessels with no links to Israel have been targeted, and in the wake of the US and British airstrikes, all vessels transiting this region are now at risk of being targeted.

Regional Advisory – Somalia Piracy

A heightened threat of piracy is likely to remain in the Arabian Sea and the Gulf of Aden off Somalia in the coming months. In February 2025, two piracy hijacking incidents occurred in waters off Somalia, near Eyl on the northern coast of the semi-autonomous Somali region of Puntland. Both incidents have involved Yemeni-flagged dhows.

Over the past year, the security situation in the Arabian Sea and the Gulf of Aden off Somalia has deteriorated, with Somali piracy increasingly becoming a threat. This threat is likely to continue into this year. EU Naval Force ATALANTA has said vessels "sailing off the coast of Somalia, in the Somali basin are urged to maintain a heightened state of vigilance in light of the recent escalation in piracy threats." It further strongly recommends that all vessels adhere to the Best Management

Practices Version 5 (BMP5) and should pay particular attention to drill of security measures prior to transiting waters off the Somali coast. This advisory remains current as of early 2025.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures as set down in BMP5. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly declined, the possibility of attacks and the successful hijacking of sailing vessels continues to remain high. This is due to the reduction of revenue sources from pirated merchant vessels, and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and to assess whether any Privately Contracted Armed Security Personnel (PCASP) are onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

Current Incidents



1. **17 February (Somalia)** – At 0001 UTC, six armed pirates hijacked a Yemeni-flagged fishing vessel and took the Captain and four crewmembers hostage. The incident occurred off Garmaal, north of Eyl, Somalia. The remaining crewmembers were released. Reports suggest that the vessel may be used as a mothership for maritime criminal activities.

Late Reported Incidents

No late reported incidents.

Regional Reporting

- **18 February (Red Sea)** – The European Union has extended its maritime security operation in the Red Sea region until 28 February 2026, allocating 17 million euros to safeguard freedom of navigation amidst continued tensions in the region. Operation ASPIDES will expand its mandate to include intelligence gathering on arms trafficking and shadow fleets, with the information then shared with key international organizations, including INTERPOL, EUROPOL and the IMO. Operation ASPIDES was initially launched in February 2024 in response to Houthi attacks on shipping in the Red Sea and Gulf of Aden. The operation's scope covers the Bab el-Mandab Strait and the Strait of Hormuz, as well as the Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman and Arabian Gulf.
- **18 February (Maritime Shipping)** – An unloaded liquefied natural gas (LNG) tanker is sailing through the Red Sea, en route to go through the Gulf of Aden in what is the second vessel of its kind to take the passage so far this year. Since Houthi militants launched attacks on vessels in the region in November 2023, LNG tankers have largely avoided taking the Red Sea route. However according to ship tracking data, the Liberian-flagged *TRADER III* journeyed through the Suez Canal on 14 February and as of 18 February is approaching the Bab el-Mandab Strait.
- **18 February (Somalia)** – EUNAVFOR Atalanta has issued an alert for another piracy incident in waters off Somalia – the second this month. This latest incident involves a dhow, with EUNAVFOR reporting that it was informed that the incident occurred on 17 February, adding that an investigation has been launched. The incident occurred off Garmaal, near Eyl, where previous attacks have occurred. The suspect vessel is reported to be a Yemeni-flagged dhow.
- **13 February (Houthis)** – Yemen's Houthis will immediately take military action if the US and Israel try to forcibly displace Palestinians from Gaza, the group's leader Abdul Malik al-Houthi said in a televised speech on Thursday. The statement comes as US President Donald Trump has called for a plan to permanently displace Palestinians from Gaza and take over the enclave to turn it into a beach resort. On Thursday, Houthi said that his group would intervene with missiles and drones and attack vessels in the Red Sea if the US and Israel tried to remove Palestinians from Gaza by force.
- **13 February (Somalia)** – EUNAVFOR Atalanta has reported that the Yemeni-flagged fishing boat *AL NAJMA* has been released by pirates who had boarded the vessel earlier this week. The crewmembers of the fishing boat confirmed that the alleged pirates had abandoned the vessel after stealing personal objects and two skiffs belonging to the dhow and as forces from operation Atalanta approached the hijacked vessel. EUNAVFOR Atalanta disclosed in a statement that "the immediate presence of ATALANTA forces in the area, especially the helicopter, was decisive in the fishing vessel liberation," further noting that naval and air assets were deployed in the area, conducted an intensive search and succeeded in locating the dhow. The vessel had been reported as hijacked on 9 February. The incident occurred off Eyl. EUNAVFOR Atalanta highlighted the involvement of a Japanese maritime patrol reconnaissance aircraft in this operation along with the Combined Maritime Force, adding that they had also closely coordinated with the Somali forces and the Yemeni Coast Guard. After the dhow was released, naval forces boarded the vessel for a security check and to confirm the condition of the 12 crewmembers aboard the vessel. No one was reported injured during the incident. The Atalanta boarding team also collected all possible evidence of the incident, which remains under investigation.

- **12 February (Red Sea/Gulf of Aden)** – As of mid-February, vessel traffic through the Red Sea and Gulf of Aden has remained slow despite a prolonged period without attacks from Yemen's Houthis. The Joint Maritime Information Centre, which collates information on the militants' attacks from multiple navies, has reported that while there have not been any incidents since the rebel group announced a truce in January, the number of vessels sailing through the Gulf of Aden remains unchanged. Shipping companies have remained cautious about returning to the Red Sea, and given the ongoing volatility of tensions in the Middle East region, any return of vessel transits to the area is likely to remain slow paced.

Arabian Gulf / Gulf of Oman

Tensions remain **HIGH** in the Arabian/Persian Gulf, Strait of Hormuz, and the Gulf of Oman; high probability of continued incidents in the coming weeks.

Potential threats to maritime shipping in this region stem from the ongoing regional conflict, including continuing attacks by Houthi militants, the recent rise in Somali piracy activity, and the threat of further vessel seizures by Iranian authorities.

Vessels transiting the Arabian/Persian Gulf, Strait of Hormuz, the Gulf of Oman and the Arabian Sea are advised to remain on high alert at all times. Vessels operating in these waters are advised to exercise caution and should review security measures, including being abreast of the current situation in the area, prior to entering this region. Vessels in the Arabian Gulf are advised to remain as far as possible from Iran's territorial sea without compromising navigational safety. When transiting eastbound in the Strait of Hormuz, it is advised that vessels transit close to Oman's territorial sea. Crewmembers should maintain a close lookout and remain vigilant for suspicious activity. This includes small boats and vessels that may be approaching. In the event that a commercial vessel is hailed by Iranian forces, vessels should provide their vessel name, flag state, and should affirm that they are proceeding in accordance with international law as reflected in the Law of the Sea Convention. In the event that Iranian forces seek to board a commercial vessel navigating through this region, the ship Master should decline permission to board, noting that the vessel is proceeding in accordance with international law as reflected in the Law of the Sea Convention. This should only be done if the safety of the vessel and crewmembers on board will not be compromised. In the event that Iranian forces do board a commercial vessel, crewmembers should not forcibly resist the boarding. It should be noted that refraining from forcible resistance does not imply consent or agreement to that boarding.

Current
Incidents:
0

Current Incidents

No incidents reported during this period.

Late Reported Incidents

No late reported incidents.

Regional Reporting

- **18 February (Arabian Gulf)** – US Central Command (CENTCOM) has confirmed the rescue of the crew of an Iranian-owned vessel in the Arabian Gulf. According to the report, the USS *DEVASTATOR* and the US Coast Guard Cutter *CLARENCE SUTPHIN JR.*, were operating in the Arabian Gulf. Both vessels are assigned to CENTCOM based in Bahrain. Both vessels had provided assistance to the crew of the Iranian-owned vessel after the general cargo ship *SHAYESTE* had developed a significant list and issued a mayday call for help. The US vessels responded finding the ship in significant danger and the crew abandoning the vessel. USCGC *CLARENCE SUTPHIN JR.* took the five Iranian and two Indian seafarers from the vessel aboard, with all crewmembers reported as safe. CENTCOM has since reported that the *SHAYESTE* has sunk.

West Africa (Gulf of Guinea)

Overall threat of robbery, hijack and kidnap in the Gulf of Guinea remains high and is likely to remain at this level into early 2025. MS Risk continues to strongly advise vessels transiting waters in the Gulf of Guinea to exercise caution in this region and to report any irregularities, including incidents and suspicious activity. Prior to entering the Gulf of Guinea region, vessels are advised to remain up to date on the current risks, should carry out a review of the vessel security, conduct a voyage specific risk assessment, brief and train crewmembers and prepare and test the vessel's emergency communication plans. Relevant preventative measures must be adopted, and vessels are advised to follow best management practices (BMP5). Vessels may be particularly vulnerable when at anchor. Vessel Masters and crewmembers are advised to exercise additional vigilance when staying at high-risk ports and anchorages. Any suspicious activity or incidents should be reported to the local authorities.

The threat of piracy, including hijacking and criminal boarding of anchored vessels, is likely to continue in the Gulf of Guinea region into early 2025. While the highest threat of attack will continue to be in Nigeria's Economic Exclusive Zone, the general threat to vessels underway and at port exists from Guinea to Angola's northern coastline. Attacks could occur at ports, near coasts, as well as offshore across the Gulf of Guinea region. Incidents are likely to continue to be perpetrated by well-organized pirate action groups and opportunistic criminals. While all vessels operating in the region face an elevated threat from piracy, commercial vessels have persistently been targeted by Niger Delta-based PAGs in hijacking attempts.

Pirates and armed robbers operating throughout the Gulf of Guinea continue to target a variety of vessels, including tankers, container ships, general cargo vessels, fishing vessels, passenger vessels and numerous vessels supporting oil drilling and production. Groups have used motherships to support operations up to 200 nautical miles from shore and have often fired upon vessels during boarding's and attempted boarding's. Pirates operating in waters in the Gulf of Guinea are usually armed with guns and knives and are increasingly kidnapping larger groups of seafarers at further distances off the coast of West Africa, and are well organized and target all types of vessels.

Vessels operating in waters in the Gulf of Guinea are advised to remain vigilant at all times and should comply with Best Management Practices to Enhance Maritime Security for Vessels & Mariners Operating off the Coast of West Africa including the Gulf of Guinea (BMP WA). Additionally, vessels are advised to:

- Understand the threat to vessels transiting these waters as previous attacks have occurred 200 nautical miles from the coast and past locations of attacks should be considered as part of a vessel's threat and risk assessment;
- Closely monitor the threat situation and remain in close contact with local agents and regional authorities to remain abreast of the current situation;
- Remain familiar with vessel security plans and the specific protection measures that should be implemented in the event that the vessel comes under attack;
- Equip citadel with a satellite telephone;
- Report all attacks or suspicious activity immediately to the appropriate authorities.

Current Incidents

No incidents reported during this period.

Current Incidents:

0

Late Reported Incidents

No late reported incidents.

East Asia / Southeast Asia

Waters in East Asia and Southeast Asia continue to be high-risk areas to commercial vessels transiting this region. **The Singapore Strait area, notably the eastbound lane near the western end of the Strait, has reported a rise in incidents this year and further such attacks are likely to continue in the coming weeks. Vessels transiting this region should be aware that there is a particular concern when operating during the hours of darkness. Adoptive preventative measures are advised, and lookouts and vigilance should be intensified when transiting the areas of concern.**

Pirates and armed robbers operating in Asian waters primarily board vessels in order to steal stores and engine spares as well as personal belongings of crewmembers. This type of attack affects all vessels that transit the region. Hijacking of vessels for the purpose of cargo theft typically sees tankers carrying refined products targeted. Armed robbery remains opportunistic in nature, and can at times be violent. Vessels are particularly vulnerable when at anchor or when the bridge team are involved in navigating through congested waters and island groups. Perpetrators carrying out armed robberies typically aim to board and leave the vessel without being seen and sometimes turn violent when sighted or confronted by crewmembers.

Vessels transiting this region are advised to:

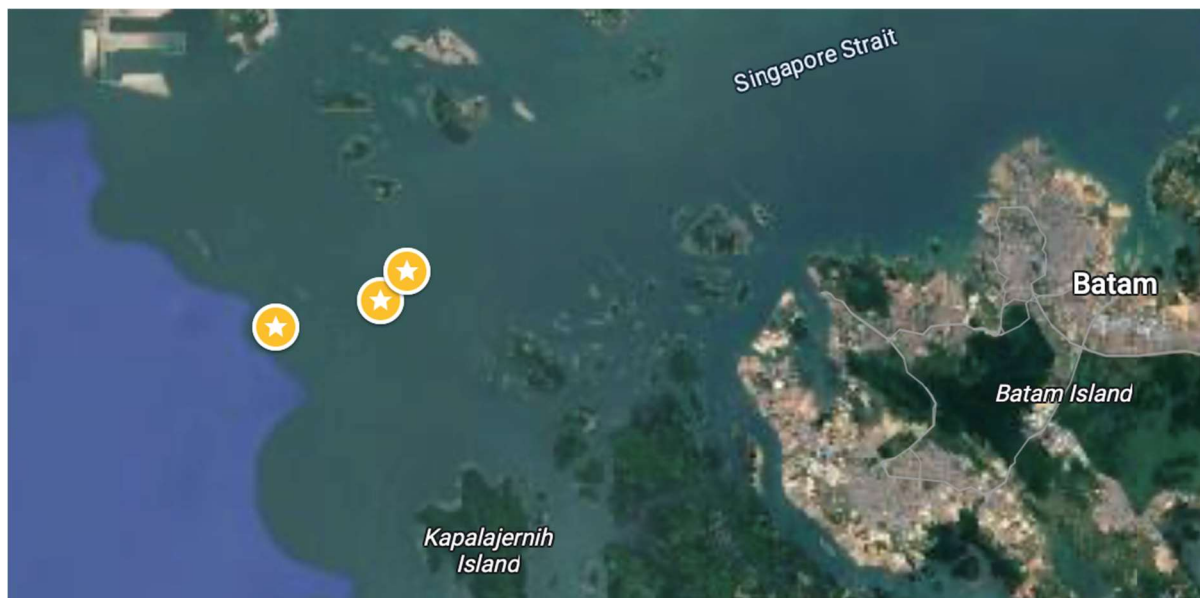
- Ship Masters and crewmembers are strongly advised to exercise vigilance, maintain constant lookout for suspicious vessels in the vicinity and report all incidents and suspicious activity immediately to the nearest coastal state;
- Prior to entering these waters, vessels are advised to implement preventative measures;
- Maximise alertness of lookouts for suspicious small boats and increase watch keeping on board vessels during both daylight and night time hours;
- Maintain communication with their shipping company and provide regular updates;

The risk of abduction of crewmembers in the Sulu-Celebes Seas and waters off Eastern Sabah remains high. Considering the continued existence of the threat of abduction of crew and the violent nature of perpetrators, vessels are advised to reroute from the area, where possible; otherwise ship masters and crewmembers are strongly urged to exercise extra vigilance and report any incidents or suspicious activity immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

Current Incidents

Current Incidents:

3



1. **16 February (Indonesia)** – At 0445 hrs, 3 perpetrators boarded the bulk carrier *ATROTOS HERACLES* while underway 3.5 nautical miles northeast of Pulau Cula, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait, in position 1°5.76'N - 103°43.94'E. The perpetrators were not armed. No injuries were reported and nothing was reported stolen.
2. **14 February (Indonesia)** – At 0255 hrs, 4 perpetrators armed with guns and knives boarded the bulk carrier *CANCUN* while underway 2.5 nautical miles northwest of Pulau Cula, Indonesia, in the eastbound lane of the TSS of the Singapore Strait, in position 1°4.35'N - 103°41.12'E. No injuries were reported and nothing was reported stolen.
3. **12 February (Indonesia)** – At 0250 hrs, 4 perpetrators armed with knives boarded the tanker *SEA AMBER* while underway 4.3 nautical miles northeast of Pulau Cula, Indonesia, in the eastbound lane of the TSS of the Singapore Strait, in position 1°6.4'N - 103°44.08'E. No injuries were reported and engine spares were reported stolen.

Late Reported Incidents

No late reported incidents.

Total
Current
Worldwide
Incidents

0

Worldwide

North America

Current Incidents

No incidents reported during this period.

Late Reported Incidents

No late reported incidents.

Central America / Caribbean / South America

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 / Black Sea

Advisory – Israel Conflict

As of mid-February, a ceasefire remains in place between Israel and Hamas, though tensions continue and the security situation in the region remains fragile. An eruption of further fighting cannot be ruled out.

Security Threats to Vessels

There currently is a heightened risk at all Israeli maritime ports and the ongoing conflict could impose a severe maritime security risk in the area. There have been reports that a number of vessels are changing their routes after being advised to do so in order to avoid the area. Cruise ships bound for Israel are currently being rerouted to Cyprus to avoid the conflict and these diversions are expected if the conflict continues.

Port Operations

As of early 2025, ports in Israel and Lebanon are operating. Israeli authorities have implemented strict entry procedures for vessels carrying some hazardous materials.

Advisory – Southern Med. Sea Near Coastal Libya (Violence due to Regional Conflict)

The ongoing conflict in Libya continues to pose a potential risk to commercial vessels transiting near coastal Libya. Threats may come from a variety of different sources including, though not limited to, missiles, rockets, artillery, mines, small arms, aircraft, and unmanned aerial vehicles. Vessels operating in this area are advised to review their security measures, ensure that AIS is transmitting always and monitor VHF Channel 16. Vessels at anchor, operating in restricted manoeuvring environments, or proceeding at slow speeds, should remain particularly vigilant. In the event of any incident or suspicious activity, Masters are advised to contact the NATO Shipping Centre.

Advisory – Black Sea & Sea of Azov (Ukraine Crisis)

As of early 2025, shipping through Ukraine's humanitarian corridor in the Black Sea is continuing and Ukrainian ports are operating. Vessels transiting this region are advised to remain highly vigilant as further attacks targeting vessels in this area are possible.

As of early 2025 the Joint War Committee (JWC) continues to maintain the Russian and Ukrainian sections of the northern Black Sea and Sea of Azov on its list of areas with an elevated likelihood of war, piracy or terrorism.

- Sea of Azov and Black Sea waters enclosed by the following boundaries:
 - On the west, around Romanian waters, from the Ukraine-Romania border at 45° 10.858'N, 29° 45.929'E to high seas point 45° 11.235'N, 29° 51.140'E
 - Thence to high seas point 45° 11.474'N, 29° 59.563'E and on to high seas point 45° 5.354'N, 30° 2.408'E
 - Thence to high seas point 44° 46.625'N, 30° 58.722'E and on to high seas point 44° 44.244'N, 31° 10.497'E

- Thence to high seas point 44° 2.877'N, 31° 24.602'E and on to high seas point 43° 27.091'N, 31° 19.954'E
 - And then east to the Russia-Georgia border at 43° 23.126'N, 40° 0.599'E
- All inland waters of Ukraine, including inland waters within Crimea and other Ukrainian territories under Russian control
- Inland waters of Russia within the following areas:
 - River Don, from Sea of Azov to vertical line at 41° E
 - River Donets, from River Don to Ukraine border
- All inland waters of Belarus south of horizontal line at 52° 30' N

The Black Sea area remains high risk to shipping. Despite the joint agreement in place, vessels participating in the agreement will be exposed to a number of threats, both while at anchor in the ports of Odesa, Chernomorsk and Pivdennyi, as well as while transiting through the region. Drifting sea mines in the area continue to pose a significant risk to commercial vessels transiting the Black Sea, though this threat can be mitigated through effective mine clearance and avoidance. Vessels transiting this region are advised to take precautions in order to mitigate the heightened threat, including avoiding floating objects, and maintaining effective lookouts. Vessels are reminded to monitor the local authorities' broadcasts for the latest navigational warnings. Transits out of Ukraine are currently taking place during daylight hours to maximise the ability of watchkeepers to spot mines. The NSC continues to warn of the high risk of collateral damage to civilian shipping in the Black Sea, adding that there is also a heightened risk of cyber-attacks. According to the NSC, "the threat of GPS jamming, AIS spoofing, communications jamming, electronic interference and cyber-attacks in the area are also considered high," adding that "harassment and diversion of shipping in the area cannot be excluded."

Current Incidents

No incidents reported during this period.

Late Reported Incidents

No late reported incidents.

Regional Reporting

- **18 February (Italy)** – Italian authorities have launched an investigation after discovering two underwater holes in the hull of a Greek-owned tanker offloading at the port of Savona. Investigators are exploring possible terrorism or sabotage behind the underwater holes, though they have not ruled out mechanical failures or previous collision damage. The Port Authority for Savona issued a statement confirming what it called "anomalies in the unloading procedure." The crude oil tanker *SEAJEWEL* arrived at the port on 14 February from Algeria and was directed to one of the oil terminal buoys to begin offloading. Port officials report that the "anomalies" were observed overnight Friday – Saturday and that as a precaution, supervisors had suspended the offloading operation. No spills or injuries were reported amongst the 23 crewmembers aboard. Italian media reports indicate that the crewmembers heard two loud bangs. They reported an ingress of water and a survey of the hull revealed two damaged plates. The inner hull held and there was no leak. A team of divers has reported that there is a hole about a meter in length in the hull, the hull plates are bent inwards indicating an external force, and a dead fish was found in the area near the

damage to the hall. Italy's anti-terrorism unit is involved in the investigation, though the prosecutor's office has not provided any further details about the nature of the incident.

- **14 February (Ukraine)** – Ukrainian officials reported on Thursday that Russian drone attacks damaged port infrastructure in the southern region of the country. Kyiv stated that Moscow had attacked Ukraine with 140 drones overnight, injuring one person in the Izmail district of Odesa region, which lies on the Danube River and borders Romania and Moldova. Reports indicate that Russia was targeting Ukraine's Reni Port.
- **13 February (Ukraine)** – While threats to maritime shipping have continued, Ukraine's Black Sea traffic stabilized last year, with the country independently operating its own temporary corridor for over a year now. Reports indicate that more than 200 calls were recorded each month at greater Odesa ports, with the demand for calls at ports on the Danube river declining and matching traffic volumes that were similar to early 2022. 2024 represented the first full year of Ukraine's so-called temporary maritime corridor, which was launched after the collapse of the UN-brokered Black Sea initiative, which ran from August 2022 to July 2023. The route is independently managed by Ukraine and allows for unrestricted export and import without limitations on cargo. Reports indicate that a total of 2,705 cargo-carrying vessels arrived at the ports of Chornomorsk, Yuzhnyi or Odesa last year. While threats to maritime shipping have continued in the region, with several Russian strikes on Ukraine's Odesa ports in October resulting in at least four civilians vessels being damaged, this has not deterred the shipping community from continuing to call at Ukraine's Black Sea ports. While Ukraine's larger Black Sea ports have seen demand remain steady throughout 2024, its smaller ports located on the Danube river have seen traffic volumes decline to levels not reported since Russia first invaded Ukraine in February 2022. As shipping at Black Sea ports was gaining traction, activity at ports on the Danube river began to slow. In the last quarter of 2024, only 461 port calls were reported, down from 1,086 the previous year, with officials citing that this is partially due to vessels rerouting in favour of the larger Odesa ports. With maritime shipping continuing in the Black Sea, US President Donald Trump's calls for an end to the war in Ukraine has resulted in questions emerging about the fate of several maritime ports, including Berdiansk and Mariupol, which remain occupied by Russian forces. Additionally, it remains unclear how long it will take to reopen those Ukrainian ports that have been shuttered for years and which have sustained significant damage.
- **13 February (Mediterranean Sea)** – According to the US 6th Fleet, the carrier USS *HARRY S. TRUMAN* collided with a merchant vessel in the Mediterranean Sea, with a spokesman stating that the carrier was minimally affected. At about 2345 hrs, *TRUMAN* was operating in heavy traffic just off Port Said when she collided with the bulker *BESIKTAS-M*. Cmdr. Timothy Gorman, a spokesman for the 6th Fleet, confirmed that the collision "did not endanger" *TRUMAN*, and that no injuries or flooding had been reported. He went on to say that the vessel's nuclear propulsion plants were not affected and are in a "safe and stable condition." The navy did not release information about the status and condition of the bulker, though AIS data suggests that the *BESIKTAS-M* is currently at anchor off Port Said.

Advisory – Syria

The security situation in Syria is likely to remain volatile into early 2025 amidst the ongoing rebel offensive following the collapse of President Bashar al-Assad's government over the weekend of 7 – 8 December 2024. In the wake of the ouster of President al-Assad coupled with the rapidly evolving conditions on the ground, **MS Risk is currently advising vessels to avoid all Syrian ports, including Latakia, Banias and Tartous which are the country's three largest ports, and to stay clear of Syrian territorial waters.** As of early 2025, maritime officials have indicated that Syria's main ports are working normally.

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

Libya Advisory

As of 18 February, the port situation in Libya is reported to be as follows:

Port	Status	Risk to Vessels in Port	Risk to Personnel Ashore
West Libya Sector			
Farwah	Open	LOW	LOW
Bouri	Open	LOW	LOW
Zuwara	Open*	MODERATE	SUBSTANTIAL
Melittah	Open	MODERATE	SUBSTANTIAL
Zawiya	Open	SUBSTANTIAL	SUBSTANTIAL
Tripoli	Open	SEVERE	SEVERE
Khoms	Open	MODERATE	SUBSTANTIAL
Central Libya Sector			
Misurata	Open	SUBSTANTIAL	SEVERE
Sirte	CLOSED	CRITICAL	CRITICAL
Es Sider	Open	SEVERE	SEVERE
Ras Lanuf	Open	SUBSTANTIAL	SUBSTANTIAL
Marsa El Brega	Open	MODERATE	SUBSTANTIAL
Zuetina	Open	MODERATE	SUBSTANTIAL
East Libya Sector			
Benghazi	Open	LOW	SEVERE
Derna	Open*	SEVERE	CRITICAL
Tobruk	Open	LOW	MODERATE
Marsa El Hariga	Open	LOW	MODERATE

*Derna Port - Open normally; operating tankers delivering diesel oil and discharge-loading general cargo

*Zuwara Port - Fish vessels only. Some Ro-Ro vessels have reportedly called during working hours 09:00 - 17:00.

Advisory

The security situation in Libya remains extremely volatile and vessel operators are advised to contact local ship's agents for the most up-to-date information on Libyan ports. Vessels are advised to:

- Adhere to international laws of trading, follow the official sea navigation routes to any of the working Libyan ports and avoid navigating in or near the coastal waters of Benghazi, Derna, and Sirte, including the militarized area south of 34 00'N. All vessels are advised to sail further out to sea to avoid potential arrests by the Libyan National Army (LNA);
- Declare the intended voyage and type of cargo to be discharged/loaded to the local agent well in advance of arrival at any Libyan port to allow the agent sufficient time to notify the appropriate authorities;
- Remain in contact with local port authorities to obtain the up-to-date information on port conditions;
- A number of COVID-19 procedures are in place at ports in Libya, and vessels calling at a port in Libya should strictly comply with these instructions;
- All tankers loading from a port in Libya are advised to undertake all pre-checks and compliance measures in order to ensure that the intended cargo for loading is not classified as 'illegal';
- Turkish vessels and crewmembers are advised to not call at any Libyan East Ports, notably Tobruk, Derna, Benghazi, Zuetina, Brega, and Ras Lanuf Terminals, due to warnings issued by the LNA in response to Turkey's continued support and involvement with Libya's UN-backed Government of National Accord (GNA).

About MS Risk

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- Planning and management
- Due diligence and investigations

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

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

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- 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

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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.

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MS RISK

Burleigh Manor, Peel Road
Douglas, Isle of Man, IM1 5EP

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. 007435V

Price Forbes

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

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