



Technical Circular

No.: 008/2026

Date: 05th March 2026

Subject: Elevation of Ship Security Level due to Military Operation in the Arabian Gulf, Gulf of Oman, Strait of Hormuz and Arabian Sea.

1. In view of the ongoing geopolitical situation and military operations in the Arabian Gulf, Gulf of Oman, Strait of Hormuz and Arabian Sea, various Flag Maritime Administrations have issued Ship Security Advisories providing directives to vessels operating in or intending to transit these areas.
2. The following areas have been identified as High-Threat Areas:
 - Arabian/Persian Gulf;
 - Gulf of Oman;
 - North Arabian Sea;
 - Strait of Hormuz (SoH);
 - Red Sea, Bab-el-Mandeb (BeM), and
 - Gulf of Aden (GoA).
 - Water and Ports of Israel
3. Vessels operating in or intending to transit the above geographical region are advised to be more vigilant and take appropriate measures as per their Ship Security Plan.
4. Further, Shipowners, Operators, and Masters are advised to consider implementing following additional measures on their vessels while operating in these areas:
 - Elevation of Ship Security Level in accordance with the vessel's approved Ship Security Plan (SSP), or as otherwise directed by the vessel's Flag State Administration.
 - Masters/mariners to note the potential for elevated electronic interference, including disruption to AIS and other navigational or communications systems;
 - Maintain a continuous listening watch on VHF Channel 16 and be prepared to respond to hails from coalition military forces;
 - Monitor for AIS and navigational system anomalies and employ alternative positioning methods;



. This Technical Circular and the material contained in it is provided only for the purpose of supplying current information to the reader and not as an advice to be relied upon by any person.
. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

- Consider vessel registration in the United Kingdom Maritime Trade Operations (UKMTO) – For registered vessel a primary point of contact in the region is as follows:
 Email: watchkeepers@ukmto.org; and ukmto@eim.ae
 Phone: +44 - 2392-222060, +971-50-552-3215
 Fax +44 1923 958520
 - Contact the Maritime Security Centre – Indian Ocean (MSCIO):
 Email: postmaster@mscio.eu
 Phone: +33 (0) 298220220, +33 (0) 298220170
 - Contact US Naval Forces Central Command (NAVCENT) and Naval Cooperation and Guidance for Shipping (NCAGS) for the latest situational awareness prior to entering the High-threat Areas.
 - Conduct an immediate threat and risk assessment and evaluate whether transit should be deferred pending further guidance.
5. For further guidance, refer Circulars and Advisories issued by respective Flag State Administrations. Few circulars/ notices issued by the Flag Administrations are attached to this Circular.
 6. Ship owners/ operators and masters of the vessels are advised to be guided by above.

Enclosure:

1. Palau Ship Security Advisory Marine Circular-216.1
2. Sierra Leone Marine Circular-58
3. Belize Marine Safety Advisory 043-26
4. Cyprus Circular-06-2026
5. Cook Island- MCI Circular -337
6. Malta-MS Notice-205
7. Sao Tome & Principe-Marine Notice-001-2026
8. Bahamas-Technical Alert-26-03
9. India- DGS Circular-08 of 2026
10. Liberia -Marine Security Advisory – 03/2025/Rev.4
11. Marshall Island-Ship Security Advisory no. 02-26
12. San Marino- SMMN – 2026- SEC-004
13. Vanuatu-FSL-GEN.020326

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.



Palau Ship Registry

MARINE CIRCULAR 216.1 SHIP SECURITY ADVISORY No. 26.01

Date: 3 March 2026

**TO: OWNERS/OPERATORS, MASTERS, COMPANY SECURITY OFFICERS,
REPRESENTATIVES, RECOGNIZED SECURITY ORGANIZATIONS**

**SUBJECT: IMMEDIATE ELEVATION OF SHIP SECURITY LEVEL - MILITARY
OPERATIONS IN THE ARABIAN GULF, GULF OF OMAN, STRAIT OF
HORMUZ, AND ARABIAN SEA**

1. OVERVIEW

On February 28th, significant military activity and operations involving the United States (US), Israel, and Iranian forces commenced in the following geographic areas:

- Arabian/Persian Gulf;
- Gulf of Oman;
- North Arabian Sea;
- Strait of Hormuz (SoH);
- Red Sea, Bab-el-Mandeb (BeM), and
- Gulf of Aden (GoA).

Elevated threat environment has been confirmed by the US Maritime Administration (MARAD) according to [MSCI Alert 2026-001A](#) and the United Kingdom Marine Trade Operations (UKMTO), according to [Advisory 003-26 \(Update 001\)](#).

The situation in the above areas is extremely dynamic. Electronic interference, including disruption to Automatic Identification System (AIS), Global Navigation Satellite System (GNSS), and other navigational and communications systems, has been reported throughout the region. Risk of vessel misidentification by hostile forces is elevated.



2. SHIP SECURITY LEVEL DIRECTIVE

According to the International Ship and Port Facility Security (ISPS) Code and Marine Notice 228, as amended, Palau Ship Registry Administration hereby directs that all Palau-flagged vessels operating in or intending to transit the High-threat Areas **shall immediately implement Ship Security Level III, or any equivalent port facility security measures upon arrival.**

The directive is effective immediately and is including the Red Sea, BeM, GoA, Arabian/Persian Gulf, Gulf of Oman, SoH, North Arabian Sea, and the waters and ports of Israel.

Due to intense military tensions, missile threats, and potential mining in the above areas, the Palau Ship Registry Administration highly recommends commercial vessels to avoid the Strait of Hormuz, Persian Gulf, and Gulf of Oman and seek for safe, alternative ports recommended for waiting or re-routing.

3. ACTIONS AND REPORTING REQUIRED

According to the present Ship Security Advisory, vessels operating in or transiting toward the High Risk Areas shall:

- 3.1. implement Ship Security Level III measures in their Ship Security Plans (SSP) immediately and notify the Palau Ship Registry Administration at info@palaushipreg.com & emergency@palaushipreg.com;
- 3.2. all security level changes should be reported directly to the Palau Ship Registry Administration by the Master via email info@palaushipreg.com & emergency@palaushipreg.com;
- 3.3. Masters / mariners should note the potential for elevated electronic interference, including disruption to AIS and other navigational or communications systems;
- 3.4. maintain a continuous listening watch on VHF Channel 16 and be prepared to respond to hails from coalition military forces;
- 3.5. maintain a standoff of at least 30 nautical miles from US Navy units to reduce the risk of misidentification as a threat;
- 3.6. monitor for AIS and navigational system anomalies and employ alternative positioning methods;
- 3.7. register vessels in the United Kingdom Maritime Trade Operations (UKMTO) - a primary point of contact for merchant vessels in the region:

Email: watchkeepers@ukmto.org; and ukmto@eim.ae
Phone: +44 - 2392-222060, +971-50-552-3215
Fax +44 1923 958520



Palau Ship Registry

3.8. contact the Maritime Security Centre – Indian Ocean (MSCIO):

Email: postmaster@mscio.eu

Phone: +33 (0) 298220220, +33 (0) 298220170

3.9. contact [US Naval Forces Central Command \(NAVCENT\)](#) and [Naval Cooperation and Guidance for Shipping \(NCAGS\)](#) for the latest situational awareness prior to entering the High-threat Areas.

3.10. conduct an immediate threat and risk assessment and evaluate whether transit should be deferred pending further guidance.

4. INCIDENT REPORTING

All security incidents and suspicious activity must be reported to the Palau Ship Registry Administration immediately at info@palaushipreg.com & emergency@palaushipreg.com.

Further Guidance and References:

-U.S. Department of Transportation, Maritime Administration - MARAD MSCI Alert [2026-001A](#) (28 Feb 2026);

- UK Maritime Trade Operations (UKMTO) Advisory [003-26](#) Update 001 (28 Feb 2026);

- Marine Notice 228, as amended – International Ship and Port Facility Security Code (ISPS Code)

- Marine Circular 212, as amended – Security Advisory on Security in The Red Sea Gulf of Aden Arabian Sea and Bab El Mandeb.



Maritime Circular No.58

To:

Ship-Owners/ Managers/ Operators, Registration Officers (RegOffs), Recognised Security Organisations (RSOs), SLMARAD Departments (All)

Subject:

Raise of Security Level for vessels trading in the Persian Gulf, Strait of Hormuz and Gulf of Oman

Date:

03rd March 2026

Purpose

To inform all interested parties about the raise of Ship Security Level to level 3 for all vessels trading within the Persian Gulf, Strait of Hormuz and Gulf of Oman.

Application

1. Taking into consideration the current geopolitical situation in the Persian Gulf, Strait of Hormuz and Gulf of Oman, as well as the recent security incidents involving commercial vessels in the above-mentioned area, Sierra Leone Maritime Administration advises all Sierra Leonean vessels to avoid any operations within this area.
2. Ship Security level for all vessels transiting or operating within the Persian Gulf, Strait of Hormuz and Gulf of Oman is set to **Security Level 3**.
3. All Sierra Leonean vessels trading within the above-mentioned area shall comply with the below requirements:
 - a. A threat and risk assessment shall be conducted prior to entering the area. The Master and Company Security Officer (CSO) shall review and implement appropriate measures in accordance with the Ship Security Plan (SSP).
 - b. Closely monitor for deviations and failures of navigation and communication data due to disturbances.
 - c. Always report their position through AIS and LRIT. In case of a failure of AIS and/or LRIT equipment or when the Master considers that the equipment must be turned off for security reasons, the Administration shall be informed immediately.
 - d. VHF channel 16 must be monitored on a continuous basis.
 - e. Ensure that the fire-fighting equipment are in order and ready for use.
 - f. Access onboard is strict, controlled and limited to a single point.
4. In case of an incident, vessel must inform the Administration immediately and activate the Ship Security Alert System (SSAS).
5. The above enters into force on 03/03/2026.

For additional information please contact SLMARAD at info@slmarad.com

Revision Status

Date	Revision	Comments - Changes
03/03/2026	0	Initial - Adopted



MARINE SAFETY ADVISORY NO. 043 (26)

Title:	ESCALATION OF CONFLICT (ISRAEL-USA-IRAN) – SECURITY RISKS IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN, AND RED SEA		
To:	SHIP OWNERS/ ISM OPERATORS / RECOGNIZED ORGANIZATIONS/ DEPUTY REGISTRARS		
Issuance Date:	2 nd March 2026	Effective Date:	1 st March 2026
Version No.:	1	MSA Superseded:	

1. PURPOSE

- 1.1 The International Merchant Marine Registry of Belize (IMMARBE) issues this urgent Safety Advisory following the escalation of military hostilities between the United States and Israel, and the Islamic Republic of Iran (Operation "Epic Fury") which commenced on February 28, 2026. These advisory aims to inform all Belize-flagged vessels of the critical security risks currently present in the region.

2. SITUATION OVERVIEW

- 2.1 The security environment in the Middle East has degraded to a state of active conflict. Significant developments including:
- 2.1.1 High-level strikes within Iran have triggered immediate retaliatory missile and drone attacks across the region, including targets in Israel, UAE (Jebel Ali), Qatar, Bahrain, and Oman.
 - 2.1.2 US Naval Forces Central Command (CENTCOM) has established a wide Maritime Warning Zone encompassing the Persian Gulf, Strait of Hormuz, Gulf of Oman, and North Arabian Sea. The US Navy has officially stated it cannot guarantee the safety of neutral commercial shipping within this zone.
 - 2.1.3 While the Strait of Hormuz Status not officially closed by international decree, the Islamic Revolutionary Guard Corps (IRGC) has issued VHF broadcasts claiming the Strait is closed resulting in congestion is reported as vessels have dropped anchor to avoid transit.
 - 2.1.4 Recent reports confirm multiple tankers have been struck by projectiles or drones off the Gulf coast and Oman, resulting in vessel damage and seafarer fatalities.

3. IDENTIFIED RISKS TO SHIPS

- 3.1 Vessels with any perceived commercial or physical link to the USA or Israel are at the highest risk direct retaliation.
- 3.2 Due to the density of military assets, there is a severe risk of commercial ships being misidentified as military targets.
- 3.3 Widespread reports of GPS interference, "spoofing," and fake AIS echoes designed to lure ships into sensitive waters or disrupt navigation.
- 3.4 Missile exchanges between coastal batteries and naval task forces pose a direct "wrong place, wrong time" threat to merchant lanes.

Inquiries concerning the subject of this Advisory or any other request should be directed to: **Technical and Seafarer Services, security@immarbe.com**

Disclaimer: This is an official and mandatory notice published under the authority of the Merchant Ships Registration Act 2020. The digital version available on the official IMMARBE website is the definitive and controlling version. For clarification, contact immarbe@immarbe.com



4. MANDATORY AND RECOMMENDED ACTIONS

4.1 In light of these events, Belize-flagged vessels are advised to take the following actions.

ACTION	DESCRIPTION	CLASSIFICATION
TRANSIT ASSESSMENT	Strongly reconsider any planned transits through the Strait of Hormuz or the Red Sea. If already in the Persian Gulf, seek refuge in neutral territorial waters (e.g., eastern UAE or Saudi coast) or exit the region if safe.	Recommended
COMMUNICATION	Maintain a continuous listening watch on VHF Channel 16. Report any suspicious activity immediately to UKMTO (+44 2392 222060) and MSCHOA. Adhere to safety protocols advised by local authorities.	Mandatory
VESSEL HARDENING	Implement BMP5 (Best Management Practices) for protection against water-borne and aerial drone threats. Ensure all firefighting and damage control equipment is ready.	Mandatory
NAVIGATION	Exercise extreme caution regarding GPS reliability. Use traditional navigation methods (radar, visual) to cross-check positions. Do not follow instructions from unknown VHF callers to divert into Iranian waters.	Recommended
AIS POLICY	While IMO regulations require AIS to be on, Masters may exercise professional judgment to switch off AIS if they believe it poses a direct security threat (Ref: SOLAS V/19.2.4), provided the decision is logged.	Recommended

5. CONTACT INFORMATION

- 5.1 Owners and Masters must report any incidents or security concerns to the Belize Administration at security@immarbe.com.
- 5.2 Belize remains committed to the safety of our seafarers and the security of our fleet. This advisory will remain in effect until further notice.



Inquiries concerning the subject of this Advisory or any other request should be directed to: **Technical and Seafarer Services, security@immarbe.com**

Disclaimer: This is an official and mandatory notice published under the authority of the Merchant Ships Registration Act 2020. The digital version available on the official IMMARBE website is the definitive and controlling version. For clarification, contact immarbe@immarbe.com



REPUBLIC OF CYPRUS
SHIPPING DEPUTY MINISTRY

Circular No. 06/2026

28 February 2026

SDM 05.13.002 & 04.28.005.004.002

To all Registered owners, Registered bareboat charterers
Managers and Representatives of Cyprus ships

Subject: Safety and security of vessels under Cyprus Flag calling or approaching ports/countries where armed/civil conflicts take place

Due to the military escalation involving strikes on Iran, there is an increased likelihood of rapid changes to navigational risk in the area of the Islamic Republic of Iran, the Persian/Arabian Gulf, the Gulf of Oman, the Straits of Hormuz, the Red Sea and Gulf of Aden. Therefore, the Shipping Deputy Ministry wishes to advise as follows:

2 The Shipping Deputy Ministry reiterates its recommendation (Circulars No. 20/2015, 33/2021, 25/2023, 15/2025 and 03/2026 are of relevance) to the owners and operators of Cyprus flagged vessels **to avoid any callings and transactions at foreign ports and/or countries where political instability and/ or armed and/or civil conflicts take place** (or are evidently imminent).

3 Furthermore, the Shipping Deputy Ministry, **recommends** that owners, operators, managers and masters of **Cyprus flagged operating in or transiting through said area:**

- (i) maintain increased vigilance and close communication with Port and Flag State authorities and local shipping agents, in accordance with the requirements of the ISPS Code and increase, as necessary, the rigorousness of implementing the security measures aboard in order to protect the vessel and its crew.

Due to the ongoing military escalation, it is recommended that Cyprus flagged vessels operating in the affected area implement security measures equivalent to ISPS Security Level 3, in accordance with their approved Ship Security Plans.

- (ii) carefully assess the security-related situation at each port call or when remaining or navigating through territorial waters, on a case-by-case basis and, as necessary, to implement appropriate security measures aboard in order to protect the vessel and its crew.



- (iii) reassess Strait of Hormuz and other affected area transit and **consider remaining at a safe port/anchorage in neighbouring countries outside the affected area until conditions stabilize.**
- (iv) maintain continuous monitoring of navigational warnings (NAVTEX) in the area and immediately report any security related incident to the Shipping Deputy Ministry.
- (v) communicate with, report to or register with, as appropriate, the UK Maritime Trade Operations (UKMTO, Voluntary Reporting Scheme for the Indian Ocean, specifically Red Sea, Gulf of Aden, and Arabian Sea), the Maritime Security Centre for the Indian Ocean (MSCIO) and the Joint Maritime Information Centre (JMIC) in accordance with industry BMP (Best Management Practices).
- (vi) make frequent checks with local sources of information, e.g. vessel agents, local authorities, Hull and Machinery and Protection and Indemnity insurance providers, in order to obtain the most up-to-date and reliable security-related information available at any given time.
- (vii) review, exercise and, if necessary, implement the relevant contingency plans.
- (viii) contact the vessel's Protection and Indemnity Club/ war insurer well in advance for any voyage in the area.

4 For any security- related concerns please contact the SDM by email at maritime.security@dms.gov.cy or ssas@dms.gov.cy or by telephone at the number: +357 99 377988 (during out of office hours).



Dr. Theodoulos Mesimeris
Acting Permanent Secretary

- Cc:** - Permanent Secretary, Ministry of Foreign Affairs
- Maritime Offices of the Shipping Deputy Ministry abroad
- Recognised Organisations
- Cyprus Bar Association
- Cyprus Shipping Chamber
- Cyprus Union of Shipowners
- Cyprus Shipping Association

MCI Circular 337/ 2026

To: Shipowners, Ship Operators, Managers, Masters, Company Security Officers (CSO), Ship Security Officers (SSO), Recognised Organisations and Seafarers serving on Cook Islands-flagged vessels.

Subject: ESCALATING SECURITY SITUATION – PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN, RED SEA AND GULF OF ADEN (MARSEC ADVISORY TO COOK ISLANDS FLAGGED VESSELS)

Date: 28th February 2026

Summary

The Cook Islands Flag Administration notes the continued escalation of military and asymmetric security activities in:

- Persian Gulf
- Strait of Hormuz
- Gulf of Oman
- Red Sea
- Gulf of Aden

The evolving situation presents heightened risks to commercial shipping, including but not limited to:

- Missile and drone attacks
- Naval military operations
- Unmanned aerial and surface threats
- Seizure or detention of vessels
- Disruption of port services
- Rapid changes in port security levels

The geographic scope of the threat environment is expanding and may change at short notice.

Mandatory Risk Assessment

All Cook Islands flagged vessels operating or intending to operate in the above regions shall:

- Conduct a documented voyage-specific security risk assessment;
- Re-evaluate trading patterns and port calls in affected areas;
- Consider alternative routing where practicable;
- Ensure crew are briefed on regional threat profiles.

MARSEC / ISPS Compliance

In accordance with the ISPS Code and national implementing legislation:

- Vessels shall operate at the MARSEC level as set by the relevant Contracting Government.
- Where intelligence or local authority direction indicates heightened risk, vessels shall elevate to a higher Ship Security Level as appropriate.
- Ship Security Plans (SSP) must be implemented in full for the corresponding security level. Company Security Officers are to ensure:
- Immediate review of Ship Security Assessments (SSA);

- Verification of security equipment functionality;
- Readiness for rapid transition between security levels.

Operational Precautions

Masters operating in or transiting affected areas are strongly advised to:

- Maintain enhanced bridge watchkeeping and radar surveillance;
- Minimise AIS data to the extent permitted under SOLAS and flag guidance where security risk justifies;
- Maintain secure communications with Company and relevant reporting centers (e.g., UKMTO, MSCHOA where applicable);
- Implement anti-drone and anti-boarding watch procedures;
- Avoid loitering and maintain maximum safe speed through high-risk corridors;
- Coordinate with naval advisories and convoy schemes where available.

Crew safety remains paramount. Non-essential deck access should be restricted during transit of high-risk zones.

Shipowners and Masters must determine whether continued presence in the area is operationally justified and consistent with the safety of life at sea.

Port and Coastal State Directives

Masters shall comply fully with:

- Port State security directives;
- Coastal State navigation restrictions;
- Naval authority instructions.

It is anticipated that:

- Port services may be disrupted;
- Entry permissions may be withdrawn at short notice;
- Security declarations (DoS) may be required more frequently.

Insurance and Chartering Considerations

Owners and operators are reminded to:

- Review war risk insurance coverage and notifications requirements;
- Verify charterparty clauses related to war risk and unsafe ports;
- Maintain clear documentation of security assessments and routing decisions.

Red Sea and Gulf of Aden

Given the potential spillover of hostilities, vessels transiting the Red Sea and Gulf of Aden shall:

- Register with relevant maritime security centers;
- Ensure citadel readiness where applicable.

Reporting Requirements

Any security incident, suspicious activity, or hostile engagement involving a Cook Islands flagged vessel shall be reported immediately to:

- Cook Islands Maritime Authority (24/7 contact) at: sos-alert@maritimecookislands.com

- Company Security Officer
- Relevant regional maritime security coordination center

A full written report shall follow within 24 hours.

Continuous Monitoring

Cook Islands Flag Administration is monitoring the situation closely. Further circulars may be issued without prior notice **should the threat level escalate.**

The Cook Islands Flag Administration strongly urges all stakeholders to exercise the highest degree of vigilance and prudence. **Protection of life, vessel, and cargo must take precedence over commercial considerations.**

CSO and SSO are encouraged to follow developments closely, using reliable sources.

For further information or clarification please contact the Technical Department
sos-alert@maritimecookislands.com



Merchant Shipping Directorate



ESCALATING SECURITY SITUATION IN THE PERSIAN GULF, STRAITS OF HORMUZ AND GULF OF OMAN

Merchant Shipping Notice 205

*Notice to Ship Owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Shipping companies are to consider the escalating safety and security threats resulting from the military operations in the above-mentioned volatile sea area, which is also expanding to littoral states increasing the risks for ships and their crew already navigating in the area.

Masters and operators of Maltese ships that operate or that may operate in this area are strongly advised to evaluate the local security circumstances to determine whether their continued presence/or proceeding to ports in the region is safe.

Masters and crew shall at all times observe restrictions imposed by local authorities. It is to be noted that in view of the situation, port services may be disrupted and security levels in ports may change at short notice. As required in terms of the ISPS Code, ships shall respond to the MARSEC level set by the Contracting Government as outlined in Regulations 4.3 and 4.4 of such Code.

To this effect, masters and operators of Maltese ships, if after making the necessary assessments, in their judgment still consider it necessary to proceed to this area, are strongly advised to be mindful and follow the instructions which are / or may be issued by the littoral States in these sea areas and are expected to proceed with utmost caution and in a high state of vigilance. It is recommended that company security officers, masters, and ship security officers review security threat assessments for merchant ships operating in this region; and implement higher ship security level procedures as outlined in the approved ship security plans whilst trading in these areas.

Considering the potential spread of the conflict to the Red Sea and the Gulf of Aden the Directorate also reminds all concerned of Merchant Shipping Notices [186](#) and Merchant Shipping Notice [187](#) which are still relevant and in force.

Merchant Shipping Directorate

28 February 2026

Malta Transport Centre
Hal Lija LJA 2021, Malta

Tel: +356 2125 0360
Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2015 certified



**DEMOCRATIC REPUBLIC OF SÃO TOMÉ AND PRÍNCIPE
INTERNATIONAL SHIP REGISTRY
FLAG ADMINISTRATION**

Official Maritime Notice.
Ref.: STP/MN/2026/001
Date: 2026/03/01

To: Designated Agents, Shipowners, Operators, Company Security Officers, Masters, and Recognized Organizations,

Subject: Security Advisory – Escalation of Maritime Security Risk in the Arabian Gulf and Adjacent Areas.

The São Tomé and Príncipe Flag Administration wishes to draw your urgent attention to the deteriorating maritime security situation in the Arabian Gulf, Strait of Hormuz, Gulf of Oman, and adjacent waters, as reflected in recent advisories issued by several maritime administrations and security authorities.

Current information indicates an increased risk to commercial shipping arising from ongoing military operations, potential hostile actions against merchant vessels, disruption of port services, electronic interference affecting navigation and communications systems, and the possibility of sudden changes in security conditions within the region.

In light of the above, all vessels flying the flag of São Tomé and Príncipe and intending to operate, transit, or call at ports within the affected area are hereby advised to observe the following:

1. Voyage Risk Assessment

Shipowners and operators shall conduct detailed, vessel-specific, voyage-specific, and activity-specific security risk assessments prior to entering or operating in the affected area and implement appropriate mitigation measures consistent with the prevailing threat environment.

2. Security Level and ISPS Compliance

Vessels transiting the affected area are advised to operate at Security Level 3 and to implement all corresponding protective measures as defined in their approved Ship Security Plan, taking into account the heightened risk conditions.

Vessels calling at or remaining in ports within the affected area shall comply with the security level established by the Designated Authority or Port Facility Security Officer (PFSO) at the respective port, in accordance with the ISPS Code.

3. Heightened Vigilance

Masters shall navigate with extreme caution, maintain continuous situational awareness, monitor VHF Channel 16, and comply with any instructions issued by coastal States, naval forces, or military authorities operating in the region.

4. Reporting and Coordination

Vessels are strongly encouraged to:

Register and maintain communication with UKMTO, including regular position reporting while operating in the area;

Register movements with the Maritime Security Centre – Indian Ocean (MSCIO) prior to entering the Voluntary Reporting Area (VRA);



Participate in voluntary reporting to the Information Fusion Centre – Indian Ocean Region (IFC-IOR) [Vessel Report - IFC-IOR](#);

Follow the latest Best Management Practices for Maritime Security (BMP) and any guidance issued by coalition forces operating in the region.

5. Navigation Systems and Electronic Interference

Operators should be aware that vessels operating in the affected area have reported significant disruption of GPS-dependent systems, including AIS and LRIT, due to electronic interference and jamming. Appropriate contingency measures and alternative navigational practices should be adopted.

In accordance with **IMO Resolution A.1106(29)**, where the Master considers that the continuous transmission of AIS could compromise the safety or security of the vessel, or where a security threat is imminent, AIS transmission may be restricted or temporarily suspended based on a documented risk assessment. It should be noted that security incidents have occurred irrespective of AIS operational status, and any such decision should balance reduced visibility against the potential limitation in receiving external assistance.

6. Operational Considerations

Shipowners and operators are advised to carefully evaluate the operational necessity of transiting or calling at ports within the affected area and to consider alternative routing where commercially and operationally feasible.

The Administration reminds all concerned that the safety and security of the vessel, crew, and cargo remain the primary responsibility of the Company and the Master. Any security incident, significant system interference, threat, or abnormal occurrence shall be reported without delay to the Company and promptly notified to this Administration.

The São Tomé and Príncipe Flag Administration will continue to monitor the situation closely and may issue further guidance as necessary.

We appreciate your cooperation in maintaining the highest level of vigilance, preparedness, and operational discipline during this period of elevated regional risk.

Should any further clarification be required, this Administration remains at your full disposal. info@stregistry.com



São Tomé and Príncipe Flag Administration

Strait of Hormuz, Persian Gulf, Gulf of Oman and Arabian Sea Military Operations

1. Purpose

- 1.1. This Technical Alert is issued by the Bahamas Maritime Authority (BMA) to advise Companies, Masters and Company Security Officers (CSOs) of heightened maritime security risk arising from ongoing military operations and recent kinetic activity in the Arabian Gulf, Gulf of Oman, North Arabian Sea and Strait of Hormuz, and to reiterate mandatory Bahamas Flag State requirements under [Marine Notice 071](#).
- 1.2. This Technical Alert applies to **all Bahamian-flagged ships** intending to **transit, operate in, or call at ports** within the above-mentioned regions.

2. Current security situation

- 2.1. The maritime security environment in the Arabian Gulf region remains highly volatile. Bahamian-flagged vessels may continue to operate in these areas; however, strict adherence to MN 071, enhanced vigilance, and proactive communication with recognised maritime security organisations are essential. The BMA continues to monitor the situation and will update this alert as necessary.
- 2.2. There is significant military activity across the Arabian Gulf, Gulf of Oman, North Arabian Sea and the Strait of Hormuz since 28 February 2026, with an associated increase in the risk of miscalculation or misidentification involving commercial shipping.
- 2.3. United Kingdom Maritime Trade Operations (UKMTO)¹ reports significant Global Navigation Satellite System (GNSS) and electronic interference, including Automatic Identification System (AIS) and Very High Frequency (VHF) disruption, which may be intermittent and unpredictable, and may materially affect navigational safety and vessel identification.
- 2.4. Given the persistent GNSS interference and jamming during regional tensions, concerns remain with over-reliance on satellite navigation across merchant fleets, especially in high-risk areas like the Gulf. Resilience leans towards supporting multi-

¹ <https://www.ukmto.org/>

sensor Position, Navigation and Timing (PNT) architectures to ensure navigational continuity. Radar parallel indexing and traditional ranges and bearings can provide that additional layer of positional integrity that seasoned bridge teams resort to for port approaches.

- 2.5. Claims regarding the closure of the Strait of Hormuz continue to circulate via VHF and open sources; however, no legally recognised closure has been promulgated through NAVAREA warnings or International Maritime Organisation (IMO) recognised Maritime Safety Information channels. Such VHF broadcasts are not legally binding under the United Nations Convention on the Law of the Sea (UNCLOS).

3. Flag State Requirements – Marine Notice 071

3.1. AIS Policy

3.1.1. In accordance with Section 7 of MN071:

- i. The IMO guidelines permit the Master to switch off AIS in sea areas where there is a threat of piracy or armed robbery.
- ii. Where an attack is expected or suspicious activity is observed, AIS should be re-activated as soon as practicable.
- iii. Companies are required to take into account current naval and military guidance when determining AIS use.

3.1.2. Masters are reminded that AIS transmission decisions remain the responsibility of the Master, supported by Company risk assessments and Ship Security Plan (SSP) provisions.

3.2. LRIT Policy

3.2.1. In accordance with Section 8 of MN071:

- i. **LRIT equipment must not be switched off** prior to entry into, or during transit of, a High Risk Area.
- ii. If LRIT equipment must be deactivated due to maintenance or repair, the BMA must be informed at the earliest opportunity via lrit@bahamasmaritime.com.
- iii. If LRIT equipment is deactivated or non-operational, the BMA must be advised, and the CSO must put alternative direct reporting measures in place to ensure the ship's position is recorded at least once every six (6) hours.

3.2.2. **The BMA is actively monitoring all Bahamian flag ships in the region and the above is essential for ongoing situational awareness and monitoring.**

3.3. **Reporting Obligations**

- 3.4. Companies and Masters are reminded that LRIT does not replace operational reporting requirements. Vessels are expected to continue to submit initial and daily reports to UKMTO and other recognised reporting centres, in accordance with MN 071 and regional guidance.

4. **Operational Guidance**

- 4.1. In line with UKMTO and Joint Maritime Information Centre (JMIC) guidance, Bahamian vessels are strongly advised to:
- i. Conduct enhanced risk assessments prior to entering the region
 - ii. Maintain a continuous listening watch on VHF Channel 16
 - iii. Expect directed hails from military units and respond professionally
 - iv. Where practicable, increase distance from military units to reduce the risk of misidentification. The United States Maritime Administration recommends that commercial ships maintain a standoff of at least 30 nautical miles from U.S. military vessels to reduce the risk of being mistaken as a threat².
 - v. Immediately report suspicious activity, kinetic incidents or electronic interference to UKMTO or other recognised reporting centres.
- 4.2. [Best Management Practices for Maritime Security \(BMP\)](#) should be followed.
- 4.3. Whilst the ISPS Security Level for The Bahamas and Bahamian ships remains at Security Level 1, the Company Security Officer / Ship Security Officer may consider implementing ISPS Security Level 3 measures, as outlined in the Ship Security Plan, for ships in the region. Please refer to section 11 of [BMA Marine Notice 47](#).
- 4.4. A ship-specific risk assessment should be conducted and aligned with the prevailing circumstances and all crew members sufficiently briefed.
- 4.5. Beyond Hormuz, Lloyd's List reports the US Navy has established a broad maritime warning zone and cautions that Houthi retaliation in the Red Sea/Bab al-Mandab cannot be excluded; the EU's EUNAVFOR ASPIDES mission remains on heightened readiness. Taken together, there is a credible risk of dual-theatre disruption (Hormuz and Red Sea/BaM) if these trends coincide.

² <https://www.maritime.dot.gov/msci/2026-001a-strait-hormuz-persian-gulf-gulf-oman-and-arabian-sea-military-operations-and>

5. Emergency Response Organisation (ERO)

- 5.1. In the event of a security incident, detention, attack or other emergency, Companies and Masters are reminded to contact the BMA Emergency Response Officer (ERO) without delay:

BMA Emergency Response: +44 20 3869 8748

Email: tech@bahamasmaritime.com

6. Validity

- 6.1. This Technical Alert is valid until further notice.

7. Queries

- 7.1. Any queries on this Alert may be addressed to tech@bahamasmaritime.com or any BMA office.



भारत सरकार/ GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING,
MUMBAI

F. No. File No: 28-11/3/2023-MSB

Date -28.02.2026

DGS Circular No. 08 of 2026

Sub.: Advisory to Indian Flag Vessels and Indian Seafarers regarding escalation of Security Situation in Iran, Strait of Hormuz, Persian Gulf and Adjacent Waters – reg.

For the attention of Ship Owners, Ship Managers, Shipping Agents, RPSL Agents, Ship Masters, Seafarers, Charterers, Recognised Organisation & Recognised Security Organisation, Coastal Indian States including Administrations of Union territories and State Maritime Boards.

1. The Directorate has been closely monitoring the recent escalation of hostilities and security developments in and around Iran, the Strait of Hormuz, the Persian Gulf and adjoining region following recent attacks and the consequent rise in regional tensions.
2. All vessels operating in or near the region are urged to conduct comprehensive ship shore security drills encompassing all pertinent security scenarios, including loitering munitions, USV and similar threats. Additionally, Ship Security Alert System (SSAS) testing may be undertaken before transiting through the regions above. These proactive measures are essential for ensuring the preparedness of the crew and the operational readiness of security systems on board.
3. Ship owners, operators and charterers shall undertake a comprehensive voyage specific risk assessment prior to planning any transit through the above region.
4. **All vessels transiting or operating in the wider region shall strictly comply with the reporting and communication protocol prescribed in [DGS Circular No. 08 of 2024 dated 10.04.2024](#).** The said Circular mandates daily reporting through the online Ship Reporting Form and prescribes detailed communication procedures with DGComm Centre, IFC-IOR, Indian Navy and other relevant agencies in the event of any maritime security incident (copy enclosed).

5. In the event that a vessel is already operating within the region or currently under transit at the time of issuance of this Circular, the following measures shall be ensured:-

- 5.1. The Master or Company Security Officer shall immediately ensure updated reporting in accordance with DGS Circular No. 08 of 2024.
- 5.2. In addition, the Company Security Officer shall email the DGComm Centre with full particulars of the vessel and crew list.
- 5.3. Enhanced security posture shall be maintained throughout the transit.
- 5.4. Continuous monitoring of navigational warnings and maritime security advisories issued by DGComm Centre, IFC-IOR and other competent authorities shall be ensured.
- 5.5. Ship Security Plans shall be reviewed and implemented in full.
- 5.6. Ship Security Alert System testing shall be undertaken prior to entering the High Risk Area.
- 5.7. Crew shall be briefed regarding emergency response procedures, including contingency measures in case of missile, drone, sea mines or asymmetric threats.

6. Masters and Company Security Officers are directed to immediately report any suspicious activity, security threat, interception, electronic interference, GNSS disruption, hostile approach, or incident of any nature to the DGComm Centre at the earliest opportunity.

7. **Important Contact Numbers**

Following centres are manned 24x7:-

- DGComm Centre (dgcommcentre-dgs@nic.in) **Whatsapp, i.e., +91 8657549760.**
(Alternative numbers: +91 22 22613606 / +91 8657549760 / +91 8657549752).
- IFC_IOR (ifc-ior.gurugram@navy.gov.in) **Whatsapp, i.e., +91 7428963733.**
(Alternative number: Landline: +91-124-2208385)

8. All stakeholders are advised to maintain a proactive stance towards security, constantly enhancing their preparedness to face evolving maritime security challenges through regular reviews and training. Accordingly, collective vigilance and adherence to the security SOPs/advisories are crucial for mitigating these varied and significant threats.

This is issued with the approval of the Director General of Shipping.



(Capt. Anish Joseph)
Deputy Nautical Adviser - cum -
Sr. Dy. Director General [Tech / Maritime Security]
anish-dgs@gov.in

Note - The underlined blue content in the circular indicates hyperlinks to the relevant online content on the respective website.



भारत सरकार/ GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING,
MUMBAI

F. No. File No: 28-11/3/2023-MSB

Date -10.04.2024

DGS Circular No. 08 of 2024

Sub.: Introduction of Online Ship Reporting for the Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Gulf of Aden, Bab al Mandeb Strait, Red Sea, Somali Basin, and Arabian Sea Region - reg.

For the attention of Ship Owners, Ship Managers, Shipping Agents, RPSL Agents, Ship Masters, Seafarers, Charterers, Recognised Organisation & Recognised Security Organisation, Coastal Indian States including Administrations of Union territories and State Maritime Boards.

1. This advisory is issued in continuation to the [DGS Circular No. 27 of 2023 dated 29.12.2023](#), and subsequent observations on maritime security in sensitive regions, including the Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Gulf of Aden, Bab al Mandeb Strait, Red Sea, Somali Basin, and Arabian Sea region. There was a need to further simplify and enhance the mechanism for reporting and tracking maritime activities to safeguard the interests of merchant ships, their crew, and maritime trade flows.
2. Due to the increasing number of vessels reporting to the Information Fusion Centre-Indian Ocean Region (IFC-IOR) and DG Comm Centre in pursuance to the aforesaid DGS Circular, a dedicated online Ship Reporting Form has been established. This form aims to streamline the reporting process and ensure a robust database for efficient monitoring and swift response to any maritime security threat.
3. Accordingly, in the event of any incidents or security escalation due to incidents in the Persian Gulf, Strait of Hormuz, Gulf of Oman, Gulf of Aden, Bab al Mandeb Strait, Red Sea, Somali Basin, and Arabian Sea region, the **reporting and communication protocol** to be maintained is as follows:

3.1. Reporting Protocol

- 3.1.1. All vessels transiting through the aforementioned areas are requested to submit their details daily via the online Ship Reporting Form, which can be accessed at <http://117.219.8.190/ifcior/>.

- 3.1.2. This measure is critical for maintaining a comprehensive and up-to-date vessel database, which will facilitate easier tracking and coordination at the Centre if the Indian Navy is required to respond to the incident.
- 3.1.3. Accordingly, there is no requirement to forward the position report specified in [Annexure I of DGS Circular No. 27 of 2023 dated 29 December 2023](#), as the daily reporting using the online link will take care of the same.

3.2. Communication Protocol

In the event of a maritime security incident, the following procedure is advised:-

- 3.2.1. Contact the nearest Indian Navy vessel and coalition warship using VHF Channel 16, provide the current location, describe the situation, communicate the intended course of action, and seek further guidance.
- 3.2.2. Inform the CSO of the vessel, who can convey the information immediately by phone/WhatsApp, preferably to the following centres, which are **manned 24x7** :
- DGComm Centre (dgcommcentre-dgs@nic.in) **Whatsapp, i.e., +91 8657549760.**
(Alternative numbers: +91 22 22613606 / +91 8657549760 / +91 8657549752).
 - IFC_IOR (ifc-ior.gurugram@navy.gov.in) **Whatsapp, i.e., +91 7428963733.**
(Alternative number: Landline: +91-124-2208385)
- 3.2.3. Inform the United Kingdom Maritime Trade Operations (UKMTO) and other applicable agencies/organisations relevant to the region and type of occurrence (such as MRCC, etc).
- 3.2.4. As soon as the situation allows, a first information report should be transmitted to the DGComm Centre.
4. Furthermore, all CSOs, Vessels and masters must consider the heightened security risks given the current scenario. In addition to the daily reporting through the online form, the practices and precautionary measures specified in [DGS Circular No. 25 of 2023 dated 05.12.2023](#), [DGS Circular No. 27 of 2023 dated 29.12.2023](#) and the SOPs/advisories/Best Management Practices therein are to be adhered with.
5. [Weekly Maritime Security Updates](#), as available on the IFC-IOR website, must also be referred to obtain the weekly list of security incidents occurring worldwide.

6. In light of the prevailing security concerns, it is advised to conduct comprehensive ship shore security drills encompassing all pertinent security scenarios, including but not limited to piracy and loitering munitions threats. Additionally, Ship Security Alert System (SSAS) testing may be undertaken before transiting through the regions above. These proactive measures are essential for ensuring the preparedness of the crew and the operational readiness of security systems on board.

7. All stakeholders are advised to maintain a proactive stance towards security, constantly enhancing their preparedness to face evolving maritime security challenges through regular reviews and training. Accordingly, collective vigilance and adherence to the security SOPs/advisories are crucial for mitigating these varied and significant threats.

8. Any incident of a suspicious nature not affecting the vessel may also be, therefore, reported to the DGComm Centre (dgcommcentre-dgs@nic.in) with a copy to IFC-IOR (ifc-ior.gurugram@navy.gov.in).

This is issued with the approval of the Director General of Shipping.



(Capt. Anish Joseph)
Deputy Nautical Adviser - cum -
Sr. Dy. Director General [Tech / Maritime Security]
anish-dgs@gov.in

Note - The underlined blue content in the circular indicates hyperlinks to the relevant online content on the respective website.



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA LIBERIA MARITIME AUTHORITY

22980 Indian Creek Drive,
Suite 200
Dulles, Virginia 20166, USA
Tel: +1 703 790 3434
Fax: +1 703 790 5655
Email: security@liscr.com
Web: www.liscr.com

1 March 2026

Marine Security Advisory – 03/2025/Rev.4 (Supersedes Marine Security Advisory 03/2025/Rev.3)

Subject: Security situation in the Arabian Gulf, Straits of Hormuz, Gulf of Oman and North Arabian Sea

The following changes have been included:

1. Added confirmed missile and drone attacks against multiple commercial vessels
2. Removed particular association with any State

Dear Shipowners, Operators and Masters

The purpose of this Marine Security Advisory is to inform Owners/Operators/Company Security Officers/Masters that confirmed missile and drone attacks against multiple commercial vessels within the Gulf of Oman, Musandam approaches, and UAE coastal waters have shifted the regional maritime security posture from Severe to CRITICAL. While no formal legal closure of the Strait of Hormuz has been declared, the operational environment reflects active kinetic hazard conditions in this area. The Joint Maritime Information Centre (JMIC) has found no association that would make these vessels a viable candidate for targeting and attack. These incidents highlight continued stand-off missile and drone threats in Gulf of Oman waters and the Strait of Hormuz and approaches. There is no confirmed mine deployment or detonation at this time.

Liberian flagged vessels transiting the Arabian Gulf, Straits of Hormuz, Gulf of Oman and North Arabian Sea (affected area) are to operate at security level 3 and implement all protective measures in their Ship Security Plan. Vessels in the ports of the affected area are required to act upon the security level set by the Designated Authority at those ports.

Dangerous military operations are taking place in the affected area and ships are advised to navigate with caution and avoid navigation within the affected area, if possible. Ships should maintain a listening watch on VFH channel 16 and be prepared to respond to hails or queries from U.S. military forces.

Recommendations

Vessels operating in these areas have encountered significant LRIT and AIS interference due to GPS jamming. As per International Maritime Organization (IMO) [Resolution A.1106\(29\)](#)

paragraph 22, if the master believes that the continual operation of AIS might compromise the safety and security of his/her ship or where security incidents are imminent, the AIS may be switched off. Be advised that ships have been attacked with AIS switched on and off. While switching the AIS off can make it more difficult for the militia to track vessels, it will also make it more difficult for the vessel to receive support if needed.

All owners, operators, and crews should remain cognizant of the elevated threat in the affected area and perform detailed, vessel-specific, voyage-specific and activity specific risk assessments for any operations or transit through the affected area. Additional guidance to the threats, mitigations and considerations to transiting this area are available in the [Joint Maritime Information Centre \(JMIC\) advisories](#).

All vessels should report to the UKMTO and register with the Maritime Security Centre for the Indian Ocean (MSCIO) in accordance with industry BMP (Best Management Practices) and take advice from the coalition forces operating in the area. Best Management Practices for Maritime Security (BMPMS) will continue to provide the necessary guidance for shipping to ensure threat and risk assessments are developed for every voyage to mitigate the risks presented by remaining security threats in the region. The shipping industry will continue to monitor and advise on maritime security threats to assist the safe transit of vessels and the seafarers.

UKMTO acts as the primary point of contact for merchant vessels and liaison with military forces in the region. Vessels are encouraged to register with UKMTO and report their positions (By email daily at 08.00 UTC) whilst operating in the area.

The MSCIO is the planning and coordination centre for the EU Naval Forces (EU NAVFOR). MSCIO encourages companies to register their ships' movements before entering the Voluntary Reporting Area (VRA).

All vessels transiting the Arabian Gulf, Strait of Hormuz, Gulf of Oman and North Arabian Sea are also encouraged to report to the Information Fusion Centre – Indian Ocean Region (IFCIOR), this is a voluntary reporting measure that promotes cooperation, stability and communication with partner stakeholders in the region as well as aligns with the most recent measures published in BMP MS. Vessels with voyages through this area can use the [Vessel's Reporting Form](#) at IFCIOR's website.

Contact Information

In an emergency, vessels transiting the Arabian Gulf, Straits of Hormuz and Gulf of Oman, should contact NAVCENT Battle Watch Phone: +973-1785-3879; Naval Cooperation and Guidance for Shipping (NCAGS) Primary Watch Floor Phone: +973-1785-0033, Contingency Mobile Phone: +973- 3940-4523, Email: m-ba-cusnc-ncags@us.navy.mil.

Contact MSCIO prior to transiting the Gulf of Oman, Straits of Hormuz and Arabian Gulf.

The contact details of MSCIO are:

Maritime Security Centre – Indian Ocean (MSCIO)

Email postmaster@mscio.eu

Telephone +33 (0) 298 220 220 +33 (0) 298 220 170

Fax +44 1923 958520 Website www.ukmto.org

When transiting the Gulf of Oman, Straits of Hormuz and Arabian Gulf should register their vessels with UKMTO

Email: watchkeepers@ukmto.org and ukmto@eim.ae

Phone: +44 - 2392-222060, +971-50-552-3215

Fax +44 1923 958520

Please keep LISCR's Security Department informed of any security incidents at:

Office of the Senior Deputy Commissioner of Maritime Affairs

Republic of Liberia

22980 Indian Creek Drive, Suite 200 Dulles, Virginia 20166 USA

D: +1 571 495 5944 / O: +1 703 790 3434 / F: +1 703 790 5655

Email: Security@liscr.com

www.liscr.com

Republic of the Marshall Islands

MARITIME ADMINISTRATOR

11495 COMMERCE PARK DRIVE, RESTON, VIRGINIA 20191-1506
TELEPHONE: +1-703-620-4880 FAX: +1-703-476-8522
EMAIL: marsec@register-iri.com WEBSITE: www.register-iri.com

SHIP SECURITY ADVISORY No. 02-26

To: Owners/Operators, Masters, Company Security Officers, Recognized Security Organizations

Subject: MILITARY OPERATIONS IN THE ARABIAN GULF, GULF OF OMAN STRAIT OF HORMUZ, AND ARABIAN SEA – IMMEDIATE ELEVATION OF SHIP SECURITY LEVEL

Date: 28 February 2026

1.0 SITUATION

Significant military operations involving the United States (US), Israel, and Iranian forces have commenced as of 28 February 2026 in the following areas (collectively, the "High-threat Areas"):

- Arabian/Persian Gulf;
- Gulf of Oman;
- North Arabian Sea;
- Strait of Hormuz (SoH); and
- Red Sea, Bab-el-Mandeb (BeM), and
- Gulf of Aden (GoA).

The US Maritime Administration (MARAD) has issued MSCI Alert [2026-001A](#) and the United Kingdom Marine Trade Operations (UKMTO) has issued Advisory [003-26 \(Update 001\)](#) confirming the elevated threat environment. Multiple Company Security Officers (CSOs) have reported unverified VHF Channel 16 broadcasts claiming closure of the SoH. **Such broadcasts are not legally binding and do not constitute a lawful restriction on navigation under UNCLOS.**

The situation is extremely dynamic. Electronic interference, including disruption to Automatic Identification System (AIS), Global Navigation Satellite System (GNSS), and other navigational and communications systems, has been reported throughout the region. Risk of vessel misidentification by hostile forces is elevated.

This SSA is evaluated annually by the RMI Maritime Administrator (the "Administrator") and expires one year after its issuance or renewal unless otherwise noted, superseded, or revoked.

2.0 SHIP SECURITY LEVEL DIRECTIVE

Effective immediately, the Republic of the Marshall Islands (RMI) Maritime Administrator (the "Administrator") hereby directs that all RMI-flagged vessels operating in or intending to transit the High-threat Areas – including the **Red Sea, BeM, GoA, Arabian/Persian Gulf, Gulf of Oman, SoH, North Arabian Sea, and the waters and ports of Israel** – shall immediately implement Ship Security Level 3 (or equivalent port facility security measures upon arrival).

This is a **flag requirement** pursuant to the International Ship and Port Facility Security (ISPS) Code and RMI Marine Notice [2-011-16](#).

3.0 IMMEDIATE ACTIONS REQUIRED

Pending issuance of a comprehensive Ship Security Advisory (SSA) by the Administrator, vessels operating in or transiting toward the High-threat Areas shall:

- implement Ship Security Level 3 measures immediately and notify the Administrator at marsec@register-iri.com or +1-571-441-1885;
- maintain a continuous listening watch on VHF Channel 16 and be prepared to respond to hails from coalition military forces;
- maintain a standoff of at least 30 nautical miles from US Navy units to reduce the risk of misidentification as a threat;
- conduct enhanced bridge watches and heightened lookout for kinetic threats including small boat operations, unmanned aerial vehicles (UAVs), unmanned surface vehicles (USVs), and anti-ship missiles;
- be alert to degraded Global Positioning System (GPS)/GNSS reliability and elevated electronic interference throughout the region; monitor for AIS and navigational system anomalies and employ alternative positioning methods;
- register with UKMTO and submit regular position reports (see [MARSEC-210](#) for contact information);
- conduct an immediate threat and risk assessment and evaluate whether transit should be deferred pending further guidance; and
- contact coalition forces (UKMTO, Maritime Security Centre – Indian Ocean (MSCIO), US Naval Forces Central Command (NAVCENT)/Naval Cooperation and Guidance for Shipping (NCAGS)) for the latest situational awareness prior to entering the High-threat Areas.

4.0 FURTHER GUIDANCE

A comprehensive SSA with updated threat assessments, mitigation measures, and applicable references will be distributed to all RMI-flagged vessels shortly. Operators are strongly encouraged to monitor the Administrator's [Maritime Security webpage](#) and subscribe to UKMTO advisories for real-time updates.

5.0 INCIDENT REPORTING

All security incidents and suspicious activity must be reported to the Administrator immediately at: marsec@register-iri.com, dutyofficer@register-iri.com, and/or +1-571-441-1885.

Refer to [MARSEC-210](#) for all relevant coalition force and reporting authority contact information.

References: MARAD MSC I Alert [2026-001A](#) (28 Feb 2026); UKMTO Advisory [003-26](#) Update 001 (28 Feb 2026); RMI Marine Notice [2-011-16](#); SSA No. [01-26](#) (Threats to Shipping in the Red Sea Region).



**REPUBLIC of SAN MARINO
MARITIME AUTHORITY**

Rev. 0

MAIN CONTACT: SAN MARINO SHIP REGISTER

PH: +378 (0549) 960075 | FAX: +378 (0549) 941305 | EMAIL: registration@smsr.sm

**San Marino Marine Notices
SMMN – 2026- SEC-004 Security
02 March 2026
San Marino Ship Register SMSR**

**Title: ESCALATING SECURITY SITUATION IN THE
PERSIAN GULF, STRAITS OF HORMUZ AND GULF OF
OMAN**

TO: Recognised Organisations, Shipowners, Managers, Masters, Seafarers, SMSR partners, SMSR brokers, Surveyors, and the general public.



**REPUBLIC of SAN MARINO
MARITIME AUTHORITY**

MAIN CONTACT: SAN MARINO SHIP REGISTER

PH: +378 (0549) 960075 | FAX: +378 (0549) 941305 | EMAIL: registration@smsr.sm

Rev. n	Date	Changes	Initials
00	02/03/2026		GG



**REPUBLIC of SAN MARINO
MARITIME AUTHORITY**

MAIN CONTACT: SAN MARINO SHIP REGISTER

PH: +378 (0549) 960075 | FAX: +378 (0549) 941305 | EMAIL: registration@smsr.sm

SECURITY MEASURES TO BE CONSIDERED IN THE PERSIAN GULF, STRAITS OF HORMUZ, NORTHERN ARABIAN SEA AND GULF OF OMAN

The purpose of this Marine Notice is to inform all San Marino-flagged vessels operating near Iran, the Persian Gulf, Gulf of Oman, Strait of Hormuz and Northern Arabian Sea of the security risks due to the conflict escalation involving the Middle East which could have a direct impact onboard merchant vessels and crews.

- a) Referring to the DIRECTIVE No. 02/2025 SEC 5.1, dated 12 June 2025, still in force, where in accordance with regulation XI/3.1 of the SOLAS Convention and section A/4.1 of the ISPS Code, the Security Level 2 has been set for all vessels flying the San Marino flag to which the SOLAS Convention, chapter XI-2 apply while navigating, being in ports, at anchor or being moored in the Persian Gulf, Strait of Hormuz, Gulf of Oman and Northern Arabian Sea;
- b) Considering the ongoing military operation affecting the entire area of the Persian Gulf, Strait of Hormuz, northern Arabian sea including Gulf of Oman, Shipping companies must consider the escalating safety and security threats resulting from the military operations in the above-mentioned sea area, involving the coastal zones, as well;
- c) In this new scenario Masters and operators of San Marino flagged vessels that operate or intend to operate in these areas are strongly advised to evaluate the local security circumstances to determine whether their continued presence/or proceeding to the ports in the mentioned regions may guarantee safe trade operations.
- d) In such context, Masters and crews must always observe restrictions imposed by local authorities considering also that port services may be disrupted and security levels in ports may change at short notice. As required in terms of the ISPS Code, ships shall respond to the MARSEC level set by the Contracting Government as outlined in Regulations 4.3 and 4.4 of such Code.
- e) Moreover, Company security officers-(CSO), Masters, and ship security officers (SSO) must review security threat assessments for merchant ships operating in these areas and consider to implement higher ship security level procedures as outlined in the relevant approved ship security plans
- f) San Marino-flagged vessels are strongly advised when transit near Iran, the Persian Gulf, Strait of Hormuz, northern Arabian sea including Gulf of Oman to increase higher preventive precautions, to keep the utmost vigilance and increase security conditions aboard to protect the vessels and its crews
- g) For safety reasons, the Automatic Identification System (AIS) and the Long-Range Identification and Tracking system (LRIT) must be always turned on, except in those cases where the Master considers that the security of the vessel could be compromised. In accordance with the provisions of the International Convention for the Safety of Life at Sea (SOLAS), in the same way, VHF Channel 16 must be monitored and communication must be maintained at all times with local authorities and with the San Marino Maritime Authority;



**REPUBLIC of SAN MARINO
MARITIME AUTHORITY**

MAIN CONTACT: SAN MARINO SHIP REGISTER

PH: +378 (0549) 960075 | FAX: +378 (0549) 941305 | EMAIL: registration@smsr.sm

- h) For the above consideration, the Security level 2 must be always adopted and implemented along the aforementioned area;
- i) In addition to the instructions provided by the Ship Security Plan for the Security Level 2, Shipmasters and CSOs are advised to maintain close contact with regional maritime security centres (UKMTO and MSCIO, as linked below) and monitor official government and military warnings which may preclude certain navigation areas;
- j) Vessels should report any unusual activity or security incident to UKMTO via the established Voluntary Reporting Schemes and keep communication equipment manned and functional at all time. Such reports should be notified also to the CSO which might consider informing the Administration (security@smsr.sm);
- k) Company Security Officers and Deputy Company Security Officers, are requested to acknowledge this Marine notice.

San Marino 2nd March 2026

UKMTO <https://www.bing.com/search?q=UKMTO+reporting&form=ANNNB1&refid=6db50114317641a29f216c4fe9f3cb47&pc=HCTS>

MSCIO <https://eunavfor.eu/mschoa>

VANUATU INTERNATIONAL SHIPPING REGISTRY (VISR)
39 BROADWAY, SUITE 2020
NEW YORK, NEW YORK 10006
TEL: 212-425-9600
INFO@REGISTER-VU.COM



02 March 2026

Setting Maritime Security Level 2 (MARSEC Level 2) for Vessels Flying the Flag of Vanuatu in the Persian Gulf, Strait of Hormuz and Northern Arabian Sea

Applicable to: This FLEET SAFETY LETTER should be brought to the attention of ship-owners, ship managers, operators, Masters of Vanuatu-registered ships and Recognized Organizations

Open-source intelligence and regional diplomatic developments indicate a significant escalation of tensions in the Middle East region, particularly involving the State of Israel and the Islamic Republic of Iran. The security situation remains fluid and volatile, and the possibility of rapid escalation affecting maritime operations in the region cannot be excluded. In light of the above, and in accordance with the provisions of SOLAS Convention, Chapter XI-2, Regulation 3.1 and the International Ship and Port Facility Security (ISPS) Code, Part A, Section 4.1, the Administration issues the following instructions.

Pursuant to SOLAS Regulation XI-2/3.1 and ISPS Code Section A/4.1, Maritime Security Level 2 (MARSEC Level 2) is hereby set for all vessels flying the flag of Vanuatu to which SOLAS Chapter XI-2 applies, while navigating, operating, anchoring, or being moored within the Persian Gulf, Strait of Hormuz, and Northern Arabian Sea. This measure is effective immediately and shall remain in force until further notice.

In addition to the measures required under the approved Ship Security Plan (SSP) for MARSEC Level 2, Companies and vessels are instructed to ensure that the Master and Company Security Officer (CSO) maintain close communication with relevant regional maritime security centers, including UKMTO (United Kingdom Maritime Trade Operations) and MSCHOA (Maritime Security Centre – Horn of Africa), and continuously monitor official advisories and threat assessments.

Companies and vessels are also instructed to report without delay any unusual activity, suspicious approach, drone activity, security incident, or attempted interference through established Voluntary Reporting Schemes, ensuring that communication equipment remains fully operational and continuously manned, and that all such reports are also notified to the CSO and, where appropriate, to the Administration. Furthermore, Companies and vessels are instructed to review and implement the latest Best Management Practices (BMP – Maritime Security), reassess voyage planning and routing risk assessments, and review contingency plans covering crew safety, emergency preparedness, and crisis response in the event of further regional escalation.

Company Security Officers (CSOs) and Deputy Company Security Officers are requested to acknowledge receipt of this Circular and confirm implementation of the above measures.

Berke Ayazli
Executive Vice President
Vanuatu International Shipping Registry
The Republic of Vanuatu