

**MSCIO MARITIME SECURITY NOTICE**

**MILITARY ACTIVITY**

**Military operations are ongoing in parts of the Arabian Gulf, Gulf of Oman, the North Arabian Sea and the Strait of Hormuz.**

**Where transit is necessary, vessels should maximize their distance from naval forces and conduct a dynamic risk assessment in accordance with BMP-MS guidance.**

**Vessels are strongly advised to exercise heightened caution while transiting these areas, maintain an active listening watch on VHF Channel 16, and report any suspicious activity to MSCIO and UKMTO.**

**UPDATE 02**

MSCIO continues to closely monitor developments in the region, and advisories have been issued throughout the day.

This note provides an update of the current maritime security environment affecting commercial shipping, based on information promulgated by maritime security reporting centers, military authorities and reports received directly by MSCIO from Masters.

It is divided into two key transit regions that are directly and indirectly affected:

- The Strait of Hormuz.
- The Bab el-Mandeb/Red Sea area.

## **STRAIT OF HORMUZ (SoH)**

### **Arabian Gulf – Gulf of Oman – Northern Arabian Sea**

Military operations are still ongoing in the region.

Transit through the SoH remains legally permitted, although traffic is significantly reduced, with limited outbound movements and negligible inbound traffic observed. Different AIS policies have been observed during transits, as well as the use of high speeds to minimize the transiting time.

Three incidents have been confirmed at the locations shown on the map.



The first incident, has been reported approximately 5 NM north of Khasab Port, Oman (Strait of Hormuz), involving a merchant vessel evacuated following an engine room fire. The source of the fire remains unconfirmed and all crew members were safely evacuated.

The second incident in the Gulf of Oman, involved a MV that experienced an explosion followed by flooding, reportedly as a result of a projectile impact.

The third incident, reported by UKMTO, occurred in the western part of the SoH. A vessel was reportedly struck by an unidentified projectile, causing a fire onboard. The fire was later extinguished and the vessel continued her voyage.

**MSCIO ADVISORY 01\_2026**  
**UPDATE 02**  
**01MAR2026**

All three incidents above are HIGHLY LIKELY to be connected with the ongoing crisis; however, there is still no evidence identifying a responsible party or a specific actor claiming responsibility for these incidents at this time.

The following has been reported by vessels in or transiting the area:

- GPS spoofing inside the Arabian Gulf and SoH.
- VHF Ch16 broadcasts announcing the closure of the SoH.
- Vessels transiting south of the SoH Traffic Separation Scheme (TSS), have been instructed by authorities to rejoin and follow the TSS for the duration of the transit.

It is advised for merchant vessels to:

- Transit with caution and after an enhanced risk assessment has been performed.
- Follow the TSS.
- Monitor Ch16 VHF and be prepared to be hailed.
- Use AIS as per company policy.
- Whenever possible, increase distance from any naval forces to mitigate risk.
- Enhance radar and landmark procedures to support safe navigation, since GNSS are highly likely to be unreliable.

**BAB EL-MANDEB (BeM)**

**Red Sea - Gulf of Aden**

Current regional developments and open-source reporting indicate a potential resumption of hostile activity by Iranian-aligned Houthi forces against commercial shipping in the Red Sea and adjacent approaches.

Currently, no attacks from Houthi forces have been reported in the maritime domain, however attacks against merchant vessels transiting the area cannot be ruled out for merchant vessels with affiliations to parties actively involved in the ongoing crisis.

**MSCIO ADVISORY 01\_2026**  
**UPDATE 02**  
**01MAR2026**

Merchant vessels should expect:

- Higher exposure for vessels with certain affiliations.
- Potential delays for vessels requesting close protection.

It is advised for merchant vessels to:

- Maintain navigation through international waters for as long as possible.
- Navigate closer to the African coastline where feasible.
- Maintain coordination with maritime security reporting centers, both MSCIO and UKMTO.
- Conduct a voyage-specific risk assessment and adhere to BMP-MS.
- Before transiting the area, take into consideration any direct or indirect affiliations between the vessel, its ownership, or its cargo and countries of interest.

Be aware the environment in the region is dynamic in the region and may change with limited notice. It is encouraged to maintain a high level of situational awareness and monitor official channels.

Vessels are advised to transit with caution, be prepared to implement BMP-MS, and report any suspicious activity or electronic interference to MSCIO and UKMTO.

More information can be found in:

[MSCIO EU | Advisories](#)

**MSCIO ADVISORY 01\_2026**  
**UPDATE 02**  
**01MAR2026**