पत्तन, पोत परिवहन
एवं जलमार्ग मंत्रालय
MINISTRY OF
PORTS, SHIPPING
AND WATERWAYS
सत्यमेव जयते

DIRECTORATE GENERAL OF MARITIME ADMINISTRATION

MONTHLY MARITIME SECURITY REPORT

OCTOBER 2026



1. Maritime Operations, Safety and Security Wing (Nautical Wing)

1.1 Ship Operational Safety and Security Division

Maritime Security Branch

The Maritime Security Branch (MSB) of the Nautical Wing (now the Maritime Operations, Safety and Security Wing), Directorate General of Maritime Administration (formerly, Directorate General of Shipping), is the designated institutional authority for the protection of Indian seafarers, Indian-flagged vessels, and foreign-flagged vessels carrying Indian crew against maritime security threats. Originally developed from the Anti-Piracy Branch, it was formally constituted through DGS Order No. 2 of 2023 dated 25 January 2023. The Branch coordinates with the Indian Navy, the Ministry of External Affairs (MEA), the Indian Coast Guard (ICG), different High Commissions, International Maritime Organisation (IMO) and other relevant stakeholders to prevent, monitor and respond to maritime security incidents.

Core Functions

- **Maritime Security Monitoring**: Monitoring piracy, armed robbery, hijackings, geopolitical conflicts and other security threats affecting commercial shipping, particularly in high-risk maritime regions.
- **Incident Coordination and Response**: Coordinating with the Indian Navy, Information Fusion Centre–Indian Ocean Region (IFC-IOR), Indian Coast Guard, MEA, shipowners and other stakeholders during maritime security incidents. The Mercantile Marine Domain Awareness Centre (MMDAC) and DG Communication Centre (DGComm Centre) support continuous monitoring and incident coordination.
- **Issuance of Advisories and Circulars**: Issuing maritime security advisories, circulars and Standard Operating Procedures (SOPs) to inform shipowners, operators, Masters and seafarers of emerging threats and recommended precautionary measures.
- **Seafarer Safety and Preparedness**: Promoting security awareness and training, piracy-awareness measures, emergency response preparedness and compliance with applicable Best Management Practices (BMP) and ship security procedures.
- **Regulatory Compliance and Reporting**: Prescribing and communicating ship-reporting procedures and security-related requirements, including reporting of incidents and coordination with designated maritime security authorities.
- **National and International Cooperation**: Facilitating information-sharing and engagement with government agencies, international maritime organisations, foreign authorities and shipping industry stakeholders to strengthen maritime security cooperation.

8.1.1. Security Data - 2026

Data of Indian-Flagged Vessels and Foreign-Flagged Vessels with Indian Crew Onboard (Data Since: 01.03.2026 to 01.11.2026)

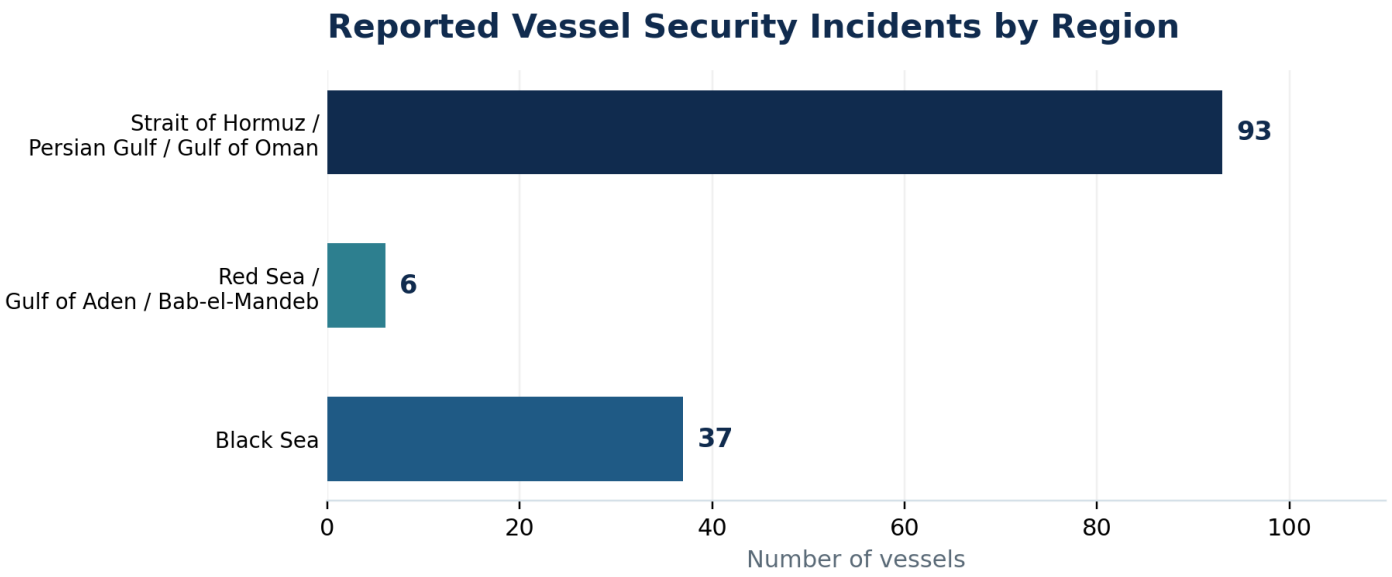
A. SECURITY INCIDENTS

- **Geopolitical Developments and Maritime Security Incidents in 2026**

The maritime security environment in 2026 has been increasingly influenced by geopolitical conflicts, sanctions regimes and disruptions to international shipping. The continuing resurgence of the Russia–Ukraine conflict since February 2022 has led the United States (US), European Union (EU) and United Kingdom (UK) to impose extensive sanctions on Russian energy exports, shipping companies, vessel owners, marine insurers, financial institutions and associated entities. Similarly, longstanding US sanctions against Iran have been expanded, particularly targeting its petroleum and petrochemical sectors, tanker operators and maritime services. These measures have complicated vessel availability, marine insurance, financial transactions and access to shipping-related services, while contributing to the expansion of shadow fleets operating under complex ownership structures and different flags. Concurrently, insecurity around strategic maritime chokepoints like Strait of Hormuz and conflict-affected regions has exposed commercial vessels and seafarers to heightened risks, including attacks, detention and disruption of shipping routes. These developments have significant implications for India, given its dependence on uninterrupted maritime transportation for energy imports and other essential commodities.

During the period from 1 March 2026 to 1 November 2026, a total of 127 vessels were reported to have been affected by maritime security incidents across three key regions: the Strait of Hormuz/Persian Gulf/Gulf of Oman, the Red Sea/Gulf of Aden/Bab-el-Mandeb, and the Black Sea. These incidents resulted in 16 fatalities, 5 missing crew members and 33 injuries. The Strait of Hormuz/Persian Gulf/Gulf of Oman region accounted for 93 affected vessels, including 6 Indian-flagged and 87 foreign-flagged vessels, with 11 fatalities, 3 missing crew members and 27 injuries reported. In the Red Sea/Gulf of Aden/Bab-el-Mandeb region, 6 vessels were affected, while the Black Sea recorded incidents involving 37 foreign-flagged vessels, resulting in 5 fatalities, 2 missing crew members and 6 injuries. Overall, the data highlights the significant impact of geopolitical tensions and maritime security threats on commercial shipping and the safety of Indian and foreign seafarers. Below is the data in tabular form:

Security incident reporting snapshot | 1 March–1 November 2026



SECURITY INCIDENTS (Data Since: 01.03.2026 to 01.11.2026)							
Region	Casualty (Fatality/ Missing) – Crew		Injury – Crew		Total Incidents – Vessels		Total (Vessels)
	Crew onboard Indian Flagged Vessels	**Crew onboard Foreign Flagged Vessels**	**Crew onboard Indian Flagged Vessels**	**Crew onboard Foreign Flagged Vessels**	**Indian Flagged Vessels**	**Foreign Flagged Vessels**	
1. Strait of Hormuz (SoH)/ Persian Gulf / Gulf of Oman	01 Fatality (01 MSV)	10 Fatalities (07 vessels) + 03 Missing (02 vessels)	04 Injury (02 vessel)	24 Injuries (10 vessels)	**06** vessels	**87** vessels	**93** vessels
2. Red Sea / Gulf of Aden / Bab-el-Mandeb	00	00	00	00	**01** (MSV)	**05** vessels	**06** vessels
3. Black Sea	00	05 Fatalities (02 vessels) + 02 Missing (01 vessel)	00	06 Injuries (04 vessels)	**00**	**37** vessels	**37** vessels
Total (Crew)	**01** Fatality	**15** Fatalities **+ 05** Missing	**04** Injury	**30** Injuries	**07** vessels	**129** vessels	**136** vessels
	16 Fatalities + 05 Missing		**34 Injuries**		**136 vessels**		

1. Strait of Hormuz/ Persian Gulf / Gulf of Oman

A total of 93 vessel-related security incidents were recorded in the Strait of Hormuz, Persian Gulf and Gulf of Oman, resulting in 11 fatalities, 27 injuries and 03 missing Indian seafarers, with details as below:

Casualty Category	Total Indian Seafarers	No. of Vessels Involved / Details
Fatalities	11	08 vessels - SKY LIGHT (2); MKD VYOM (1); SAFESEA VISHNU (1); MSV AL FAIZE NOORE SULEMANI-I (1); MT SETTEBELLO (3); GFS GALAXY (1); AL BAHYAH (1); CAPE DAO (1)
Injuries	27	11 vessels - SKY LIGHT (1); LCT AYEH (1); Chiron 7 (2); AL BAHYAH (1); MOMBASA B (2); KAIFAN (1); SENEGAL PROSPERITY (2); CAPE DAO (1); ONE PIECE (12); DP WORLD KAVERI (1); MSV QUBA (3)
Missing	03	02 vessels - EL GAIA (1); PETRO DOLPHIN (2)

2. Red Sea / Gulf of Aden / Bab-el-Mandeb

A total of 06 vessel-related security incidents were recorded in the Red Sea region, including 01 Indian-flagged MSV. No fatalities, injuries or missing Indian seafarers were reported, with details as below.

Region	Total Incidents	Total Indian crew onboard	Fatalities	Injuries	Missing
Red Sea	06	53	Nil	Nil	Nil

3. Black Sea

A total of 37 security incidents on foreign flagged vessels in the Black Sea area have been recorded with 05 fatalities, 06 injuries and 02 missing Indian seafarer(s), with details as below:

Casualty Category	Total Indian Seafarers	No. of Vessels Involved
Fatalities	05	2 vessels – GOLDEN LEO (4), OMORFI (1)
Injuries	06	4 vessels – VOLGA 4007 (3), INVICTA (1), ROYAD MAMMADOV (1), ABLE (1)
Missing	02	1 vessel – AGN RAGNAR (2)

B. PIRACY, HIJACKING & ARMED ROBBERY – SINCE JANUARY 2026

Total Incidents (since January 2026): 07 | Total No. of Vessels Released: 06

Vessel with Indian Crew Currently Hijacked: 01 | Indian Crew Onboard: 11

A total of 7 piracy, hijacking and armed robbery related incidents involving vessels with Indian crew are reflected in the data. As of the latest update, 1 vessel, MT ASANA, remains under captivity, with 11 Indian seafarers onboard. The remaining vessels have been released, have resumed their voyages, or have reported the safe release of their crew. The details of the incidents are as below:

Sr. No.	Vessel	Date of Hijacking	Total Crew	Indian Crew	Release Date
1.	**MT HONOUR 25**	24.04.2026	17	1	29.09.2026 (5 crew deceased incl. 1 Indian; 4 injured)
2.	**MT EUREKA**	02.05.2026	12	4	29.09.2026 (all crew safe)
3.	**MV GOLDEN ARSENAL**	NA (Incident date - 01.07.2026)	21	1	NA (Piracy attack foiled; vessel resumed voyage)
4.	**MT ASANA**	17.07.2026	22	11	Under Captivity
5.	**MV LUTUF**	17.08.2026	10	6	29.08.2026 (all crew safe)
6.	**MT SIBU 1 / SEAMULLET**	20.08.2026	20	16	25.09.2026 (all crew safe)
7.	**MT M REGINA**	27.08.2026	15	07	27.08.2026 (all crew safe)

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THANK YOU

