



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

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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
