



**REPUBLIC OF MAURITIUS**

Ministry of Agro-Industry, Food Security, Blue Economy and Fisheries.  
3<sup>rd</sup> Floor, Ken Lee Building  
20 Edith Cavell Street  
Port-Louis

**MERCHANT SHIPPING NOTICE Ref: 2 of 2026**

**Title: Escalation of hostilities and regional tensions in and around Iran, the Strait of Hormuz, the Persian Gulf, and adjacent waters.**

Notice to: **Ship Owners/Operators/Masters/Skippers/Ship Security Officers/Company Security Officers/Ship's Recruitment Agencies/DPAs**

The objective of this Merchant Shipping Notice is to provide an urgent security advisory to all those concerned with respect to Mauritian -flagged vessels and seafarers with respect to the escalation of hostilities and regional tensions in and around **Iran, the Strait of Hormuz, the Persian Gulf, and adjacent waters.**

1. The purpose of this Marine Notice is to inform all Mauritius -flagged vessels operating near Iran, Israel, the Persian Gulf, Gulf of Oman and Strait of Hormuz of the security risks due to the recent increase of tensions within the Middle East, which could have a direct impact on vessels and crew.
2. This Ministry strongly recommends all Mauritius -flagged vessels to take all security measures and avoid transiting through the above areas.
3. For vessels which are already in those regions undergoing dredging or similar works, the vessels shall comply with the specific precautionary measures imposed by the local Authorities of the port(s) they are berthed.
4. It is also recommended that Masters/operators/ship security officers/Company Security Officers maintain close communication with local shipping agents for the latest information and updates and follow the specific navigation routes provided by the authorities on site.

5. To mitigate risks from threats such as loitering munitions, Unmanned Surface Vehicles (USVs), missiles, and sea mines, this Ministry mandates the following:
  - a. **Risk Assessment & Planning:** Owners and charterers must conduct comprehensive, voyage-specific risk assessments before entering the region.
  - b. **Operational Drills:** Vessels are urged to perform ship-shore security drills covering various attack scenarios to ensure crew preparedness.
  - c. **System Testing:** Ship Security Alert System (SSAS) testing should be completed prior to transiting high-risk areas. For safety, 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 or when a security incident is imminent.
  - d. **Enhanced Posture:** Ships must maintain a heightened security posture, review Ship Security Plans (SSP) in full, and continuously monitor navigational warnings.
  - e. **Crew Briefings:** Masters must brief the crew on emergency procedures for specific threats, including missiles, drones, and sea mines.
  - f. **VHF Communication:** 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 always maintained with local authorities.
  
6. Furthermore, the following are highly recommended, namely;
  - a. Vessels are to elevate their security levels following their Ship Security Plans and undertake a new ship and voyage-specific threat risk assessment before entering, if necessary, any of the above-mentioned regions.
  - b. Review section 2 of BMP5, which outlines non-piracy threats and the Global Counter-Piracy Guidance.
  - c. Maintain full and vigilant bridge watches at all times taking into consideration that at night, slow small boats with no wake are difficult to spot on radar.

- d. Maintain a strict communication watch and establish communication with all vessels coming close. Do not allow small boats to approach or to come alongside. Use a searchlight for identification at night.
- e. Ensure strict boarding controls in place.
- f. Only lower accommodation ladders or gangways when necessary.
- g. Rig outboard lighting where possible provided when they do not interfere with keeping a safe lookout, particularly over the stern and rig/use searchlights if available.
- h. Report any incidents or suspicious activity immediately to both the port and UKMTO +442392222060, in accordance with Best Management Practices (BMP).
- i. Monitor relevant VHF and other communication channels.
- j. Check all fire-fighting equipment available for immediate use. Make sure the emergency fire pump is available if any maintenance is undertaken.

7. This Ministry is committed to the welfare of both our seafarers and vessels, and any inquiries or incident reports should be directed to [\*\*shippingdivision@govmu.org\*\*](mailto:shippingdivision@govmu.org)

***Issued by:***

**Director of Shipping**

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