



ZANZIBAR MARITIME AUTHORITY

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Marine Safety Advisory No. 04/2026

To: Ship Owners/ Operators, Masters, and Other Interested Parties of Tanzania Zanzibar Registered Vessels

Subject Strait of Hormuz — Continued Escalation and Mandatory Implementation of IMO MSC Circular MSC/Circ.2026-06.

Purpose: This Marine Safety Advisory (MSA No. 04/2026) is issued in response to the IMO Maritime Safety Committee Circular MSC/Circ.2026-06 ("No safe passage: Strait of Hormuz remains highly volatile", 9 June 2026). MSA No. 01/2026, MSA No. 02/2026, and MSA No. 03/2026 remain in full force and shall be read in conjunction with this advisory. The purpose of this advisory is to communicate and expand upon the provisions of MSC/Circ.2026-06 and to issue binding flag State compliance instructions to all TZIRS-registered vessels.

Scope and Applicability: This Advisory applies to all vessels registered under TZIRS intending transit and/or port calls within the Strait of Hormuz, Arabian Gulf, Gulf of Oman, and adjacent waters.

Date: 9 June 2026

1. Background — Continued Deterioration of the Security Environment

The IMO Maritime Safety Committee has issued MSC/Circ.2026-06 on 9 June 2026 with immediate effect, following a formal determination that the Strait of Hormuz and adjacent waters remain highly volatile and do not provide safe passage for commercial shipping. The circular has been issued with reference to MSC.1/Circ.1678 (Guidance on Maritime Security in the Strait of Hormuz and Adjacent Waters), SOLAS Chapter XI-2, the ISPS Code, and MSC.1/Circ.1334, and reflects conclusions drawn from discussions at MSC 107 and MSC 108.

The MSC has confirmed a pattern of escalating security incidents including:

- Seizures of commercial vessels by state and non-state actors;
- Unauthorized boardings of vessels in transit and at anchorage;



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- Deployment of Unmanned Aerial Vehicles (UAVs) against commercial shipping as a direct threat to vessel integrity and crew safety;
- Ongoing GNSS jamming and AIS signal manipulation throughout the region, degrading navigational reliability.

The Secretary-General has formally reiterated through this circular that no commercial justification exists for exposing seafarers to life-threatening risks in the area, and has called upon all shipping stakeholders to prioritize the safety and welfare of seafarers above commercial or operational considerations.

MSC/Circ.2026-06 is effective immediately, with no grace periods applicable, given the immediate nature of the threat to life.

2. Provision 1 — Voyage-Specific Risk Assessment

MSC/Circ.2026-06 requires shipping companies to conduct comprehensive, voyage-specific security risk assessments prior to entering the Strait of Hormuz. These assessments must incorporate the latest intelligence from naval coalitions including the International Maritime and Regional Security Cooperation (IMRSC) and the European Maritime Awareness in the Strait of Hormuz (EMASoH), as well as input from private maritime security consultants.

TZIRS Guidance — Risk Assessment Requirements:

A voyage-specific risk assessment conducted in compliance with this circular must, at minimum, address the following elements:

- Current threat intelligence from IMRSC, EMASoH, UKMTO, and any contracted maritime security provider, dated no more than 72 hours before the intended transit;
- Vessel type, cargo nature, and flag — factors which have demonstrably influenced the selection of vessels for seizure or boarding in previous incidents;
- Intended route through the TSS, planned transit timing, and proximity to known patrol and interception zones;
- Availability and status of war risk insurance coverage, confirming that the policy is current and covers the intended geographic area;
- Crew composition, fatigue status, and the adequacy of emergency response capability on board;
- Communication plan with UKMTO, MSCHOA, and TZIRS throughout the transit;
- Contingency protocols in the event of approach, boarding attempt, or seizure.

The completed risk assessment shall be documented, signed by the Master and the Company Security Officer (CSO), retained on board, and be available for inspection by TZIRS, Recognized



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Organizations, and Port State Control. Assessments must be updated if material changes to the security environment occur prior to or during transit.

The obligation to conduct a documented voyage-specific risk assessment is grounded in the ISM Code (Section 1.2.2), SOLAS Regulation V/34-1, and the ISPS Code (Part A, Section 8). No deviation from this requirement will be accepted by TZIRS.

3. Provision 2 — ISPS Code Security Levels

MSC/Circ.2026-06 directs Masters and CSOs to consider the implementation of Security Level 2 or equivalent protective measures as defined in the ISPS Code, calibrated to the vessel's flag State requirements and the perceived threat at the time of transit.

TZIRS Direction — Security Level Implementation:

TZIRS directs all registered vessels operating within the Strait of Hormuz, Arabian Gulf, Gulf of Oman, and adjacent waters to implement Ship Security Plans (SSPs) at a minimum of Security Level 2. This is a mandatory flag State requirement. The following measures shall be in place at Security Level 2:

- Enhanced deck watches and continuous vigilance on the bridge and at key access points;
- Increased frequency of identification checks for personnel seeking access to the vessel;
- Access to cargo spaces, machinery spaces, and sensitive areas restricted to essential personnel only;
- Increased security patrol frequency, ensuring all sides of the vessel are covered continuously;
- Activation and testing of the Ship Security Alert System (SSAS) per SOLAS XI-2/5 prior to entering the affected area;
- Securing and monitoring of all external access points and unattended spaces;
- Regular communications maintained with UKMTO and MSCHOA throughout the transit period;
- Full readiness of anti-piracy and security equipment as specified in the vessel's approved SSP.

Security Level 3 shall be activated immediately upon direction from TZIRS, the relevant Contracting Government, or at the Master's discretion upon direct threat. At Security Level 3, the vessel must activate all measures prescribed in its SSP and establish immediate communication with TZIRS at technical@zma.go.tz.

CSOs are reminded that Ship Security Plans must be reviewed and, where necessary, updated to reflect the current threat environment prior to transit, in accordance with ISPS Code Part A, Section



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9.4. Recognized Organizations acting on behalf of TZIRS are advised to factor the current security environment into any SSP assessments or audits conducted on TZIRS-flagged vessels.

4. Provision 3 — Reporting Protocols and Registration with Reporting Centers

MSC/Circ.2026-06 strongly encourages vessels to register with the United Kingdom Maritime Trade Operations (UKMTO) center and equivalent reporting centers operating in the region.

TZIRS Direction — Reporting Obligations:

TZIRS treats registration with UKMTO and MSCHOA and compliance with BMP5 reporting procedures as mandatory for all TZIRS-registered vessels operating in the affected area. The following reporting requirements apply:

- **UKMTO Registration:** All vessels must register at www.ukmto.org prior to entering the Voluntary Reporting Area (VRA). Registration is to be maintained continuously throughout the transit. Vessels must provide regular position updates at the intervals specified by UKMTO.
- **MSCHOA:** Vessels must register with the Maritime Security Centre — Horn of Africa (MSCHOA) at www.mschoa.org and comply with all advisories and reporting requirements applicable to the Gulf region.
- **BMP5 Reporting:** Masters must follow the reporting procedures set out in Best Management Practices version 5 (BMP5), including submission of pre-transit reports, sailing plans, and post-transit reports to MSCHOA and UKMTO.
- **TZIRS Incident Reports:** Any attack, near-miss, unauthorized approach, UAV sighting, suspicious vessel behavior, or disruption to navigation must be reported to UKMTO and MSCHOA immediately and to TZIRS at technical@zma.go.tz within 24 hours, with a full written report to follow.
- **JMIC Reports:** Masters should also consult and submit reports to the Joint Maritime Information Centre (JMIC) as an additional source of regional security intelligence.

Failure to maintain active registration with UKMTO during transit will be considered non-compliance with this advisory and may constitute a breach of flag State security obligations.

5. Provision 4 — Seafarer Welfare and Right to Refuse

MSC/Circ.2026-06 communicates the Secretary-General's formal reiteration that there is no commercial justification for exposing seafarers to life-threatening risks in the current environment.



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The circular directs shipping companies to review their 'Right to Refuse' policies for seafarers with respect to transit through high-risk zones.

TZIRS Position — Seafarer Safety is Non-Negotiable:

TZIRS fully endorses and reinforces this position. The protection of seafarers from undue risk is a core flag State obligation under MLC 2006 (Regulation 4.3 — Health and Safety Protection and Accident Prevention), SOLAS XI-2/8 (Master's discretion), and the general duties of care owed to seafarers under international maritime law.

TZIRS directs shipowners and operators to take the following action:

- Review all current employment agreements, crew management policies, and operational procedures to confirm that the right of seafarers to refuse a voyage assessed as posing an unacceptable risk to life is explicitly recognized and protected;
- Communicate in writing to all Masters and crew serving on vessels potentially subject to transit of the affected area that the right to refuse is fully supported by the Company and by TZIRS as flag State authority;
- Ensure that no Master, officer, or seafarer is subjected to pressure — contractual, financial, or otherwise — to proceed with a transit they have assessed as unsafe;
- Document any exercise of the right to refuse in the vessel's Official Log Book with full particulars, including the nature of the threat assessed and the Master's reasoning;
- Ensure that crew fatigue is actively monitored and that STCW rest hour requirements (STCW Regulation VIII/1) are maintained, recognizing that heightened security watchkeeping duties in the affected area place additional demands on crew.

TZIRS further reminds operators that the abandonment of seafarers in a high-risk area, whether through withdrawal of services, failure to supply the vessel, or failure to facilitate crew change, constitutes a serious breach of MLC 2006 obligations reportable to the IMO. Any TZIRS-registered vessel with stranded crew should contact TZIRS immediately at technical@zma.go.tz.

6. Provision 5 — AIS Operation and Technical Measures

MSC/Circ.2026-06 directs vessels to ensure that Automatic Identification Systems (AIS) are operated in accordance with SOLAS Regulation V/19, which requires Class A AIS transponders to be maintained in continuous operation. The circular acknowledges, however, that in exceptional circumstances, the Master may make a judgment-based decision to switch off AIS if the Master believes that maintaining it increases the security risk to the ship.



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TZIRS Guidance — AIS and Navigation Systems:

TZIRS draws the attention of all Masters and operators to the following principles governing AIS operation in the affected area:

- **Default obligation:** AIS shall remain operational at all times. Switching off AIS in a manner inconsistent with SOLAS Regulation V/19 is a non-conformity reportable to Port State Control and may expose the vessel to increased risk of misidentification or escalation.
- **Master's discretion:** The Master's authority to switch off AIS when it is genuinely assessed to increase security risk is recognized under SOLAS XI-2/8 (Master's overriding authority). This authority is a last-resort measure and is not to be exercised as a routine commercial practice to avoid detection for commercial or trading reasons.
- **Documentation:** Any decision to switch off AIS shall be recorded immediately in the ship's Official Log Book, with full particulars: time, position, the specific threat assessment that led to the decision, and the expected duration of AIS suspension. This record is subject to inspection by TZIRS and Port State Control.
- **Notification to TZIRS:** Masters must notify TZIRS at technical@zma.go.tz within 24 hours of any period of AIS suspension, with a copy of the relevant log book entry.
- **LRIT:** LRIT systems shall remain fully operational at all times per SOLAS Regulation V/19-1. LRIT is not subject to the same Master's discretion override applicable to AIS and must not be switched off.
- **Alternative navigation:** Given the confirmed and ongoing GNSS jamming and AIS signal manipulation throughout the region, Masters must ensure that all officers of the watch are prepared and competent to navigate by non-electronic means, including chart-based dead reckoning, radar fixes, and celestial navigation where practicable. Sole reliance on electronic navigation systems is not acceptable in the current environment, consistent with SOLAS Chapter V and STCW competency standards.
- **Anti-spoofing procedures:** Navigating officers must cross-check position data from multiple independent sources (radar, echo sounder, visual bearings) to detect and respond to GNSS spoofing. Any confirmed or suspected GNSS interference or AIS manipulation incident must be reported to TZIRS and the IMO GISIS database.

7. Effectiveness

This Advisory is effective immediately upon issuance on 9 June 2026. MSA No. 01/2026, MSA No. 02/2026, and MSA No. 03/2026 remain in full force. All four advisories shall remain in effect until formally updated or withdrawn by TZIRS.



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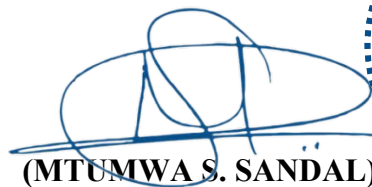
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TZIRS will continue to monitor the situation closely and will issue further guidance as the security environment develops.

For additional enquiries on this circular, please contact to:

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