



MPA
SINGAPORE

MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING ADVISORY
NO. 14 OF 2026

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24 April 2026

For the attention of: SRS Owners, Managers, Operators and Masters

[Reminder] Advisory for SRS Operating in the Strait of Hormuz, Persian Gulf, Gulf of Oman on mandatory notification requirement

This advisory serves as a reminder to all Singapore-registered ships (SRS) operating in the Strait of Hormuz, Persian Gulf and Gulf of Oman, of MPA's mandatory notification requirement, as per MPA's shipping advisory dated 13 March 2026 (see **Appendix**).

2 Operators of all SRS are reminded **to report to MPA in advance** of any planned vessel entry, exit and/or movements within the Persian Gulf, Strait of Hormuz and Gulf of Oman, and to **indicate the purpose** of such movements.

3 This includes, but is not limited to, transiting the Strait of Hormuz, entering or exiting the Persian Gulf and/or Gulf of Oman, transiting between ports, or repositioning from anchorage to berth within these areas.

4 Please note that this is a **mandatory requirement**. We seek the full cooperation of all SRS owners, managers, operators and masters to ensure compliance.

Singapore Ship Registry
MARITIME AND PORT AUTHORITY OF SINGAPORE

Appendix

Advisory for SRS issued on 13 March 2026

Dear SRS owners, managers, operators and masters,

[Update 2] Advisory for SRS Operating in the Strait of Hormuz, Persian Gulf, Gulf of Oman, Arabian Sea, Red Sea and Gulf of Aden

The maritime security environment in the affected areas have deteriorated further. Recent missile and drone attacks have struck oil and civilian infrastructure in the region, resulting in casualties ashore and underscoring the risk of collateral damage to nearby ports. Multiple commercial vessels have also been directly targeted, with reports of hull damage, fires, and crew injuries. Regional airspace closures and hostile broadcasts claiming closure of the Strait of Hormuz have heightened risks. The Joint Maritime Information Center (JMIC) continues to assess the overall maritime risk level as “critical (an attack is almost certain)”.

Advisory to SRS Operators

2 All Singapore-registered ships (SRS) are strongly discouraged from operating in or transiting the affected areas. The risks posed by ongoing military operations, retaliatory strikes, and electronic interference are severe and may directly compromise the safety of ships and their crews. Owners, managers, DPA and masters are expected to exercise the highest level of diligence in safeguarding vessels and crew safety. Failure to uphold these responsibilities may expose vessels and crews to unacceptable risk.

Key Points for Consideration

- Transits through the affected areas should be avoided. Any decision to enter or transit the Strait of Hormuz, or Gulf of Oman should be considered against the critical risk level. Vessel and crew safety must be prioritised.
- Maintain a safe distance from military vessels to reduce misidentification risk and collateral exposure.
- Maintain strict adherence to BMP-MS, including enhanced watchkeeping, vigilance, and timely reporting of incidents to MPA, IFC, UKMTO, and JMIC.
- GNSS/GPS spoofing, AIS anomalies, and communications disruption are widespread. Operators must anticipate positional offsets and degraded navigation reliability. Maintain manual backups and alternative navigation methods.
- Maintain situational awareness and be alert to asymmetric threats including UAVs, missiles and sea mines. Recognise that ports and anchorages are at risk from collateral damage to nearby energy and infrastructure facilities.
- All vessels are urged to maintain heightened situational awareness and readiness for rapid response. Masters should ensure that crews are regularly drilled on emergency procedures (including abandon ship, fire, and damage control scenarios), so that responses are instinctive under pressure. Establish clear

reporting lines as per paragraph 4 of this advisory and ensure redundancy in communication capabilities in case of disruptions to primary channels.

Reporting and Emergency Contacts

3 **Mandatory Notification Requirement:** Operators of all SRS must notify MPA in advance of any planned vessel entry or movements in the Arabian Gulf (Persian Gulf, Strait of Hormuz, and Gulf of Oman). Examples of such movements include crossing the Strait of Hormuz, entering or exiting the Gulf of Oman, transiting between ports in the Arabian Gulf, or repositioning from anchorage to berth within the affected areas.

Relevant reporting and emergency contacts are as follows:

- +65 9731 6799 or role_IFC_FAST@defence.gov.sg for emergency assistance.
- +65 6225 5777 (select option 3) for incident notification.
- Register and report suspicious activity via UKMTO advisories.
- Consult for updates for situational awareness and electronic interference advisories.

4 The Singapore Ship Registry and the Information Fusion Centre (Singapore) will continue to monitor developments closely and will issue further guidance, as necessary. Thank you for your attention and continued cooperation in maintaining the safety and security of SRS vessels and their crew.

Singapore Ship Registry and Information Fusion Centre (Singapore)
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