

MAKING WAVES

A Maritime News Brief Covering:

- 1. Maritime Security**
- 2. Maritime Forces**
- 3. Shipping, Ports, and Ocean Economy**
- 4. Marine Environment**
- 5. Geopolitics**

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MARITIME SECURITY

LARGE EXPLOSION AS MSC CONTAINER SHIP STRUCK IN THE GULF

The Panama-flagged MSC *Sariska V* was struck by an unidentified projectile, likely an unmanned surface vessel, 40 nautical miles southeast of Umm Qasr in Iraqi territorial waters, causing a large explosion and fire shortly after departing port, with no reported injuries. This marks the second MSC-operated vessel targeted following April's seizures of MSC Francesca and Epaminondas. Most Gulf attacks have concentrated around the Strait of Hormuz, Gulf of Oman, Bahrain, and Qatar, though incidents off Iraq and Kuwait, including a fatal March attack, indicate widening geographic exposure. Despite a nominal ceasefire, escalating US-Iran strikes over the weekend underscore the fragility of regional de-escalation and the persistent, broadening threat to commercial shipping across the Gulf.

Source: [Here](#), June 01, 2026

PIRATE ATTACK FOILED AMIDST HEIGHTENED SECURITY RISKS

On 4 May 2026, US President Donald Trump announced 'Operation Project Freedom' — a US Navy mission to escort merchant ships safely out of the Persian Gulf through the Strait of Hormuz. Trump declared the operation had begun 'the next morning,' 4 May. Iran's military immediately warned the US to 'keep out of Hormuz', and the UAE and Oman reported intercepting Iranian ballistic missiles, cruise missiles, and drones the same day. Iranian state media claimed the IRGC Navy fired two missiles, hitting an American naval frigate in the Strait. By 6 May, Trump abruptly paused Project Freedom citing 'great progress' toward a 'complete and final agreement' with Iran. The pause followed Saudi Arabia's withdrawal of US military access to Prince Sultan Air Base and Saudi airspace — a protest by Riyadh against Trump's decision to launch the operation without consultation. The episode exposed deep fissures even within the US-allied coalition.

Source: [Here](#), June 02, 2026

HOUTHJI THREATEN TO ATTACK ISRAELI SHIPS IN THE RED SEA

Iran and Israel exchanged missile fire for the first time since their two-month ceasefire collapsed, with Yemen's Houthi forces joining attacks on Israel and declaring a total ban on Israeli maritime navigation in the Red Sea, designating all such movements as legitimate military targets. Maritime security firm Vanguard Tech clarified the declaration targets vessels deemed Israeli-affiliated rather than all commercial shipping, advising heightened vigilance and enhanced affiliation screening. Red Sea traffic, particularly through Yanbu and Jeddah, has increased significantly as Saudi crude exports and container traffic divert from the effectively closed Strait of Hormuz, underscoring the Red Sea's growing centrality as both alternative trade corridor and emerging conflict theatre.

Source: [Here](#), June 08, 2026

IRAN CLAIMS IT HIT TWO SHIPS, DECLARES STRAIT OF HORMUZ CLOSED

Iran's IRGC Navy declared the Strait of Hormuz closed to all vessel traffic following strikes on two ships attempting transit, whilst US Central Command disputed the closure, asserting the strait remains open and denying claims of an attack on a US warship. The developments follow renewed US strikes on Iranian targets on 10 June amid the deteriorating ceasefire, and a US military helicopter downing attributed to

Iran. Recent days have also seen US forces strike the tankers *Settebello* and *Marivex*, resulting in fires, three missing seafarers, and a 24-crew rescue by the Omani Navy. IMO Secretary-General Dominguez condemned the attacks as endangering seafarer lives, underscoring the rapidly escalating and unverified nature of conflicting claims over the strait's operational status.

Source: [Here](#), June 11, 2026

SOMALI PIRACY RESURGENCE: SEVEN HIJACKS RECORDED IN 2026

Somali piracy has resurged in 2026, with seven hijacks recorded and three vessels held off the Somali coast as of early June. The increase stems from diminished naval presence in the Red Sea, Gulf of Aden and Somali Basin, redirected towards the Iran conflict, alongside pirates using dhows as motherships to strike up to 250 nautical miles offshore. Reports suggest strengthened clan support and possible, unconfirmed links to al-Shabaab and the Houthis. This resurgence signals how regional naval drawdowns create exploitable security vacuums, with piracy re-emerging wherever deterrence weakens. Although the southwest monsoon may offer temporary relief, sustained vigilance, BMP MS adherence and contractual safeguards remain essential, and renewed multilateral naval coordination could meaningfully reverse this trend.

Source: [Here](#), June 12, 2026

MARITIME FORCES

INDIA MARKET'S BRAHMOS MISSILES TO SOUTHEAST ASIA TO BOLSTER DEFENSE TIES, ARMS EXPORTS

India has signed a \$620 million deal to sell BrahMos supersonic cruise missiles to Vietnam, making it the third Southeast Asian nation after the Philippines and Indonesia to procure the system, with Malaysia and Thailand also expressing interest. Vietnam will deploy the missiles via Su-30 fighter jets and land-based coastal batteries, alongside a separate \$300 million procurement of offshore patrol vessels and high-speed patrol boats from India. Analysts attribute the expanding regional uptake to mounting concerns over China's assertiveness in the South China Sea. The Vietnam deal substantially deepens India-Hanoi strategic ties and positions India as an increasingly significant defence exporter shaping the regional balance of power.

Source: [Here](#), June 08, 2026

INDIAN NAVY TO GET 20 ADVANCED JAMMERS UNDER ₹449 CRORE DEFENCE DEAL

India's Ministry of Defence has signed a ₹449 crore contract with Bengaluru-based Accord Software and Systems for 20 Enhanced Capability Global Navigation Satellite System Jammers for the Indian Navy, procured under the Buy (Indian-IDD) category with a minimum 75% indigenous content. The jammers will enhance electronic warfare capability by disrupting, degrading, or spoofing adversary GNSS-dependent systems, countering threats including drones and missile platforms reliant on satellite navigation. The acquisition directly strengthens the Navy's operational readiness in contested, multi-threat environments. This indigenous procurement reflects India's accelerating focus on electronic warfare resilience as a critical, often underappreciated, dimension of contemporary maritime security.

Source: [Here](#), June 10, 2026

INS SHARDA CONCLUDES COLOMBO VISIT, STRENGTHENS INDIA-SRI LANKA MARITIME CO-OPERATION

INS Sharda departed Colombo on 13 June following a successful port call featuring training, professional, and sporting engagements with the Sri Lankan Navy. Capacity-building activities included training Sri Lankan personnel in small arms handling, firefighting, and rescue procedures aboard the ship, aimed at enhancing interoperability. Rear Admiral Jagath Kumara, Commander of Sri Lanka's Western Naval Area, visited the ship and reaffirmed bilateral maritime ties, whilst the Commanding Officer paid a courtesy call on India's High Commissioner to Sri Lanka. Aligned with India's MAHASAGAR vision, the visit reaffirms the steady deepening of India-Sri Lanka maritime cooperation, reinforcing New Delhi's role as a consistent and trusted regional security partner.

Source: [Here](#), June 11, 2026

INDIAN NAVY SAFELY RECOVERS UNEXPLODED MISSILE WARHEAD FROM MERCHANT TANKER OFF KOCHI

The Indian Navy successfully recovered an unexploded missile warhead lodged inside a fuel tank of the Marshall Islands-flagged crude oil tanker MT Olympic Life, which had suffered an explosion off Oman whilst transiting from Fujairah to Kochi on 26 May. Following coordination through the Information Fusion Centre-Indian Ocean Region, Southern Naval Command's specialist EOD team employed advanced diagnostics to isolate and safely extract the warhead through a deliberate, phased operation. The high-risk, multi-compartment recovery, conducted irrespective of the vessel's flag or crew nationality, demonstrates the Indian Navy's substantial technical proficiency and reaffirms its credentials as a responsible and trusted security partner safeguarding maritime safety across the Indian Ocean Region.

Source: [Here](#), June 11, 2026

DRDO SUCCESSFULLY DEMONSTRATES INDIA'S MULTI-LAYERED BALLISTIC MISSILE DEFENCE SYSTEM, CONDUCTS MAIDEN NASM-MR FLIGHT-TEST

DRDO successfully demonstrated India's multi-layered Ballistic Missile Defence system through three flight-tests on 10–11 June 2026, with interceptors accurately neutralising targets up to intercontinental ballistic missile range, placing India among a select group of nations with such capability. DRDO also conducted the maiden flight-test of the Naval Anti-Ship Missile-Medium Range (NASM-MR), intended to bolster the Indian Navy's maritime strike capability. Defence Minister Rajnath Singh congratulated DRDO on the achievements, which reinforce India's strategic deterrence and self-reliance goals. Together, these trials strengthen India's layered deterrence architecture, with the NASM-MR test particularly significant for naval power projection and sea-denial capability, affirming India's growing credibility as a capable indigenous maritime security provider in the Indian Ocean Region.

Source: [Here](#), June 13, 2026

SHIPPING, PORTS AND OCEAN ECONOMY

RICE EXPORT VIA RAIL-ROAD-SEA CHAIN RESUMES AT TONDIARPET ICD

Nearly 2,700 tonnes of rice from Andhra Pradesh are being exported to China via a multimodal rail-road-sea logistics chain through Chennai Port, marking the resumption of BCN wagon-based cargo handling at CONCOR's ICD *Tondiarpet* after nearly five years. The consignment, sourced from *Samalkot* and *Tanuku*,

was transported 575 km by rail in 42 BCN wagons, stuffed into 105 TEU containers at the ICD, and will be forwarded to Chinese ports via Chennai. The operation demonstrates the practical viability of integrated inland-to-port connectivity for agricultural exports, with potential to significantly reduce logistics costs and improve competitiveness for South Indian agricultural exporters accessing global markets.

Source: [Here](#), June 01, 2026

KERALA TO EMERGE AS INDIA'S MARITIME GATEWAY THROUGH BLUE ECONOMY GROWTH

Kerala's Chief Minister V D Sathesnan has highlighted the state's 590-kilometre coastline, anchored by Cochin port and 17 minor ports, as the basis for a blue economy spanning fisheries, tourism, shipbuilding and marine research. The recent Kerala-EU "Blue Tides" Conclave drew ₹7,288 crore in investment proposals from 28 European investors. Minor ports such as Kollam and Beypore now handle EXIM cargo clearance, while Vizhinjam's Customs office stands ready ahead of formal operations. These steps signal a deliberate push to diversify India's western seaboard trade gateways, with EU investment interest and Vizhinjam's transshipment potential positioning Kerala as a strengthening node in India's maritime economy.

Source: [Here](#), June 08, 2026

ADANI PORTS SECURES 10-YEAR MARINE CONTRACT FOR ARGENTINA'S FIRST LNG EXPORT

Adani Ports and Special Economic Zone Ltd (APSEZ) has secured a 10-year marine services contract, via subsidiary Adani Harbour International FZCO and partner Meridian Group, for Argentina's first LNG export project, marking APSEZ's South America entry. Awarded by Southern Energy SA following competitive tender, the contract supports the \$70-million Southern Energy FLNG project, expected to produce 2.45 MT of LNG annually. Services include tugboat operations, offshore logistics and crew transfer, backed by four tugboats and two support vessels. Argentina aims to supply up to 10 MT of LNG annually to India from 2027, reinforcing this contract's strategic alignment with India's import diversification, while extending APSEZ's marine services footprint to 12 countries and strengthening India-Argentina energy and maritime ties.

Source: [Here](#), June 08, 2026

INDIA TARGETS USD 30 BILLION SEAFOOD EXPORTS AS MARINE PRODUCTS TRADE SURGES 70% IN A DECADE

India has set a target of USD 30 billion in seafood exports within five years, building on current exports of USD 8.46 billion and a near-doubling of fish production to 198 lakh tonnes over the past decade. A National Workshop on Seafood Exports in Visakhapatnam identified value addition, cold-chain infrastructure, logistics efficiency, sustainability, and traceability as critical priorities. Opportunities from Free Trade Agreements covering 38 countries and India's unexplored EEZ potential around Andaman & Nicobar Islands and Lakshadweep were also highlighted. Achieving the target will require a deliberate shift from commodity-based to value-added exports, positioning India as a premium and sustainable seafood supplier in global markets.

Source: [Here](#), June 09, 2026

FROM THE OCEAN TO THE WORLD: BHARAT INNOVATES INDIA'S BLUE ECONOMY MOMENT

India is showcasing 120 deep-tech ventures at Bharat Innovates 2026 in Nice, France, with the Blue Economy as a flagship theme, led by IIT Madras as the nodal institution. India's maritime assets — an 11,099 km coastline, 1,298 islands, and a 2.3 million sq km EEZ — underpin a \$100 billion blue economy ambition supported by the *Sagarmala* Programme, Deep Ocean Mission, and offshore wind targets of 30 GW by 2030. IIT Madras highlights include its indigenous Vessel Traffic Management System at *Vizhinjam*, underwater ROV startup Planys Technologies, and wave energy converter *Sindhuja-I*. The initiative signals India's deliberate transition from technology consumer to technology builder in the global maritime innovation ecosystem.

Source: [Here](#), June 11, 2026

MARINE ENVIRONMENT

INCOIS TO LAUNCH 'NIRMAL-SAGAR' INITIATIVE TO COMBAT MARINE POLLUTION ON WORLD OCEANS DAY

India's National Centre for Ocean Information Services will launch 'NIRMAL-Sagar' on World Oceans Day, a dedicated operational oceanographic research programme to identify sources, pathways, and sinks of marine litter in the Indian Ocean. The initiative complements the Central Government's 'Swachh Sagar, Surakshit Sagar' mission and aligns with the UN Ocean Decade Challenge on understanding and combating marine pollution. Planned activities will commence from 2027, in collaboration with leading scientific organisations and NGOs. The launch also marks the establishment of the INCOIS Research Scholars Collective. NIRMAL-Sagar represents a meaningful institutional commitment to science-based marine pollution governance in the Indian Ocean, reinforcing India's growing engagement with global ocean sustainability frameworks.

Source: [Here](#), June 05, 2026

FRIENDS OF MARINE LIFE DOCUMENTS VARIETIES OF SEA CRABS AND MARINE WORMS

Friends of Marine Life has documented 120 varieties of sea crabs, 80 species of marine worms, and approximately 50 marine habitats off the Thiruvananthapuram coast, releasing a community marine biodiversity online registry on World Oceans Day. The registry, developed with active involvement of the fishing community and institutions including the University of Kerala, will contain four times more species than the state biodiversity board's existing registry, including previously unrecorded species. The initiative addresses critical gaps in coastal biodiversity documentation, where intertidal and marine zones remain inadequately mapped. By integrating community knowledge with scientific data, the registry represents a pioneering model for participatory marine conservation along India's coastline.

Source: [Here](#), June 08, 2026

'SEVERE' STRESS ON OCEANS AS RATE OF SEA LEVEL RISE DOUBLES IN 10 YEARS, UN WARNS

The UN's third World Ocean Assessment, drawing on nearly 600 scientists from 86 countries, has found the world's oceans under severe and accelerating pressure. The rate of sea-level rise has doubled over the past decade to 4.3mm annually, whilst 16% of total ocean heat gain since 1955 occurred after 2018. The ocean has absorbed 90% of excess atmospheric heat and 30% of carbon dioxide emissions. Annual plastic

inflow stands at 52.1 million tonnes, contributing to 24.4 trillion microplastic particles affecting over 4,000 marine species. Whilst the High Seas Treaty's entry into force marks progress, the report warns that ocean governance remains critically fragmented, demanding urgent, coordinated global action to prevent irreversible marine ecosystem breakdown.

Source: [Here](#), June 08, 2026

ICEBERGS ARE TRANSFORMING DEEP-SEA ECOSYSTEMS, SCIENTISTS DISCOVER

A study by the Technical University of Denmark published in Nature has found that Greenland's glaciers are releasing four times more icebergs than 25 years ago, with iceberg occurrence in the Fram Strait having quadrupled since 2000. Beyond raising sea levels, the accelerating iceberg calving is transforming deep-sea ecosystems by depositing coarse sediments and stones on the seafloor, creating new hard-bottom habitats for marine life. The findings carry significant maritime implications as expanding Arctic shipping routes face heightened iceberg encounter risks. The study underscores that climate-driven glacial change is reshaping both Arctic marine ecosystems and the navigational safety calculus for vessels transiting increasingly accessible polar corridors.

Source: [Here](#), June 15, 2026

MARINE HEATWAVES ARE REWRITING INDIA'S BLUEFOOD SYSTEMS. IT IS TIME FISHERIES GOVERNANCE DID TOO

Marine heatwaves, intensifying rapidly in the Indian Ocean, are forcing sardines and mackerel into deeper, cooler waters beyond the operational range of India's artisanal fishing fleet. Kerala's sardine catch has declined 57 per cent over the past decade, with price spikes placing the species beyond low-income households' reach. With the Indian Ocean projected to experience 220–250 marine heatwave days annually by 2050, and over 30 million livelihoods at stake, India's existing fisheries governance frameworks — designed for predictable monsoon conditions — lack mechanisms for temperature-linked advisories or dynamic stock management. Embedding real-time ocean monitoring into fisheries policy is no longer optional; it is essential to safeguarding India's blue food systems and coastal communities.

Source: [Here](#), June 15, 2026

GEOPOLITICS

SHIPPING LEADERS WARN HORMUZ PEACE DEAL LACKS ESSENTIAL GUARANTEES

At the Posidonia maritime exhibition, shipping executives, including Heidmar's Pankaj Khanna and Centrofin's Yiannis Procopiou, warned that a US-Iran ceasefire extension alone cannot restore normal Strait of Hormuz operations without clear rules of engagement and security guarantees. IMO Secretary-General Arsenio Dominguez noted a confirmed ceasefire could trigger an evacuation framework for stranded seafarers. Industry caution underscores that diplomatic de-escalation alone cannot substitute for structured operational frameworks in chokepoint transit. The gap between ceasefire optics and enforceable navigational guarantees will likely keep war-risk premiums elevated and transit decisions cautious, even as the prospect of a negotiated framework offers a credible pathway towards eventual normalisation, provided diplomatic momentum is sustained.

Source: [Here](#), June 01, 2026

INDIA AND AUSTRALIA DEEPEN DEFENCE AND MARITIME TIES WITH NEW COLLABORATIVE ROADMAP

India and Australia have agreed a Joint Maritime Security Collaboration Roadmap, expanding maritime domain awareness, undersea surveillance, and Coast Guard–Maritime Border Command cooperation. Talks at the Defence Ministers' Dialogue covered an MoU on Defence Articles and Services, joint exercises (Australind's amphibious shift, Operation Render Safe, Black Carillon), and a Chennai Search and Rescue exercise as IORA co-leads. Both reaffirmed UNCLOS-aligned freedom of navigation. This roadmap signals a maturing, practically-oriented partnership focused on interoperability rather than symbolism, reinforcing a rules-based order and strengthening collective maritime security architecture across the Indian Ocean and wider Indo-Pacific.

Source: [Here](#), June 02, 2026

GEOPOLITICS BOOSTS FREIGHT RATES BUT POSE CHALLENGES TO SHIPOWNERS ELSEWHERE

Geopolitical conflicts, principally Iran's effective closure of the Strait of Hormuz, have driven freight rates sharply higher across shipping sectors, with the Platts Global Dirty Tanker Index reaching \$401,138 per day and the Container Index hitting a 10-month high of \$4,512.7/FEU. Whilst elevated rates have boosted vessel earnings, shipowners warn of significant operational challenges including crew safety risks, stranded vessels, and an inability to make medium or long-term investment decisions amid profound uncertainty. With the global order book at 21% of the existing fleet and a record 60 million compensated gross tons due for delivery in 2027, industry leaders caution that a geopolitical resolution could trigger rapid rate corrections and potential vessel oversupply.

Source: [Here](#), 04 June 2026

HOUSHI PROHIBIT ISRAELI SHIPPING IN RED SEA AMID ONGOING TENSIONS

Yemen's Houthis have declared a complete ban on Israeli shipping in the Red Sea, coinciding with a missile attack on Israel reportedly their first since early April. The declaration heightens risk for vessels transiting this key Europe-Asia corridor, with operators expected to reassess routing, security protocols and possible diversion away from the Red Sea entirely. This escalation reaffirms the Red Sea's vulnerability to spillover from wider regional conflict, likely sustaining elevated war-risk insurance premiums and reinforcing the case for continued naval escort presence. Sustained monitoring of Houthi enforcement actions will be essential in assessing whether shipping lines maintain transit or accelerate the shift toward Cape of Good Hope routing.

Source: [Here](#), 08 June 2026

EU SANCTIONS IRGC NAVY UNIT FOR STRAIT OF HORMUZ TOLL PRACTICES

The EU has sanctioned two Iranian individuals and the IRGC Navy's Hormozgan Provincial Command over a toll regime restricting freedom of navigation in the Strait of Hormuz, through which roughly one-fifth of global oil and LNG flows. The measures, including asset freezes, follow similar US Treasury sanctions on Iran's Persian Gulf Strait Authority for enforcing permission-based transit controls. This represents a coordinated transatlantic escalation against Iranian maritime coercion, layering legal and compliance risk onto an already contested chokepoint. With shipowners and insurers now exposed to sanctions liability, operators face mounting documentation and routing burdens, reinforcing the strategic

importance of sustained naval presence and multilateral pressure to preserve navigational freedom through Hormuz.

Source: [Here](#), 08 June 2026