



المنظمة الإقليمية للمحافظة على نظافة البحار

REGIONAL CLEAN SEA ORGANIZATION (RECSCO)

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CHAIRMAN'S FOREWORD

MR. MAJED AL KAKI

Welcome to the **13th Edition, of the RECSCO Newsletter**. It is my pleasure to welcome you to the latest edition of the Regional Clean Sea Organization (RECSCO) Newsletter. This year has presented a changing and challenging maritime environment across the region, highlighting the importance of maintaining strong cooperation, preparedness, and effective communication amongst our member organizations. This edition of the RECSCO Newsletter brings together a selection of technical contributions, environmental initiatives, and developments from our member companies. These contributions reflect the continued efforts of our members to enhance oil spill preparedness, strengthen response capabilities, adopt innovative technologies, and share information on recent maritime incidents in the region, and promote environmental stewardship.

Of particular importance is the continued need to strengthen our readiness for maritime incidents and their potential environmental consequences. Recent incidents in and around the Arabian Gulf and neighboring waters have reinforced the importance of timely information sharing, effective coordination, reliable response resources, and well-trained personnel. RECSCO will continue to support the exchange of information, knowledge, and experience among member organizations, ensuring that lessons learnt contribute to improved regional preparedness and response capabilities.

My sincere thanks are extended to **Mr. Mohammed Al Subaei** (KJO) for his dedicated service as a RECSCO Board Member over the past two years. His valuable support and involvement in RECSCO activities, particularly his contribution to the EnviroSpill Conference & Exhibition 2025, are deeply appreciated. I wish him continued success in his future endeavors.

It is also my pleasure to welcome our new RECSCO Board Member, **Mr. Mishal N. Al Ajmi**, Manager – Terminal and Marine, KJO. We look forward to benefiting from his valuable experience and insights as we continue to strengthen regional cooperation and advance marine environmental protection.

I would like to express my sincere appreciation to all **RECSCO member companies, Board Members, Technical Committee Members, and contributors** for their continued cooperation and valuable support. The knowledge and experience shared through RECSCO remain an important asset in strengthening our collective capabilities across the region.

I wish all our members and their colleagues continued success and safety in their operations, and I look forward to our continued cooperation in protecting our shared marine environment.

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RECSO MEMBERS PROFILE



Mishal N. Al Ajmi

**Manager – Terminal and Marine Department (TMD)
Al Khafji Joint Operation (KJO)**

Mishal N. Al-Ajmi, where decades of expertise, leadership, and innovation have shaped a distinguished career in Saudi Arabia's oil and gas industry. With over 25 years of experience, Mr. Al Ajmi was played a pivotal role in advancing engineering excellence, operational reliability, maintenance, and process safety across some of the Kingdom's most critical energy facilities. His unwavering commitment to operational excellence, continuous improvement, and developing high-performing teams has earned him recognition as a respected leader dedicated to supporting Saudi Arabia's energy sector and contributing to its sustainable growth.

Mr. Mishal N. Al-Ajmi is a Mechanical Engineering graduate from King Fahd University of Petroleum and Minerals (KFUPM), class of 1997, with more than 25 years of extensive experience in the oil and gas industry. His expertise spans engineering, maintenance, operations, asset reliability, integrity management, process safety, and strategic leadership.

He began his career with Saudi Aramco, where he gained valuable experience in refinery maintenance, planning, and turnaround management before joining Al-Khafji Joint Operations (KJO). Over more than 15 years at KJO, he has held a series of progressive leadership roles across maintenance, operations, and support services, including Facility Maintenance, Onshore Operations, Onshore Maintenance, Oil Maintenance Supervision, Acting Onshore Maintenance Superintendent, Hout Gas & Export Facility Operations Superintendent, and Maintenance Support Services.

In April 2026, Mr. Al-Ajmi was appointed Manager of the Terminal & Marine Department, where he leads terminal and marine operations, maintenance, tank farm management, crude oil storage, export facilities, emergency preparedness, and oil spill response. Recognized for his strong leadership and commitment to operational excellence, he has consistently driven improvements in reliability, safety, efficiency, and organizational performance.

Mr. Al-Ajmi also serves as KJO's representative on the Regional Clean Sea Organization (RECSO) Board, contributing his expertise to regional initiatives in marine environmental protection, oil spill preparedness, operational resilience, and sustainable offshore energy operations.

■ MIRA – The Organizational Compass for Marine Spill Response

Why the decision must be built, not bought

Source: Capt. Alaa Nagi, Kuwait Oil Company, Marine Operations Group – Port Operations Service (MOG-POS)

Abstract

The marine spill-response community is well supplied with systems that predict the oil — satellite surveillance, AIS, metocean forecasting, and trajectory models. These predict reality. They do not establish an organization's response bearing. MIRA — Marine Incident Rapid Assessment — is an AI-orchestrated organizational compass: it consolidates predictive inputs, the organization's own risk assessment, its equipment and vessels, and the mariner's experience into a single governed picture, and gives the response its true bearing within the first minutes, with a human in command throughout. Its central premise is simple: the prediction can be bought, but the decision must be built.

Prediction is not orientation

A well-resourced responder is not short of prediction. A satellite gives an image; a model gives a weathering curve; an AIS feed gives positions; a forecast gives wind and current. Each is accurate, and each arrives separately — in its own format, on its own cycle. The responder must still reconcile them, weigh confirmed against reported, and decide where to commit finite assets before the situation moves. That reconciling step is the real constraint. It is not a shortage of prediction; it is a shortage of orientation — the ability to turn many correct inputs into one coordinated bearing, fast.

This is the distinction at the heart of MIRA. A trajectory model improves what the organization understands about the sea. It does not improve how the organization orients itself to act. The commercial systems describe the world more accurately; MIRA turns the whole response to face the right way.

A compass, not a predictor

MIRA is best understood as a compass. It does not predict the storm; it establishes, continuously and honestly, which way is true — so that every part of the response moves together. It does this by aligning what no external system holds: the incident reality, the organization's real capability, its doctrine and authority, its protected values, the receptors from its own risk assessment, and the time available. The output is not a forecast. It is a bearing — the right equipment, vessel, team, and first actions, for this organization, this area, and this incident.

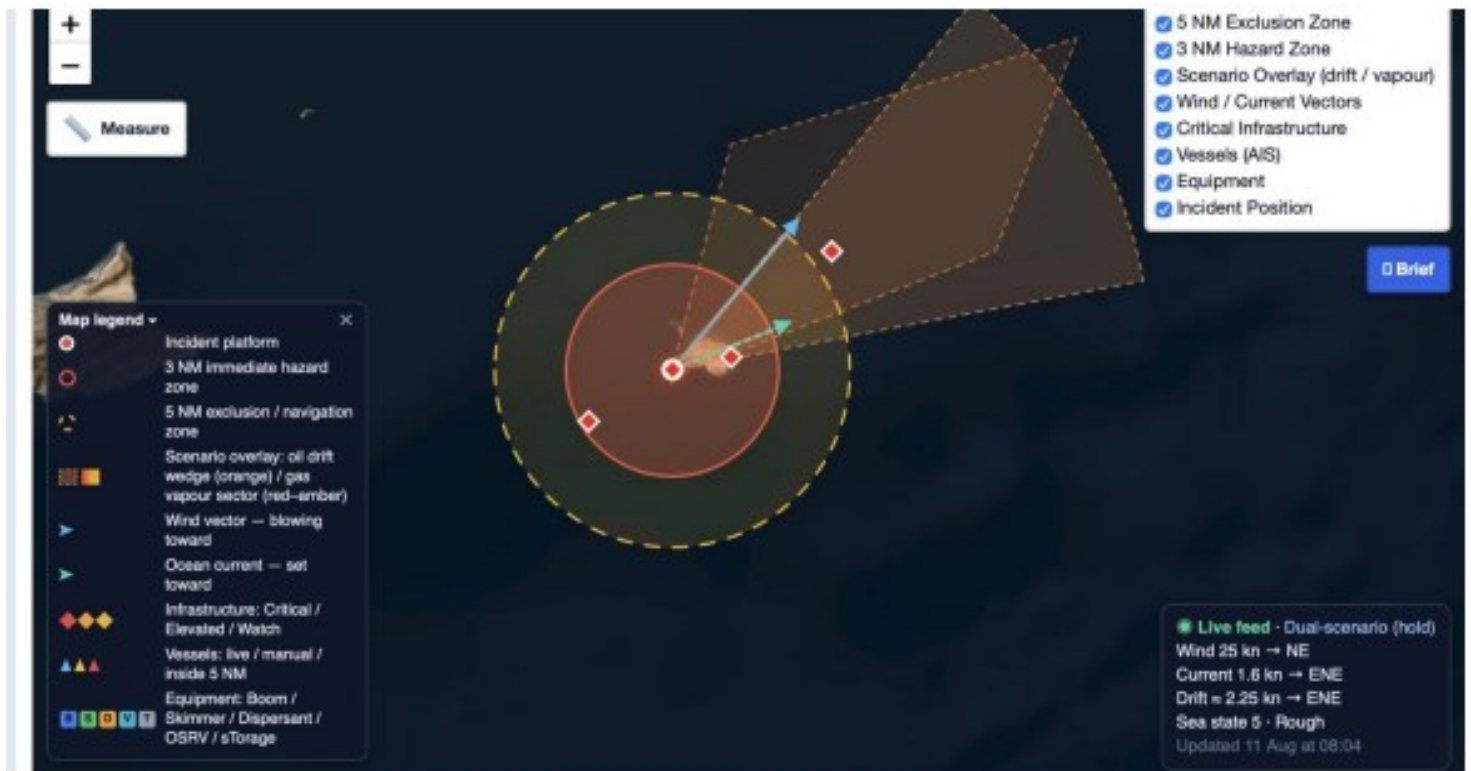
Why it is built, not bought

A commercial system predicts the oil and hands the responder the decision. MIRA is the decision — and that is why it cannot simply be purchased. Its value is organization-specific: it is built from the port's own risk assessment, its real equipment and vessel capability, and, at its core, the mariner's experience — the un-buyable knowledge of what a boom will actually hold in this current, whether the tug can hold station, when the tactic must change. A vendor can sell the physics. It cannot sell that.

There is a deeper benefit, one that arrives before the first incident. Building the compass in-house connects the organization's management structure, captures its scattered experience into structured knowledge, places artificial intelligence correctly — as a governed servant of

RECSO MEMBERS NEWS (CONTINUED)

the decision, not a replacement for command — and reveals the organization's real capability rather than its assumed capability. The act of building is itself the value. The economics follow: a fraction of the cost of a commercial subscription, no vendor dependency, and the knowledge retained inside the organization.



The MIRA console — a live operational map showing the incident position, immediate-hazard and exclusion zones, wind and current vectors and the resulting drift, critical-infrastructure receptors, live vessel traffic, and a live conditions feed. A single governed operational picture — indicative, doctrine-based, human-decided

Honest by design — and resilient when others stall

A decision instrument is only trustworthy if it is honest about what it knows. MIRA works on published, open-source information; every field carries its confidence — confirmed, likely, or unconfirmed; the absence of a report is treated as an intelligence gap, never as an all-clear; and where sources disagree,

the conflict is shown, not averaged away. Where the decisive fact is unknown — the cargo, for instance — MIRA holds parallel scenarios open and names the requirement that would resolve them, rather than forcing a single false-precise answer.

This honesty is also what makes MIRA resilient where sensor-fed systems stall. A prediction engine that depends on physical or sensor data has nothing to say when that data cannot be obtained — in a contested area, or where no one can reach the scene. MIRA continues to work on the information layer, re-verifying intelligence as new reports arrive and keeping the organization oriented when the physical picture is denied. In an emergency, honesty about uncertainty is worth more than false precision.

The living compass

MIRA does not only serve the incident; it improves the organization that built it. Every response and every drill reveals whether the risk assessment held, whether capability matched need, and where the gap was. Those findings feed back into the risk assessment, the training, and the capability register, and the compass recalibrates. It grows truer with every use — because the organization learns, and MIRA is the instrument through which that learning is captured and returned.

Conclusion

The regional responder is already well equipped to predict the behaviour of spilled oil. The gap has never been in prediction; it is in the speed and quality of the first decision, and in whether that decision reflects the organization's own capability and the mariner's own experience. MIRA fills that gap. It orchestrates the tools already in place into one governed bearing, strengthens the reactive barrier without replacing it, and keeps the responder — not the machine — in command. **The prediction can be bought. The decision must be built.** That is what a compass is for.

MIRA has been accepted for presentation at the **13th International Health, Safety, Security, Environment & Loss Prevention Professional Development Conference & Exhibition (PDC 2026), Kuwait, 4–5 October 2026**, where the methodology will be presented in fuller detail.

MIRA is decision support, not an official incident-command instrument. All outputs are indicative and doctrine-based. Developed by the author; adopted within KOC.



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Website Link - <https://www.asspkwt-pdc.com/>

■ Development of Shoreline Oil Spill Response System at KJO

Source: OSC Eng. Arif M. Munir, Al Khafji Joint Operations (KJO), Department Terminal & Marine – Oil Spill

Enhancing Shoreline Oil Spill Response Capability

Khafji – Kingdom of Saudi Arabia

Protecting the marine and coastal environment is one of the highest priorities of **Al-Khafji Joint Operations (KJO)**. In line with this commitment, KJO continues to strengthen its Oil Spill Response capability by investing in modern, reliable, and purpose-built equipment to ensure rapid and effective response to any oil spill incident along the shoreline.

Under the leadership and continuous support of **Mr. Mishal N. Al-Ajmi**, Manager of the Terminal and Marine Department, together with the guidance of **Mr. Ghazi S. Al Ruwaili**, Superintendent of the Marine and Aviation Division, KJO has successfully developed and procured a dedicated **Shoreline Oil Spill Response Trailer System**.

Unlike conventional equipment packages, this system was specially designed and manufactured based on KJO's operational requirements following extensive observation, field assessment, and risk analysis of the shoreline areas within KJO's operational boundaries. The objective is to establish a highly mobile **first response unit capable** of immediate deployment whenever an oil spill threatens the shoreline environment.

Purpose-Built for Rapid First Response

The newly developed Shoreline Response Trailer provides a complete mobile response system that can be transported quickly to any affected coastal location. By integrating all essential shoreline response equipment into a single trailer, deployment time is significantly reduced while improving operational efficiency and personnel safety.



“The Shoreline Response Trailer is designed as a fully integrated first-response system capable of rapid deployment to affected coastal area. By combining containment booms, skimmers, transfer pumps, hydraulic reel systems, and support equipment on a single mobile platform, the system significantly reduces mobilization time and enhances operational efficiency during shoreline oil spill incidents.”

The trailer is equipped with the following major components:



- **Shore Guardian 550 Neoprene Boom** (10m Sections) – 5 sections
- **Boom Bags** – 5 units
- **Water Pump Assembly C/w Hoses** – 1 unit
- **Towing Assembly (Pair of Bridles)** – 1 unit
- **Sentinel 750 Neoprene Boom** (25m Sections) – 8 sections
- **Type 100 Hydraulic Driven Boom Reel** – 1 unit
- **Site Hose Kit**
- **Orange PVC Protective Cover**
- **15m³ Vikotank manufactured in Neoprene** – 1 unit
- **GP10-S Hydraulic Power Pack** fitted with LV Engine, Chalwin Valve and Spark Arrestor Assemblies – 1 unit
- **Portable Air Inflator** complete with Pop XII Air Valve Adaptor – 2 units
- **Trailer Layout & Fixing Kit** suitable for Type 100 Hydraulic Reel
- **Stillage & Ancillaries**
- **Delta Head Standard Skimmer System** complete with diesel-driven, trolley-mounted V164 Transfer Pump (fitted with safety devices) and Site Hose Kit

This integrated configuration enables responders to rapidly contain, recover, and transfer spilled oil while minimizing environmental impact along sensitive shoreline areas.

Designed Based on Operational Needs

The Shoreline Response Trailer is not a standard off-the-shelf package. It was custom-designed and manufactured based on KJO's operational requirements following comprehensive evaluations of shoreline conditions, accessibility, response time requirements, and environmental risk assessments. The result is a purpose-built system that enhances first-response capability and enables rapid deployment during shoreline oil spill incidents.

By integrating all critical response equipment into a dedicated mobile trailer, response teams can immediately mobilize to an incident site without the delays associated with collecting equipment from multiple storage locations. This integrated approach significantly improves KJO's operational preparedness during the critical early stages of an oil spill response, where rapid action is essential to minimize environmental impact.

Operational Advantages

The new shoreline Response System provides several operational benefits, including:

- Rapid mobilization for shoreline oil spill incidents.
- Improved first response capability along KJO coastal areas.
- Centralized transportation of all essential response equipment.
- Reduced deployment time during emergency situations.
- Enhanced efficiency in containment, recovery, and shoreline protection operations.
- Improved operational safety through purpose-designed equipment layout and handling systems.

Commitment to Environmental Protection

The implementation of this dedicated Shoreline Response Trailer demonstrates KJO's ongoing commitment to environmental stewardship, operational excellence, and continuous improvement in oil spill preparedness.

With the introduction of this customized response system, KJO further strengthens its capability to protect the valuable coastal ecosystem within the Khafji Area of Interest (AOI) while ensuring compliance with international best practices in oil spill emergency response.

The Oil Spill Combat Team remains committed to maintaining the highest level of operational readiness through continuous training, equipment maintenance, regular response exercises, and technological advancement to ensure a rapid, safe, and effective response whenever required.

**“Protection Our Coastline Through Preparedness
and Innovation.”**

■ Bapco Energies Successfully Concludes the Green School Award Cycle for 2025–2026

Source: Ms. Haya Darwish (BAPCO Refining)

Bapco Energies successfully concluded the 2025–2026 cycle of the Green School Award with a closing ceremony held on 2 July 2026. The event celebrated the achievements of winning students and schools, recognizing their innovative environmental projects and their contributions toward promoting sustainability and environmental awareness across the Kingdom of Bahrain.

Established in 2005 in collaboration with the Ministry of Education, the Green School Award is an annual initiative that encourages secondary school students from Bahrain's government schools to develop creative and practical solutions to environmental challenges. The program aims to nurture environmental responsibility among young people while fostering innovation and sustainable thinking that can contribute to the Kingdom's environmental goals.



Throughout the academic year, participating schools submitted projects addressing a range of environmental topics and sustainability issues. These projects were evaluated by a judging panel comprising representatives from Bapco Energies, the Ministry of Education, and the Supreme Council for Environment. Following the evaluation process, the most outstanding projects were selected and awarded first, second, and third place.

During the closing ceremony, the winning schools delivered presentations on their projects, highlighting the innovative approaches and practical solutions they developed to address environmental challenges. The presentations provided attendees with valuable insights into the students' creativity and research, demonstrating the positive impact of environmental education in fostering future environmental leaders.



The event brought together representatives from Bapco Energies, the Ministry of Education, the Supreme Council for Environment, participating schools, and other distinguished guests, reflecting the strong partnership between key stakeholders in supporting environmental awareness, innovation, and sustainability initiatives across the Kingdom of Bahrain.

Through initiatives such as the Green School Award, Bapco Energies continues to encourage innovation among students and contribute to the development of a culture of sustainability that aligns with Bahrain's long-term environmental aspirations.

■ The Hidden Threat to the Gulf Mangroves: Why Chronic Oil Pollution Matters?

Source: Ms. Tefla Al Romaihi (BAPCO Refining)

Mangrove ecosystems are among the world's most valuable coastal habitats, providing essential environmental benefits. They protect shorelines from erosion, improve water quality by filtering pollutants and sediments, support fisheries and wildlife, and help mitigate climate change by storing significant amounts of blue carbon. Across the GCC, governments have invested heavily in mangrove restoration as part of their climate and biodiversity commitments.

Yet restoration alone cannot ensure resilient mangrove ecosystems if persistent environmental pressures continue to threaten their health. Among these, chronic oil pollution remains one of the Gulf's most significant but often overlooked threats.

Are the Gulf's mangroves more vulnerable to oil pollution than we realize? The answer may lie in the biology of the region's dominant mangrove species, *Avicennia marina* (Figure 1).



Figure 1 *Avicennia marina* (Grey Mangrove)

Avicennia marina, commonly known as the grey mangrove, dominates much of the Arabian Gulf coastline and is well adapted to one of the world's harshest marine environments, tolerating high salinity, extreme temperatures, and limited freshwater. Yet, despite this resilience, scientific evidence suggests it is particularly sensitive to oil contamination compared with other mangrove species. A recent review reported that *Avicennia marina* consistently accumulates higher concentrations of polycyclic aromatic hydrocarbons (PAHs) than other mangroves, increasing its vulnerability to chronic pollution.

This vulnerability is especially important because the greatest threat is not necessarily catastrophic oil spills. While large spills can devastate coastal ecosystems, they are relatively rare. A more persistent risk comes from chronic, low-level pollution associated with shipping, ports, refineries, and other industrial activities. Oil transported into mangrove habitats by tidal flows can become trapped within fine sediments, where it degrades slowly and may persist for decades.

Rather than causing immediate tree death, this contamination creates continuous physiological stress that reduces seed germination, slows seedling growth, damages root systems, disrupts photosynthesis, and ultimately reduces biomass. Over time, these impacts limit natural regeneration and weaken the resilience of entire mangrove forests.

These findings have important implications for mangrove conservation across the GCC. While restoration has rightly become a cornerstone of regional blue carbon and climate adaptation strategies, planting millions of seedlings alone cannot ensure resilient ecosystems if chronic pollution continues to degrade the habitats in which they grow. Protecting mangroves must therefore extend beyond restoration to include proactive pollution management. Routine monitoring of sediments around ports, refineries, and shipping channels for PAHs, combined with ecological monitoring of mangrove health, could provide early warning of chronic contamination before widespread ecological decline occurs.

On this World Mangrove Day, protecting the Gulf's mangroves means looking beyond restoration and addressing the less visible challenge of chronic oil pollution. By integrating restoration with pollution prevention and long-term environmental monitoring, the GCC can ensure that its mangrove ecosystems continue to protect coastlines, support biodiversity, store blue carbon, and strengthen coastal resilience for generations to come.

▪ Sheco Ark-M: A Robotic Skimmer for Sensitive Ecosystems Protection

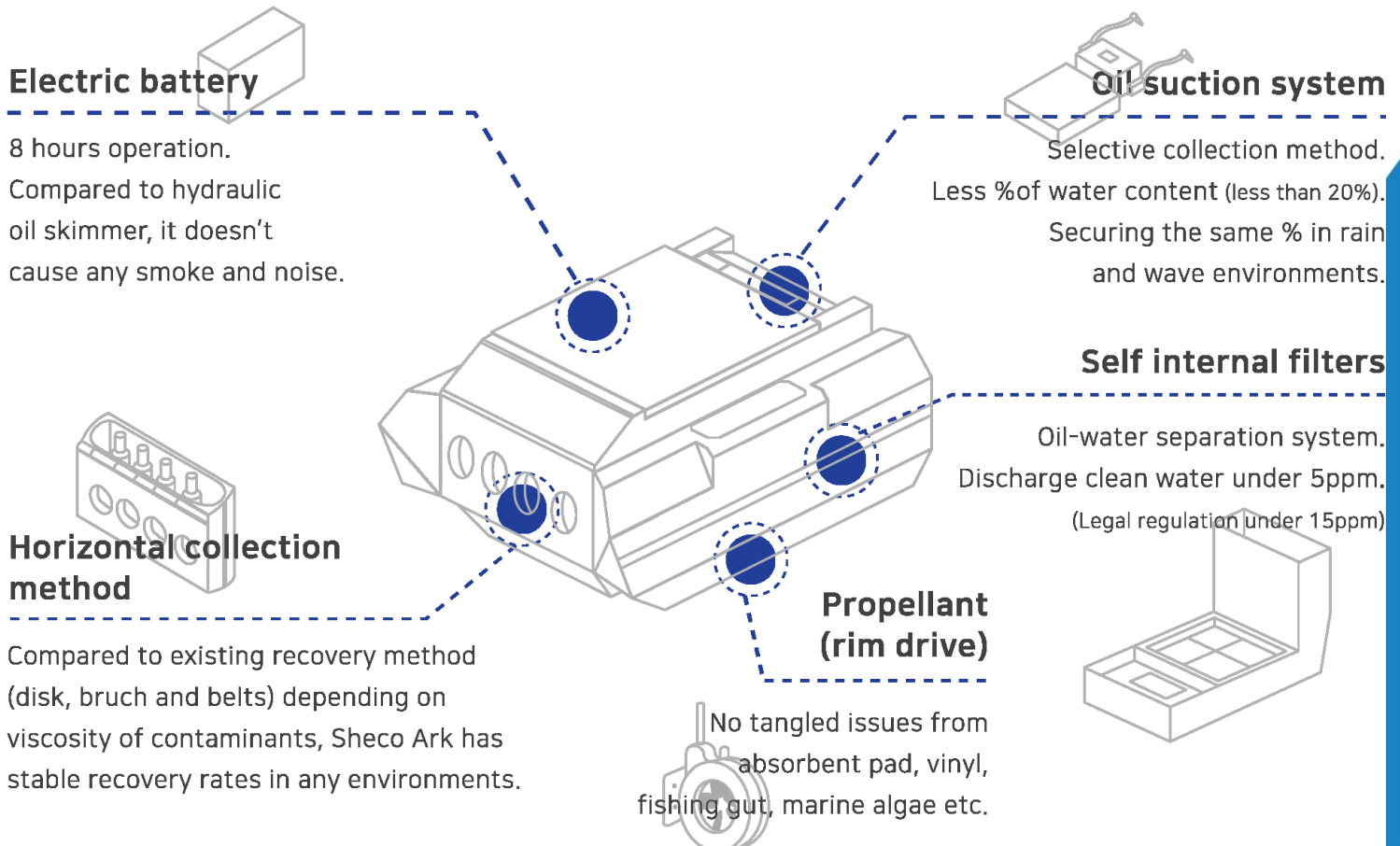
Source: Mr. Mohammed Al Haydar (Marine - GOSRD Global Oil Spill Response Division) ARAMCO

Introduction

Saudi Aramco Marine Global Oil Spill Response Division (GOSRD) has commenced a first-of-its-kind corporate pilot program to evaluate the Sheco Ark-M, an innovative AI-powered robotic skimmer designed to enhance oil spill response capabilities in shallow waters, restricted marine environments, and other areas where conventional response equipment may face operational limitations. The initiative reflects Aramco Marine's continued efforts to explore innovative technologies that can strengthen oil spill preparedness and response while supporting the protection of sensitive marine ecosystems. The compact and autonomous design of the Sheco Ark-M provides an opportunity to improve response flexibility in locations where access by conventional skimming vessels may be challenging.



Advanced Technology and Operational Capabilities



The Sheco Ark-M is an autonomous robotic skimmer equipped with an integrated oil recovery and separation system. Unlike conventional skimming technologies that may recover significant quantities of water together with the collected oil, the unit incorporates real-time oil-water separation technology, allowing recovered oil to be separated from water during the collection process.

The system is designed to discharge treated water back into the marine environment at an ultra-low oil concentration of less than 5 ppm, subject to applicable regulatory requirements and operational conditions. This capability can significantly reduce the volume of recovered water requiring temporary storage, transportation, and subsequent treatment, thereby improving the overall efficiency of oil spill recovery operations.

The unit also utilizes a selective suction collection system, which is designed to maximize oil recovery while minimizing the amount of water collected. This feature can be particularly beneficial during response operations where maximizing oil recovery and reducing storage requirements are critical considerations.

Electric and Low-Impact Operation

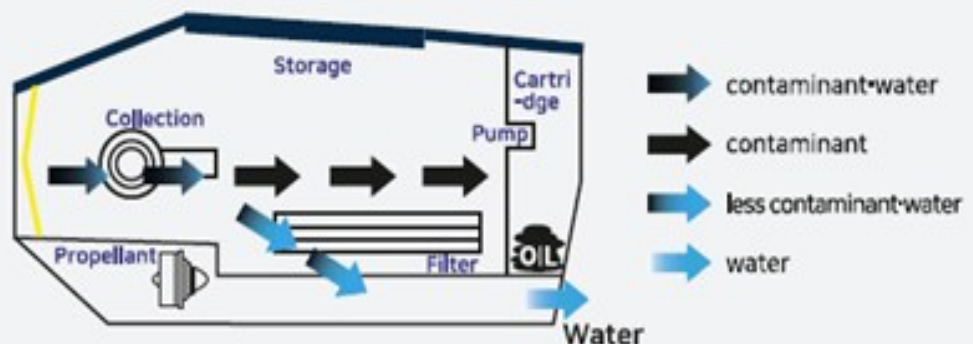
The Sheco Ark-M operates using an electric battery system with an operating duration of up to approximately eight hours, depending on operating conditions. Compared with conventional hydraulic-powered skimming systems, its electric propulsion provides a potentially quieter and cleaner operating platform, with no direct exhaust emissions from the unit during operation.

Reduced noise and the absence of direct exhaust emissions can be particularly advantageous when operating in environmentally sensitive areas, enclosed waters, or locations where minimizing disturbance to the surrounding environment is an important consideration.

Designed for Challenging Marine Environments

Real-time Separation Technology

Real-time oil separation in 1.1M size
Discharge clean water under 5PPM



One of the key features of the Sheco Ark-M is its compact robotic configuration, which allows it to operate in areas that may be difficult to access using larger response vessels and conventional recovery equipment.

The unit utilizes a horizontal collection method, providing an alternative to traditional recovery technologies such as disc and brush skimmers. Its design enables the system to adapt to different oil characteristics and operating conditions while maintaining an effective recovery capability.

The rim-drive propulsion system further supports maneuverability while reducing the potential for entanglement with floating debris, marine vegetation, ropes, and other materials that can create operational challenges for conventional propulsion systems.

Potential Benefits for Oil Spill Response

The introduction of robotic recovery technology has the potential to provide several operational benefits to oil spill response teams. These include improved access to confined or shallow-water areas, reduced dependence on larger recovery vessels, lower volumes of water recovered with oil, and improved utilization of temporary storage capacity.

The autonomous nature of the system may also allow response personnel to focus on monitoring, coordination, and overall spill management while the robotic unit performs localized recovery activities. When integrated appropriately into an incident response strategy, such technology could complement existing mechanical recovery resources rather than replace conventional response equipment.



Supporting Innovation and Environmental

The evaluation of the Sheco Ark-M represents an important step toward exploring how emerging technologies can complement established oil spill response practices. By assessing the technology under practical operating conditions, GOSRD can better understand its capabilities, limitations, and potential applications within Aramco Marine's oil spill response framework.

The pilot also demonstrates Saudi Aramco Marine's commitment to continuous improvement and innovation in environmental protection. The use of advanced robotic systems, real-time separation technology, and electric propulsion supports the broader objective of developing more efficient and environmentally responsible approaches to oil spill response.

As oil spill response continues to evolve, technologies such as the Sheco Ark-M could play an increasingly important role in providing rapid, flexible, and targeted recovery capabilities, particularly in sensitive ecosystems and areas where conventional response methods may be less effective.

Through initiatives such as this pilot program, GOSRD continues to explore innovative solutions that enhance preparedness, strengthen response capabilities, and contribute to the protection and preservation of the marine environment.

OIL SPILL INCIDENTS

Maritime Incidents in The Gulf Region: Environmental Risks and Oil Spill Preparedness

Regional Overview UKMTO reported a sustained series of maritime security incidents across the Arabian Gulf, Strait of Hormuz and Gulf of Oman during 2026. While most reports did not identify confirmed pollution, repeated attacks involving tankers and merchant vessels created a continuing potential for secondary environmental consequences.

Regional Incident Overview — Gulf, Strait of Hormuz & Gulf of Oman

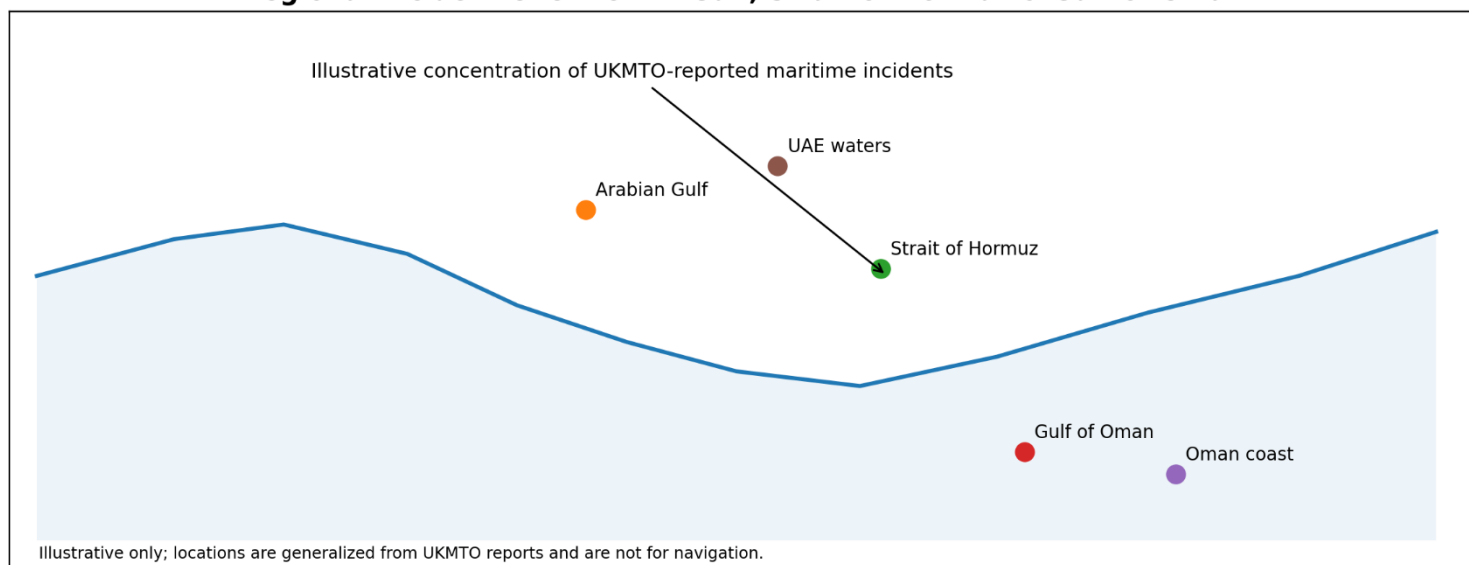


Figure 1. Illustrative regional overview based on UKMTO reporting. The graphic is for newsletter context only and is not a navigational chart.

The maritime environment across the Arabian Gulf, Strait of Hormuz, Gulf of Oman and surrounding waters remained highly challenging during 2026. The United Kingdom Maritime Trade Operations (UKMTO) continued to issue security warnings and advisories concerning attacks, suspicious activity, fires, vessel damage and other maritime incidents.

From an oil-spill preparedness perspective, the key concern is not that every security incident resulted in pollution, but that damage to hulls, cargo tanks, bunker tanks or machinery can create a pathway to an environmental emergency. This is particularly relevant in heavily trafficked waters with significant oil and gas infrastructure and sensitive coastal habitats.

Examples of Recent Incidents with Environmental Relevance

Date	Location	Vessel	Environmental / Incident Summary
04 Mar	30 NM SE of Mubarak Al Kabeer, Kuwait	Tanker	Oil was initially reported in the water from a cargo tank. The 5 Mar update clarified that the discharge was ballast water.
04 Mar	Strait of Hormuz	Container ship	Projectile impact above the waterline caused an engine-room fire; no environmental impact was reported.
05 May	Strait of Hormuz	Cargo vessel	Vessel struck by an unknown projectile; environmental impact was unknown at the time of reporting.

OIL SPILL INCIDENTS (CONTINUED)

25 Jun	SE of Dahit, Oman	Cargo vessel	Unknown projectile damaged the bridge; no environmental impact was reported.
06–22 Jul	Strait of Hormuz / Oman / Saudi waters	Tankers & merchant vessels	Multiple attacks involving projectiles/UAVs, fires and structural damage; UKMTO reports generally recorded no environmental impact.
14–31 Aug	Strait of Hormuz / Khasab area	Tankers & bulk carrier	Further attacks were reported; environmental impact was either not reported or recorded as none in the available UKMTO warnings.
02 Sep	Strait of Hormuz	Tanker	Time-late report of a security incident with two casualties; no environmental impact reported at the time.
05 Sep	Northern Arabian Gulf / Gulf of Oman	Several merchant vessels	UKMTO reported several merchant vessels subjected to disabling fire; environmental impact was unconfirmed at the time of reporting.
09 Sep	28 NM SE of Al-Faw, Iraq	Tanker	Tanker struck by an unknown projectile; crew reported safe and no environmental impact was reported.

Environmental Significance and Regional Preparedness

Selected Environmental-Risk Milestones, February–September 2026

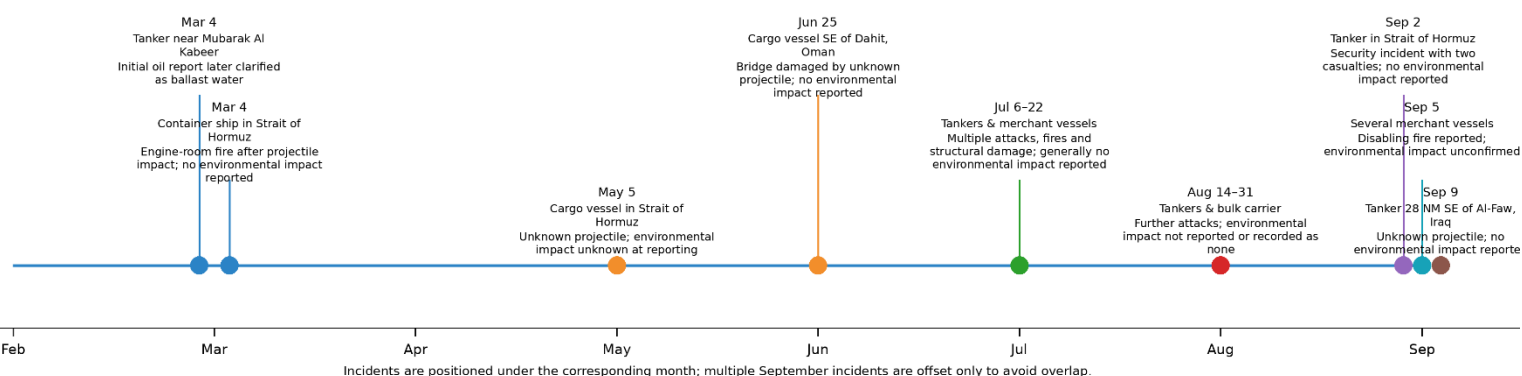


Figure 2. Selected UKMTO environmental-risk milestones. The timeline highlights incidents where pollution was reported, unknown, or particularly relevant to spill-response preparedness.

The March 4 tanker incident near Mubarak Al Kabeer provides an important example of why rapid verification is essential. The initial UKMTO report stated that oil was in the water and that environmental impact was possible. The following-day update clarified that the observed discharge was ballast water. The sequence demonstrates the importance of accurate reporting, confirmation and environmental assessment before a pollution event is classified or escalated.

Other incidents during March involved tankers, container ships and bulk carriers being struck or affected by fires in the Strait of Hormuz, Gulf of Oman and nearby waters. UKMTO and JMIC reporting recorded several serious incidents, including fires and structural damage, while many reports specifically noted no environmental impact. By May, UKMTO had recorded 49 reports affecting vessels operating in and around the Arabian Gulf, Strait of Hormuz and Gulf of Oman during the period 28 February–14 May, comprising 27 attack reports, 20 suspicious-activity reports and two hijack reports.

OIL SPILL INCIDENTS (CONTINUED)

During June and July, the pattern continued, with incidents involving tankers and cargo vessels near Oman, the Strait of Hormuz, the Arabian Gulf and Saudi waters. Several vessels experienced fires, projectile impacts or structural damage. Although the available UKMTO warnings generally reported no environmental impact, incidents involving tankers remain significant from an oil-spill contingency perspective because damage can affect cargo, bunker or fuel systems.

By August and early September, the Strait of Hormuz remained a major area of concern. UKMTO reported further attacks involving tankers and a bulk carrier. On 31 August, a tanker east of Khasab, Oman, was struck by three unknown projectiles while making an outbound transit of the Strait of Hormuz; no casualties or environmental impact were reported. A time-late report issued on 2 September concerned another tanker security incident resulting in two casualties, with no environmental impact reported at the time.

Implications for Oil-Spill Preparedness

- **Maintain rapid incident notification and information-sharing arrangements.**
- **Ensure oil-spill response equipment, vessels and trained personnel remain readily available.**
- **Prepare for combined security, fire, casualty and pollution scenarios.**
- **Verify reported pollution through reliable observations, sampling or surveillance before escalating response actions.**
- **Maintain readiness for nearshore and shoreline assessment following a vessel casualty.**
- **Strengthen coordination between maritime security, coastal, port, environmental and oil-spill response organizations.**

Conclusion

The UKMTO reports from February through September 2026 illustrate a complex and evolving maritime security environment in the Gulf region and surrounding waters. Although most reported incidents did not result in confirmed pollution, the repeated involvement of tankers and other merchant vessels reinforces the need to consider environmental consequences whenever a maritime security incident occurs.

For the regional oil-spill response community, these developments underline the value of preparedness, situational awareness, reliable information exchange and rapid coordination. Continued cooperation among RECSO members and regional partners is essential to ensure that, should a significant pollution incident occur, appropriate resources and expertise can be mobilized quickly to protect the marine and coastal environment.

Source: <https://www.ukmto.org/> United Kingdom Maritime Trade Operations (UKMTO) Recent Incidents and UKMTO/Joint Maritime Information Center (JMIC) Advisory Notes, February–September 2026. Prepared for RECSO Newsletter purposes; summaries reflect information available in UKMTO reports and should not be treated as navigational or operational instructions.

UPCOMING EVENTS

■ ADIPEC - Abu Dhabi International Petroleum Exhibition & Conference from 2-5 November 2026 in Abu Dhabi, U.A.E

The world largest energy event, ADIPEC 2026, will be held in Abu Dhabi, United Arab Emirates. From 2-5 November, ADIPEC 2026 will examine how the global energy system is adapting to an era of energy addition. Through its conferences and exhibition, ADIPEC advances practical cross-sector solutions that strengthen resilience, scale investment, modernize infrastructure and drive long-term stability and progress.



Source- <https://www.adipec.com/>

■ COP31 - The UN Climate Change Conference from 09-20 November 2026 in Antalya, Turkey



COP31 is the 31st United Nations Climate Change Conference and will be held in Antalya in November 2026. At the summit, world leaders, experts, and civil society representatives will discuss joint solutions to combat climate change and build a sustainable future. Hosted by Türkiye, this conference will

be an important gathering for shaping global climate policies. COP31 (31st Conference of the Parties) is the latest session of the supreme decision-making body of the United Nations Framework Convention on Climate Change (UNFCCC).

Since 1995, these annual summits have served as the primary global platform for negotiating and advancing collective action against climate change. COP31 represents a critical milestone where countries are expected to strengthen their climate commitments and accelerate the transition toward a low-carbon future.

Source- <https://cop.sifiratikvakfi.org/en/>

UPCOMING EVENTS (CONTINUED)

- **GPCA – The Gulf Petrochemicals and Chemicals Association from 22-24 November 2026 in Dubai, U.A.E**



The banner for the 20th Annual GPCA Forum is split into two main sections. The left section has a dark blue background with a large yellow '20' and the GPCA logo. It includes the text 'PERSISTENCE WITH PURPOSE: BUILT TO ENDURE' and 'منتدى جيكا السنوي'. A white box in the center contains the dates '22-24 NOV 2026' and the location 'Madinat Jumeirah, Dubai, UAE'. The right section has a dark background with a yellow 'INSIGHT EXPRESS' box at the top. Below it, the text 'PETROCHEMICAL INDUSTRY: ADAPTING TO A NEW EVOLVING REALITY' is displayed in large, bold letters. A smaller text block below that discusses the challenges of the petrochemical industry in the Arabian Gulf. The background of the right section shows an industrial facility with tall distillation columns.

20TH ANNUAL gpcA FORUM
منتدى جيكا السنوي
PERSISTENCE WITH PURPOSE: BUILT TO ENDURE

22-24 NOV 2026
Madinat Jumeirah, Dubai, UAE

INSIGHT EXPRESS

PETROCHEMICAL INDUSTRY: ADAPTING TO A NEW EVOLVING REALITY

The chemical and petrochemical industry in the Arabian Gulf is operating in a new environment marred by growing volatility and geopolitical uncertainty.

Marking its 20th anniversary, the Annual GPCA Forum returns to Madinat Jumeirah, Dubai, from 22–24 November 2026 as the region’s flagship gathering for the global chemical industry. Held under the theme “Persistence with Purpose: Built to Endure,” the forum will convene global CEOs, policymakers, industry leaders, and experts to address how the industry can strengthen resilience, enhance competitiveness, and sustain long-term impact in a rapidly evolving environment. For decades, the chemical industry has been a key enabler of industrial development and economic diversification in the GCC.

Source- <https://www.gpcaforum.com/>

- **IOSC – The International Oil Spill Conference from 17-20 May 2027 in Savannah, Georgia**



The banner for the International Oil Spill Conference (IOSC) 2027 features a dark blue background with a white swirl logo. It lists the organizing bodies: API, BSEE, IMO, IPIECA, ITOPF, NOAA, PHMSA, USCG, and USEPA. The text 'IOSC 2027' is prominently displayed in large white letters, followed by the dates 'May 17-20' and the location 'Savannah, GA'. The right side of the banner has a colorful abstract design with concentric circles.

International Oil Spill Conference
API•BSEE•IMO•IPIECA•ITOPF•NOAA•PHMSA•USCG•USEPA
IOSC 2027
May 17-20 | Savannah, GA

The 26th IOSC, The International Oil Spill Conference will be held in Savannah, Georgia from 17 - 20 May 2027. IOSC provides a vital forum for professionals from the international response community, private sector, government, and non-governmental organizations come together to tackle the greatest challenges facing us with sound science, practical innovation, social engineering and imagination. This conference is an ideal environment for government agencies, contractors, researchers, industry, and other stakeholders to work together toward mutual objectives through the exchange of ideas and lessons learned from actual spill responses and research around the world.

Source- <https://www.iosc.org/>

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