

# JMIC Weekly Dashboard for the Middle East



*Accurate and timely information for the protection of Mariners*

**Week 11 – 2026**  
**(09 Mar to 15 Mar)**

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*Combined Maritime Forces (CMF)*

# JMIC Weekly Assessment for the Middle East Region.

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## Guidance for Vessels transiting the High Threat Area

Regional Overview: Active military operations are ongoing in parts of the Middle East. The security environment remains dynamic and subject to rapid escalation. Maritime operators should anticipate potential spillover effects into maritime domain, including:

1. Possible disruption to commercial shipping routes
2. Short-notice coastal or navigation warnings
3. Increased military presence and activity at sea and in the air
4. Heightened risk of miscalculation in congested waterways
5. Increased risk of GNSS/GPS disruption or spoofing due to EMI; mariners should exercise extreme caution and verify navigation data through alternative means

The overall threat level to merchant vessels transiting the RS, BAM, GoA, Arabian Gulf, Gulf of Oman and SoH varies by sub-region. Threat level in the RS, BAM, and GoA remain assessed as **MODERATE**. While, the threat levels in the Arabian Gulf, Gulf of Oman, and SoH remain assessed as **CRITICAL**. At present, SoH is not officially closed, and merchant vessels remain able to transit. UKMTO and JMIC continue to operate, with support from onsite and remote locations. Shippers are requested to continue reporting and to reach out to UKMTO / JMIC as needed.

JMIC continues to monitor reports of suspicious approaches in the region and will issue Information Notes for confirmed pirate activity. No active PAGs are noted at time of this report assessed possibly due to unfavourable weather conditions.

Risk mitigation measures and resources include:

1. BMP-Maritime Security
2. JMIC Bridge Emergency Reference Cards
3. Register for ASPIDES protection via [EUNAVFOR ASPIDES website](#)

## Specific Events

Indian Ocean and Coast of Somalia

- The piracy threat is currently assessed as **LOW** in the GoA, Somali Basin, and the Indian Ocean.

Arabian Gulf, Strait of Hormuz and Central Red Sea

- **CRITICAL** EMI
- Maintain awareness on small crafts operating in the BAM area, but be aware that not all small crafts have hostile intentions.
- Reports of naval mining activity in the SoH remain unsubstantiated; no confirmation of mining in the SoH.

# CMF Regional Threat Level Assessment

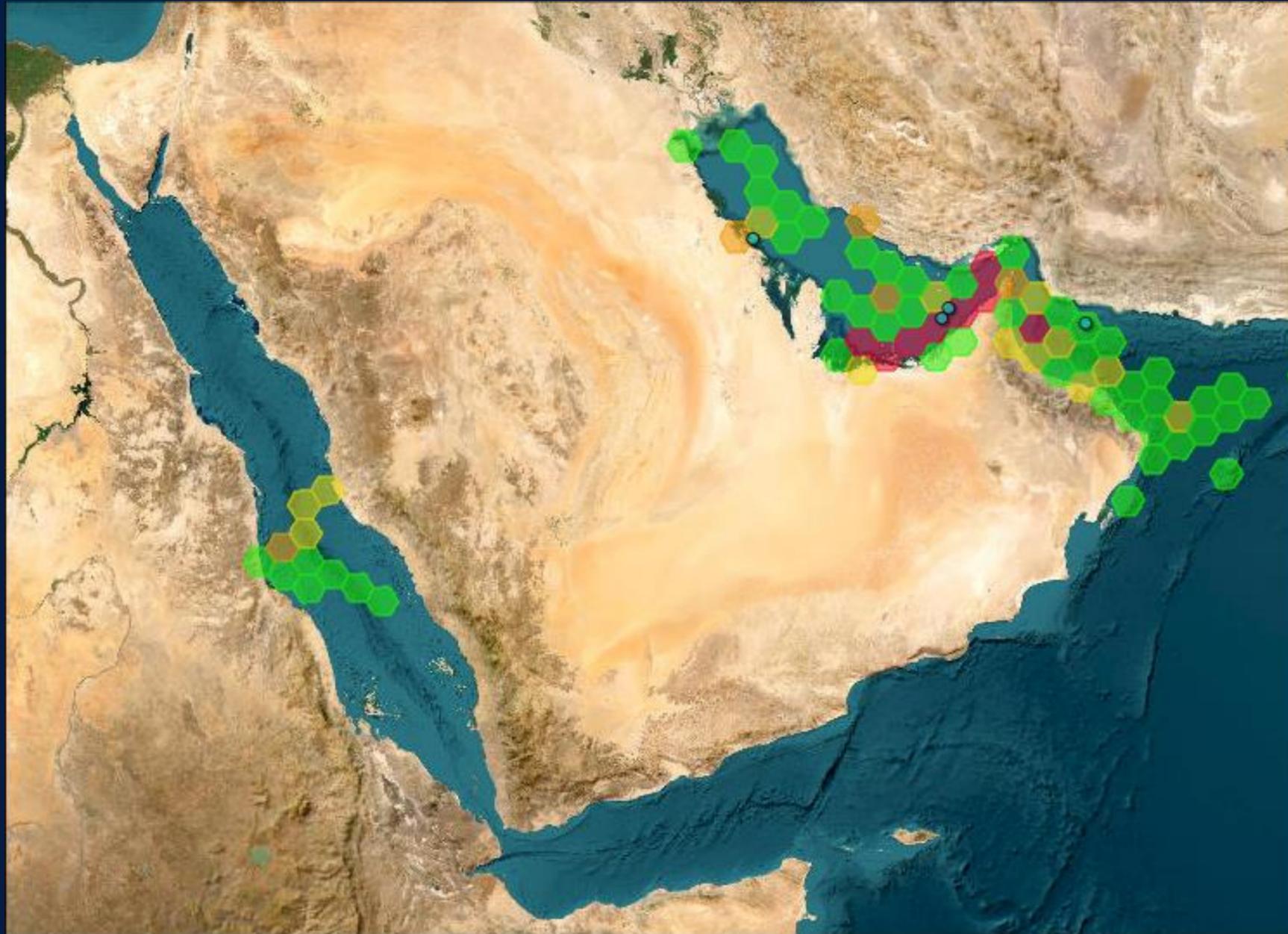
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Due to the ongoing conflict in the Middle East, CMF N2 is currently unable to provide the Regional Threat Level Assessment.

For updates and outlook of the respective Area of Operation (AOO), the shipping industry may refer to the JMIC Daily Advisory Note.



# Electromagnetic Interference



- Across the central Red Sea region, the levels of interference remain at the critical levels. However, to the north and south regions, the levels appears to have decreased, as highlighted around the Suez Canal and Bab el Mandeb areas.
- Compared to last week, the levels of interference observed in the vicinities of Fujairah, Khor Fakkan, Dubai, Abu Dhabi and Bandar Abbas remain at severe levels.
- The vicinity of Bandar e-Pars remains at a critical level. The Northern and Central Arabian Gulf now ranges from low to moderate, with the Strait of Hormuz and Southern Arabian Gulf suffer from higher levels of interference, ranging from severe to critical.
- Vessels are requested to report experience of electronic interference to UKMTO, in support of keeping the broader shipping community better informed.

Source: [UKMTO](#)



# Houthi related incidents reported by UKMTO: None



| Date | Type of Incident Source | Vessel Name<br>Flag / IMO / Location | Reports |
|------|-------------------------|--------------------------------------|---------|
| NTR  | -                       | -                                    | -       |

Houthi activity continues to pose a significant threat to maritime traffic in the Red Sea.

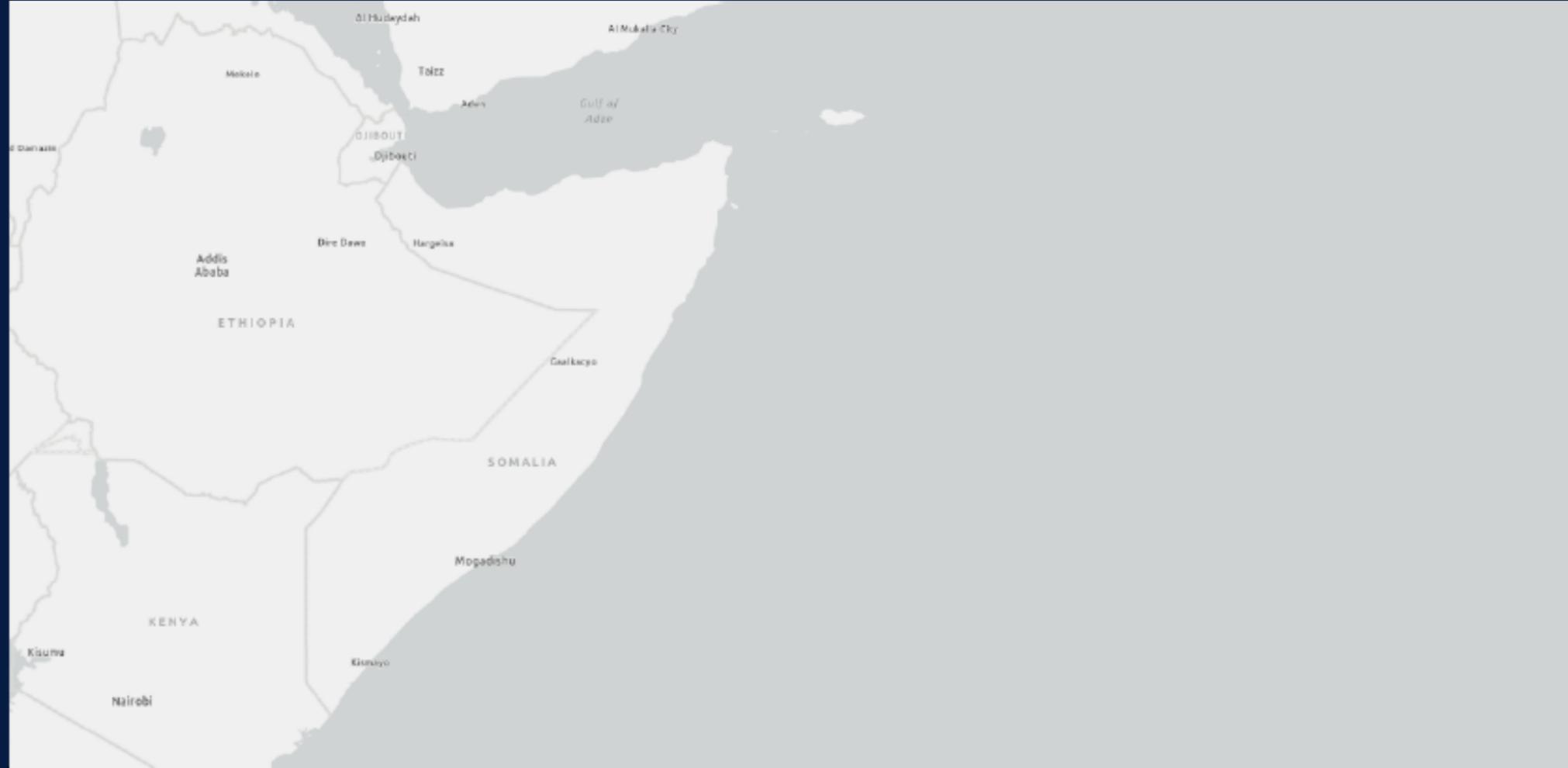
# Merchant shipping incidents reported by JMIC/UKMTO



| Date         | Total number of Attacks/Near Miss                                 | Remarks   |
|--------------|---|---|
| 09 to 15 Mar | 6 Attacks (Serious) + 1 Near Misses (Attempted Attack / Targeted) | Refer to JMIC Daily Advisory Note 09 to 15 Mar 26 |



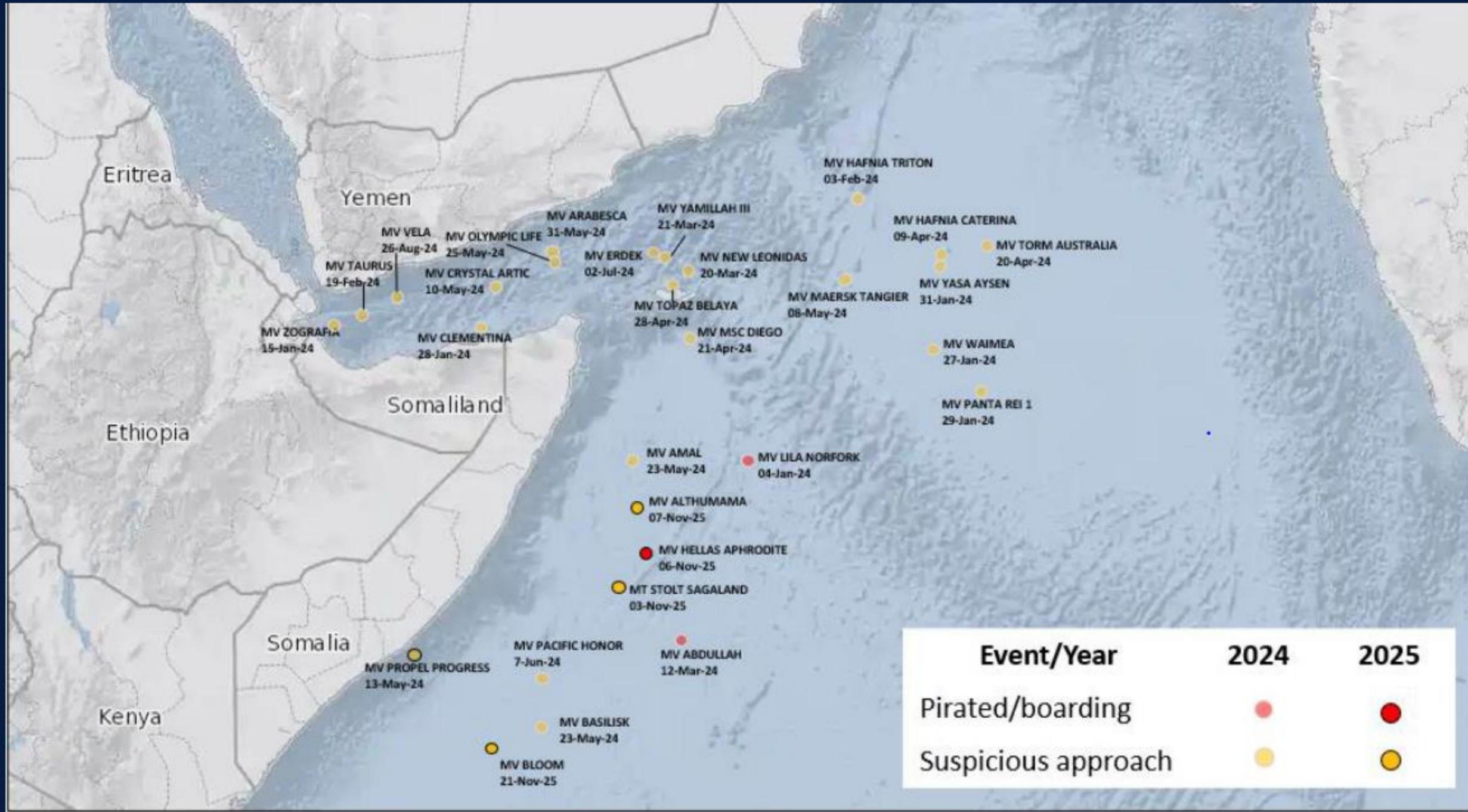
# Piracy incidents reported by UKMTO: None



| Date | Type of Incident Source | Vessel Type / Flag | Location | Reports |
|------|-------------------------|--------------------|----------|---------|
| NTR  | -                       | -                  | -        | -       |

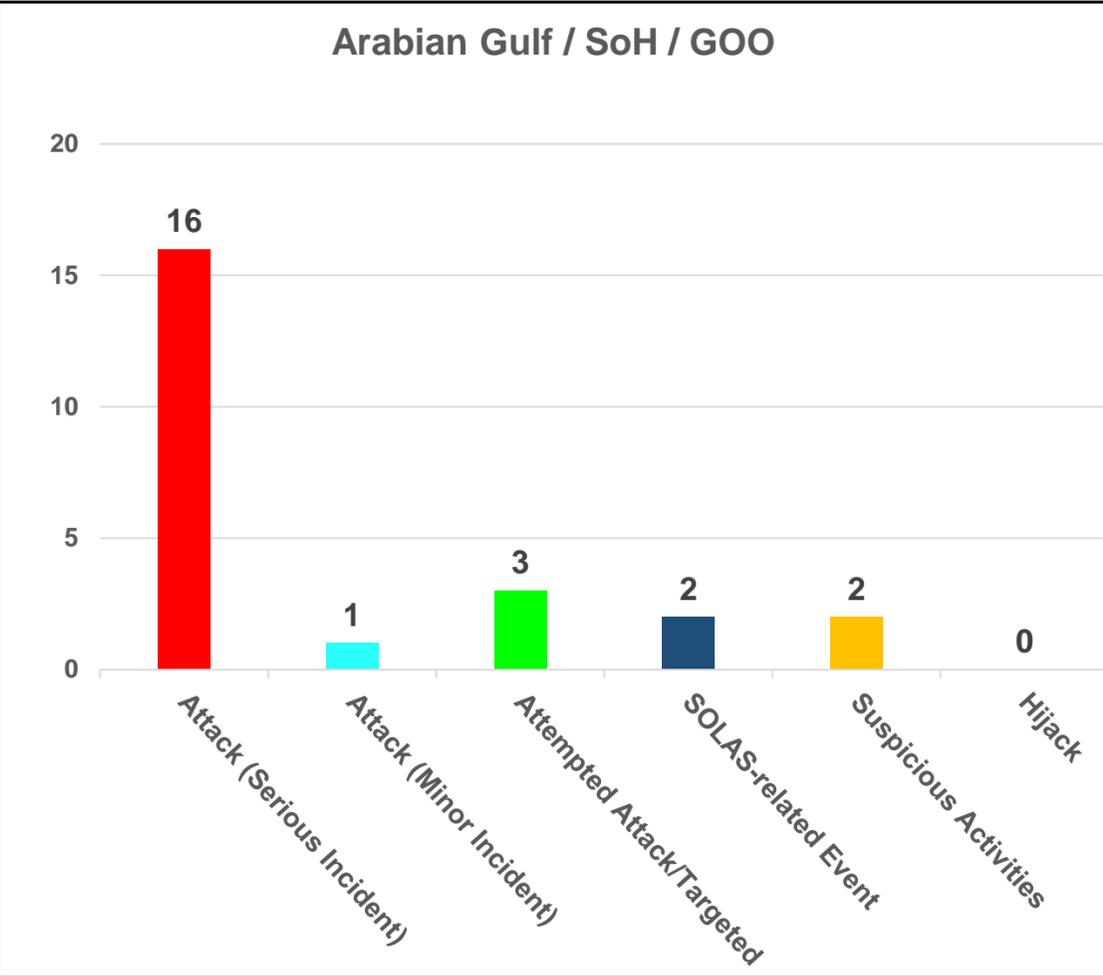
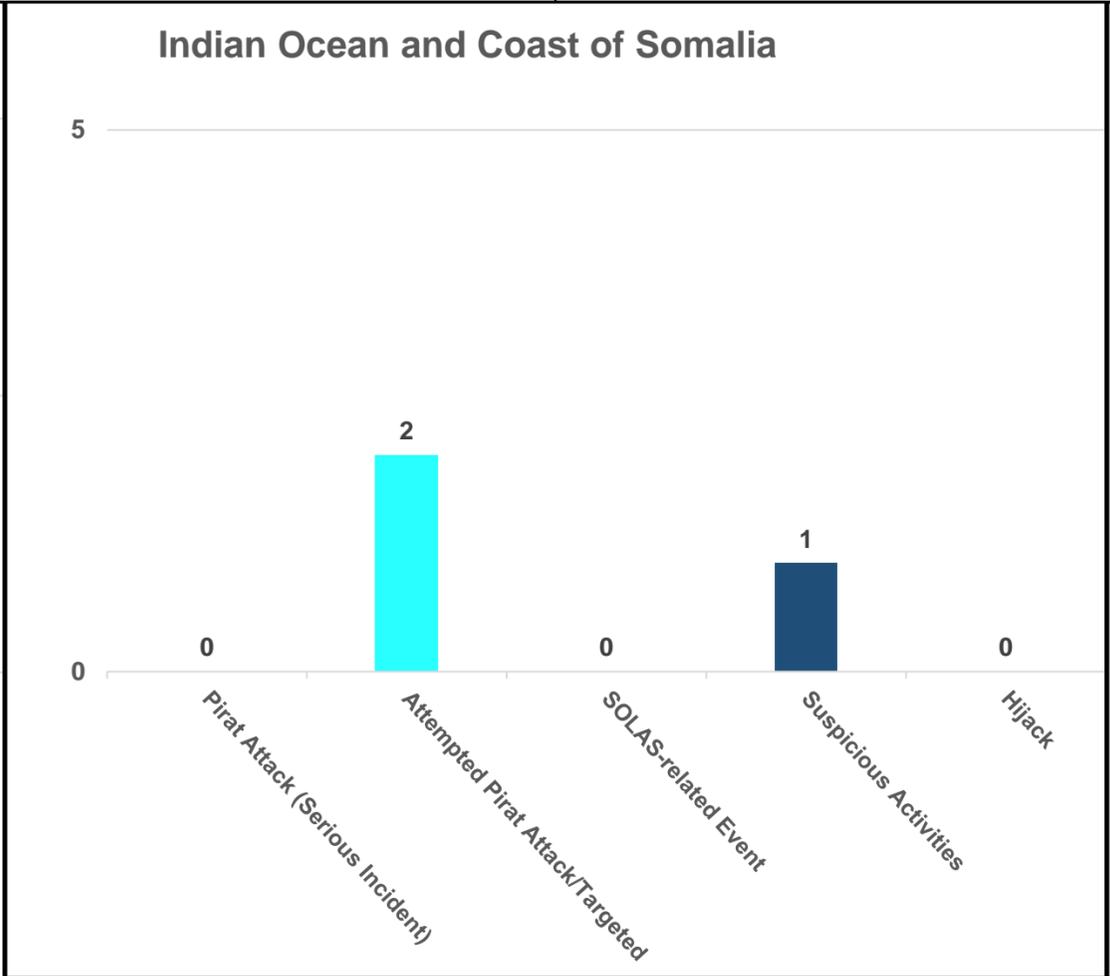
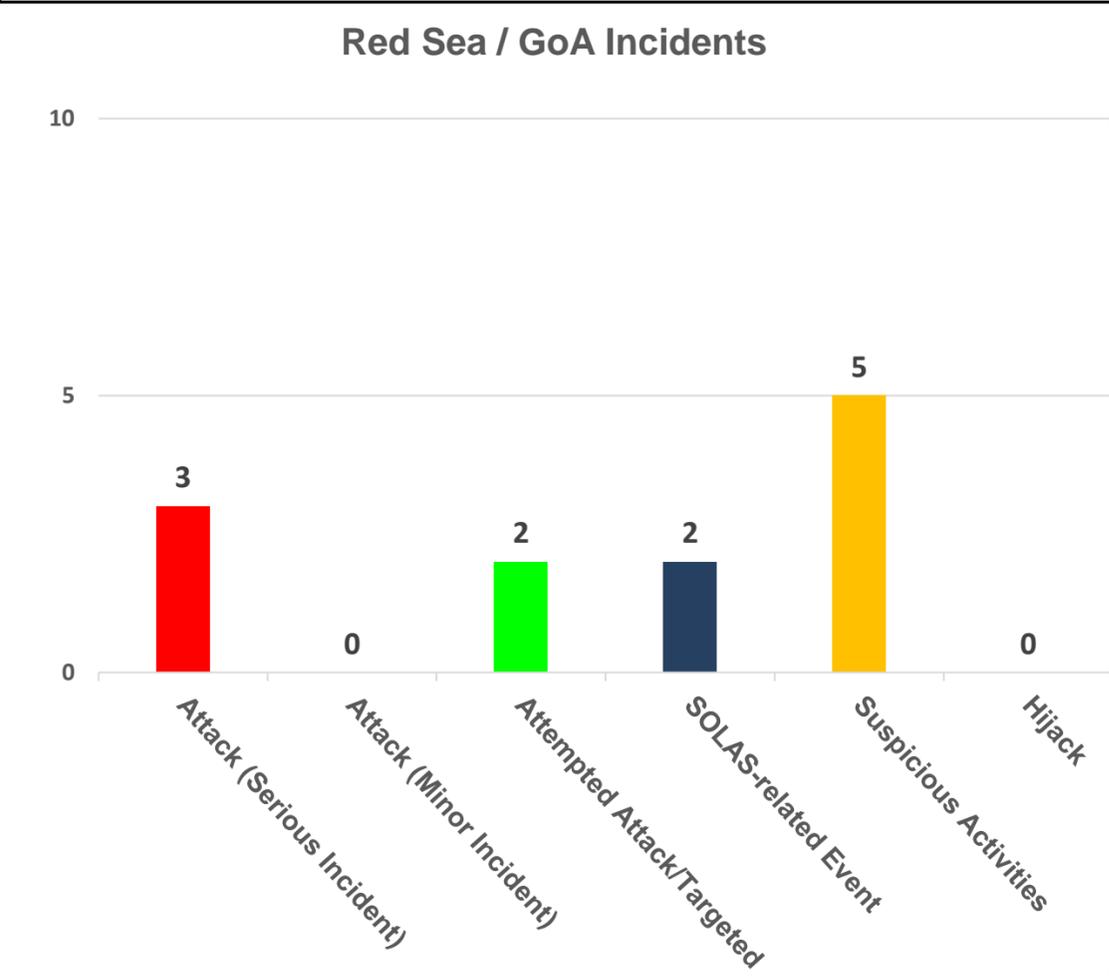


# Piracy incidents 2024 2025 Comparison



# JMIC Investigated Incidents

|  |   |
|--|---|
| <b>Total number of Incidents</b><br><i>(excluding coalition engagements)</i> | <b>148</b><br>(0 new this week)             |
| <b>Days since last incident / incident type</b>                              | 03 day / Attack (Serious) (since 12 Mar 26) |



Last incident info:  
Date: 17 FEB 2026  
Type: SUSPICIOUS ACTIVITY  
Ship: TUG

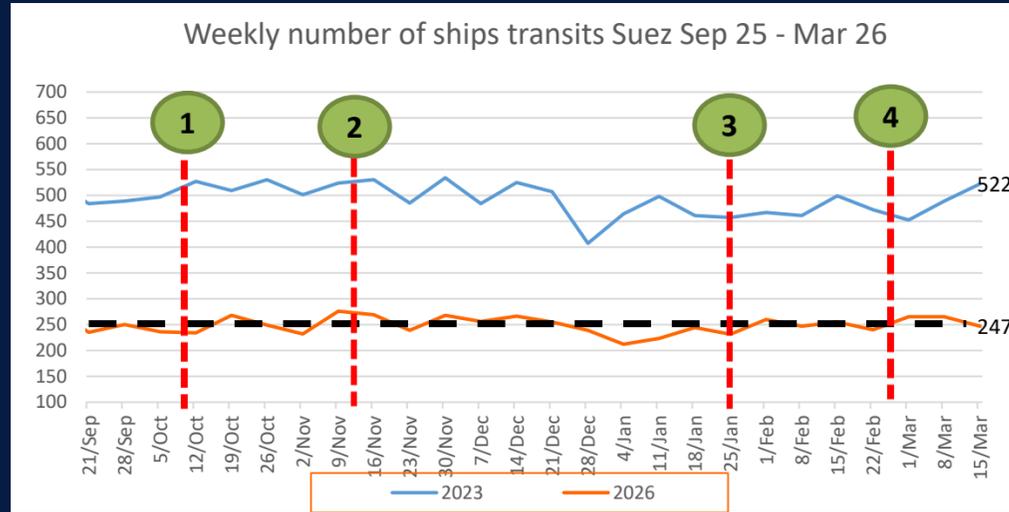
Last incident info:  
Date: 07 NOV 2025  
Type: ATTEMPTED PIRATE ATTACK  
Ship: TANKER

Last incident info:  
Date: 10 MAR, 11 MAR, 12 MAR  
Type: ATTACK (SERIOUS), NEAR MISS  
Ship: BULK CARRIER, TANKER, CONTAINER VESSEL



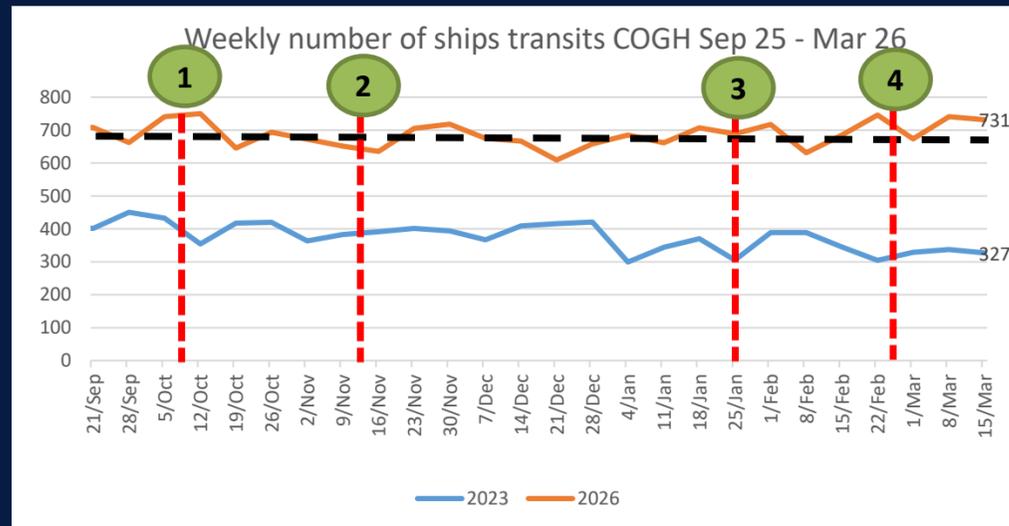
# Weekly Transits

## Suez



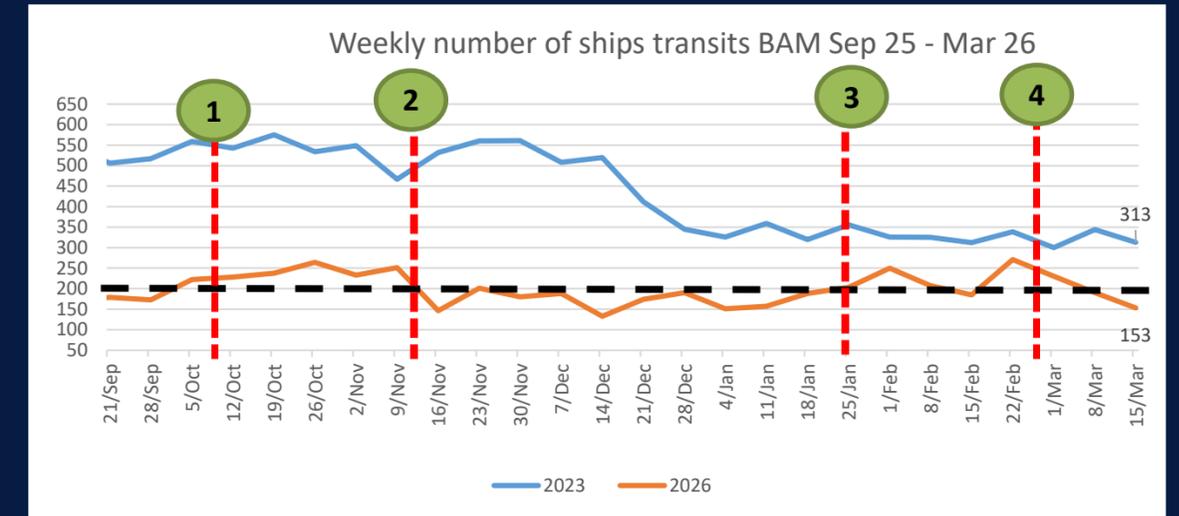
6.8% Decrease last week

## Cape of Good Hope (CoGH)



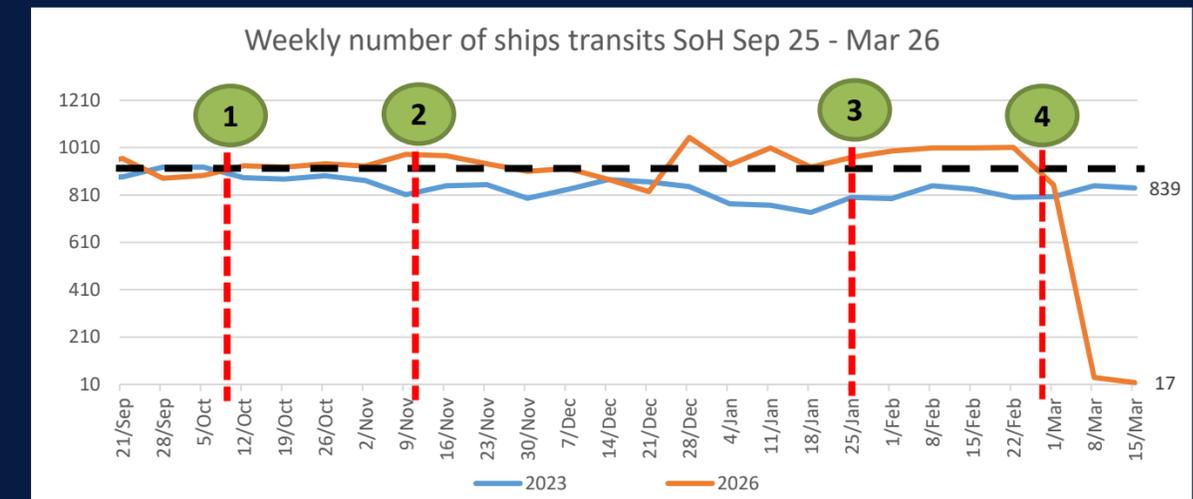
1.4% Decrease last week

## Bab al-Mandeb (BAM)



19.5% Decrease last week

## Strait of Hormuz (SoH)



56.4% Decrease last week

1. Hamas-Israel ceasefire  
10 OCT 2025
2. Houthi Statement  
11 NOV 2025
3. Houthi announcement on the retaliatory maritime attack if strikes in the region  
25 JAN 2026
4. Outbreak of regional hostilities in the Middle East  
28 FEB 2026

\*The statistics presented in this report are based solely on cargo carrying vessels engaged in international trade/transit. This data does not include smaller vessels such as pleasure crafts, yachts, fishing vessels, tugboats, or other types of smaller ships that operate within local or regional waters and are not involved in international shipping.

# Definitions – Incident types

| General Categories               | Explanatory Notes   |
|----------------------------------|---|
| <b>Attack (Serious Incident)</b> | The result of a deliberate launching of weapons (i.e missiles, drones), and/or ramming into a vessel that results in serious damage to the vessel. The attack is deemed serious if any resulting damage impacts the vessel's ability to continue functioning, which requires immediate assistance. It includes a vessel deemed a total loss, and significant threat to lives.   |
| <b>Attack (Minor Incident)</b>   | The result of a deliberate launching of weapons (i.e missiles, drones), and/or ramming into a vessel that results in either a miss or minor damage to the vessel. The attack is deemed minor if any resulting damage does not impact the vessel's ability to continue functioning and/or does not require immediate assistance.   |
| <b>Attempted Attack/Targeted</b> | <p>This refers to the act of targeting a vessel with the use of force that results in a miss and no damage to the vessel.</p> <ul style="list-style-type: none"> <li>• Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel.</li> <li>• No damage may include but not limited to missile ditching, and/or coalition warships shooting down missiles and/or drones.</li> </ul> |
| <b>Hijack</b>                    | Is where attackers have illegally boarded and taken control of a ship against the crew's will.  |
| <b>Suspicious Activities</b>     | This refers to any act of activity near the vessel that is enough to warrant suspicion. To include aerial, surface, and subsurface activities.  |
| <b>SOLAS-related Event</b>       | A SOLAS event in this terms refers to a major safety related event (Including but not limited to: Fire/Flooding/Capsizing) which is not due to an attack. This is reported by JMIC solely to avoid speculations about if this was a harmful activity towards a merchant vessel or not.  |



# Additional Resources

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## **Additional Resources on Incident:**

UKMTO Reporting Visit: <https://www.ukmto.org>

Email: [watchkeepers@ukmto.org](mailto:watchkeepers@ukmto.org)

Emergency Tel: +44 (0)2392 222060

## **Additional Resources on Industry Guidance:**

BMP - MARITIME SECURITY

[BMP-MS-March 2025](#)

Industry Transit Advice for Southern Red Sea and Gulf of Aden from 25<sup>th</sup> of September 2024

[Industry Transit Advice - 25th September 2024](#)

## **MSCIO**

[MSCIO Website](#)

[EUNAVFOR ASPIDES Support Request](#)

## **JMIC**

Info Notes, Advisories, Weekly Summary, Monthly Statistics, and Bridge Emergency Reference Cards:

[JMIC Products \(ukmto.org\)](#)

[JMIC Advisory on CMF Maritime Threat Levels](#)

Please also visit our LinkedIn page <https://www.linkedin.com/company/jmic/>

