

# Joint Maritime Information Center

## Update 004 to JMIC Advisory Note:

### 01 - 04 March 2026

Regional Tension - Impact on Maritime Security C

**Area of Concern:**

Middle East Maritime Security Posture

JMIC# 001-26

Regional Threat Level: **CRITICAL**

### 1. Regional Risk Level Assessment

Overall Maritime Risk Level: ● CRITICAL

JMIC Threat Scale: ● Low | ● Moderate | ● Substantial | ● Severe | ● Critical

**Threat remains CRITICAL (indicates an attack is almost certain)**

Confirmed missile and drone attacks continue against commercial vessels. Over the past 24-hours this included vessels within the Strait of Hormuz, Gulf of Oman TTW and approaches.

Recent incidents have reported unexploded ordinance found on vessels. In accordance with BMP-MS, the wellbeing of seafarers must be prioritised. If a ship is attacked by a UAV, missile or similar projectile it is possible the munition may not explode leaving Unexploded Ordnance (UXO). Please refer to BMP-MS page 44 for post-incident procedures.

While no formal legal closure of the Strait of Hormuz (SoH) has been declared, the operational environment reflects active kinetic hazard conditions in this area.

### 2. Industry Coordination & Maritime Security Planning Update

JMIC acknowledges the recent public statements from U.S. leadership on 03 March indicates intent to enhance maritime security support for commercial shipping operating within the Arabian Gulf and adjacent waters.

JMIC appreciates the continued professionalism and patience of maritime operators during this period of critical threat conditions.

### 3. Confirmed/known Vessel Incidents – Approximately Past 24 Hours

Incident	Vessel Name / Type	Status During Attack	Damage	Location
009-26	PELAGIA / Bulk	Drifting	No	Int'l Waters (Gulf of Oman)



010-26	GOLD OAK / Bulk	Anchorage	Yes - minimal	Fujairah TTW
011-26	LIBRA TRADER / Tanker	Transit	Yes - minimal	10NM off UAE
012-26	SAFEEN PRESTIGE/ Container	Transit	Yes	SoH Eastbound

*All crew safe and no environmental concerns have been identified*

JMIC has not yet identified any definitive operational or political associations that would render non-U.S. or Israeli vessels as likely targets for attack. These incidents underscore the ongoing risks posed by stand-off missile and drone activity in the waters of the Gulf of Oman, the Strait of Hormuz, and adjacent approaches. Currently, there are no verified reports of sea mine deployment or detonation.

#### **4. Confirmed/known Marine infrastructure attacks – Approximately Past 24 Hours**

No confirmed large-scale Iranian missile attacks against Arabian Gulf or Gulf of Oman port infrastructure have been independently verified within the last 24 hours. Recent activity has focused on isolated vessel impacts rather than sustained port-targeting operations.

#### **5. Port & Anchorage Congestion Risk (NO CHANGE)**

A higher concentration of vessels is anticipated near UAE coastal ports, Omani approaches, and Strait of Hormuz anchorages as operators postpone discretionary transits until further guidance is provided. The congestion is further complicated by EMI, AIS spoofing and jamming. Increased congestion in these areas may contribute to secondary navigational hazards, such as limited maneuvering space, anchor dragging, and heightened risk of collision. It is recommended that bridge teams employ robust resource management practices and maintain disciplined VHF/AIS communication protocols.

U.S. and Israeli-affiliated or flagged vessels are advised to minimize time spent pier-side or at anchor within high-risk zones to reduce vulnerability of targeting. Maintaining movement and avoiding predictable patterns remains critical for mitigating the risk of targeted strikes or collateral damage.

#### **6. Strait of Hormuz Traffic Assessment**

Historical Average Daily Transit: ~138 vessels per 24-hour period.

Recent AIS review indicates transits have reduced to single-digit levels, with only one confirmed commercial transit observed in the past 24 hours.

While this represents a near-total temporary pause in routine commercial traffic, no formal legal closure of the Strait has been declared. The reduction likely reflects a combination of risk avoidance, insurance gating factors, and operational uncertainty rather than a declared blockade. Continued monitoring is required to determine whether traffic resumes in a structured manner or remains functionally constrained.



## VESSELS TRANSITS COMPARISON 28 FEB AND MARCH 3, 2026

### CARGO VESSELS TRANSITS COMPARISON 28 FEB AND MARCH 2026

Date	28 Feb	1 Mar	2 Mar	3 Mar	4 Mar	5 Mar	6 Mar
SoH E	55	12	5	1			
SoH W	43	6	2	0			
<b>SoH Total</b>	<b>98</b>	<b>18</b>	<b>7</b>	<b>1</b>			
BAM NW	7	10	11	19			
BAM SE	9	7	6	17			
<b>BAM Total</b>	<b>16</b>	<b>17</b>	<b>17</b>	<b>36</b>			

Source: S&P. Data based on cargo carrying vessels 1000 GT and above transmitting AIS

### TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 28 FEB AND MARCH 2026

Date	28 Feb	1 Mar	2 Mar	3 Mar	4 Mar	5 Mar	6 Mar
SoH E	30	2	3	0			
SoH W	20	1	0	0			
<b>SoH Total</b>	<b>50</b>	<b>3</b>	<b>3</b>	<b>0</b>			
BAM NW	4	2	6	7			
BAM SE	7	2	2	6			
<b>BAM Total</b>	<b>11</b>	<b>4</b>	<b>8</b>	<b>13</b>			

Source: S&P. Data based on cargo carrying vessels 1000 GT and above transmitting AIS

## 7. GNSS / GPS Interference Environment **(NO CHANGE)**

Significant GNSS interference continues across the Strait of Hormuz approaches, Gulf of Oman, and the Arabian Gulf. Observed impacts include positional offsets, AIS anomalies, and intermittent signal degradation. In the Eastern Mediterranean, experience heightened frequent electronic interference around naval activity. Following the commencement of regional security operations on February 28, 2026, mariners should expect a surge in GNSS/GPS inconsistencies.

Under current threat, the added navigational challenges due to congestion and degraded positional integrity acts as a risk amplifier, increasing probability of navigational incident or miscalculation.

### Recommended Measures:

- Cross-check GPS position with radar ranges and visual bearings.
- Validate ECDIS with secondary navigation systems.
- Increase bridge manning in constrained waters.
- Treat anomalous VHF communications cautiously and verify identity.
- Include offshore activities and port operations in all threat and risk assessments.



## 8. War Risk Insurance Status – Market Escalation (NO CHANGE)

The Joint War Committee (JWLA-033) expansion of Listed Areas across the Arabian Gulf, Gulf of Oman, and adjacent waters is expected to trigger voyage declarations and Additional Premium (AP) negotiations under most Hull War policies. Market conditions indicate tightening underwriting posture and elevated AP requirements for Gulf and Iran-adjacent waters.

While no blanket cancellation of cover has been formally declared, insurance terms may act as a practical gating factor for transit decisions independent of any legal navigational closure.

Current insurance market posture is consistent with a sustained ● CRITICAL maritime threat environment.

## 9. Outlook (24–48 Hours)

The regional maritime threat environment remains assessed at **JMIC Threat Level: CRITICAL**. Current reporting reflects sustained hostile operating conditions consistent with this designation rather than a new elevation in risk. Active kinetic hazards including missiles, UAV, and stand-off strike capabilities remain across the Strait of Hormuz, Gulf of Oman, Arabian Gulf and adjacent approaches.

GNSS/GPS interference continues to degrade positional reliability, acting as a compounding navigational risk amplifier in congested transit corridors.

No recognized authority has declared a formal legal closure of the Strait of Hormuz. However, operational conditions reflect a restricted and highly sensitive transit environment characterized by:

- Continued military presence and posturing
- Intermittent VHF interference and unofficial transit advisories
- Reduced commercial traffic volumes
- Insurance market tightening and war-risk gating factors
- The aerial threat from missiles and drones is expected to remain elevated
- The risk of collateral damage remains high

At present, there are no confirmed indicators of de-escalation or normalization of regional security conditions. Mining activity remains a key escalation variable, though no confirmed deployment has been reported.

All merchant vessels, regardless of flag or affiliation, should continue to operate under the assumption of sustained high-end threat exposure.

Operational decision-making should focus on exposure minimization, navigational redundancy, and real-time intelligence validation rather than expectations of short-term stabilization.

Shipping companies are strongly advised to conduct real-time risk assessments, review emergency protocols, and maintain constant communication with UKMTO and MSCIO if needed.



## A. Strait of Hormuz and Arabian Gulf

The maritime security situation in the Strait of Hormuz **continues to reflect** critical kinetic risk following **sustained military operations in the area** over the last 24 hours. Iranian naval units **continue** VHF hails, claiming to enforce "temporary security zones" that lack official NAVAREA recognition. Mariners continue to report severe GNSS/GPS spoofing that significantly impacts bridge navigation and AIS reliability. The risk of misidentification remains critical as naval operations are conducted in proximity to commercial lanes. Several major carriers continue to suspend or defer transits, and vessels remaining in the area are urged to maximize distance from all military assets.

## B. Strait of Bab-el-Mandeb

The situation remains substantial due to regional conflicts, with risk of Houthi actions in the Red Sea / Bab-el-Mandeb; however, **no vessel attacks have been identified**. Houthi forces have issued renewed threats against vessels perceived to have regional or Western affiliations, driving down commercial transits. Electronic interference is now being reported as a persistent factor, complicating navigation through the narrow chokepoints. Strict adherence to BMP-MS and use of the Maritime Security Transit Corridor (MSTC) is **strongly advised** for any vessel attempting transit, particularly if operating under naval escort.

## C. Gulf of Oman and the Arabian Sea

The security environment in the Gulf of Oman and the Arabian Sea continues to demonstrate a high level of operational risk, with new reports of unidentified fast attack craft (FAC) shadowing commercial tankers. Sophisticated GPS spoofing is persistent near the Iranian coast. **The threat environment continues to reflect direct kinetic risk to commercial vessels, including projectile/UAV incidents. Multiple vessels have sustained damage from unknown projectiles off the coast of Oman; however, no environmental risks have been identified.** Beyond the kinetic threat, the risk of "limpet mine" or sea-drone attacks in regional terminals remains a significant concern for the energy sector. Limpet-style underwater attacks remain a historical risk pattern. International naval forces patrols are present, and vessels are advised to maintain a 24-hour visual and radar watch.

## D. Eastern Mediterranean Sea

The Eastern Mediterranean, spanning from the northern entrance of the Suez Canal to the Lebanese coast and around Cyprus, is experiencing heightened naval presence and electronic warfare activity. Significant GPS jamming and spoofing have been reported in the vicinity of Cyprus and the Levant, affecting safe navigation and port approaches. Vessels operating near the Lebanese and Israeli coastlines face an elevated risk of collateral damage due to potential cross-border kinetic exchanges and drone activity. Increased naval presence from NATO and regional task forces is likely; however, mariners should exercise extreme caution and avoid loitering near military exclusion zones. **Several ports and operators are operating under heightened ISPS measures and enhanced access control. This follows a confirmed UAV strike on the British sovereign base at Akrotiri, Cyprus. Additionally, the IDF Lebanon activity**



remains land-focused with air operations over Lebanon, but this has not translated into commercial maritime targeting in the Med. An increase in naval presence can be expected.

There are no verified reports of:

- Missile strikes on Eastern Mediterranean ports
- Commercial vessel UAV strikes in Med waters
- Mining or chokepoint denial activity

### JMIC Regional Threat Levels

Threat Level	Definition
Low	An attack is highly unlikely
Moderate	An attack is possible but not likely
Substantial	An attack is a strong possibility
Severe	An attack is highly likely
Critical	An attack is almost certain

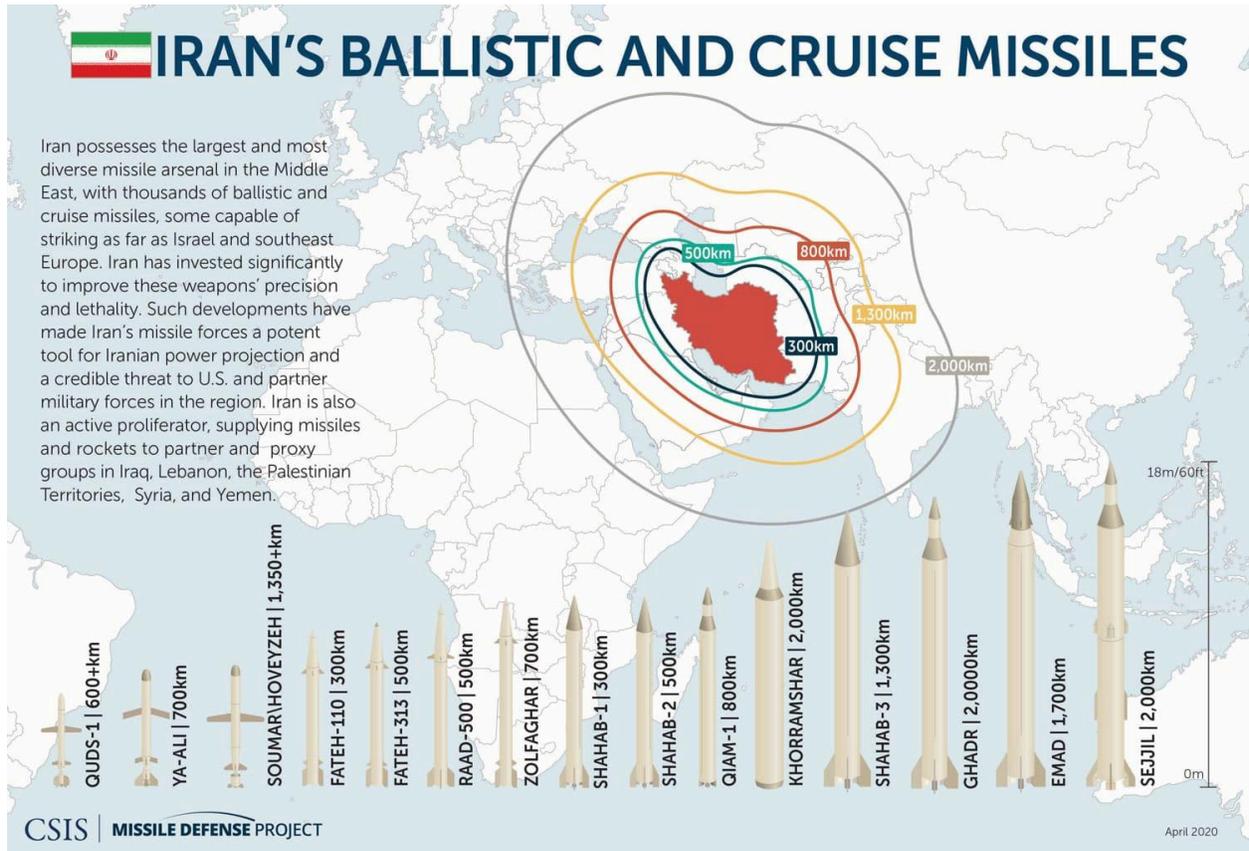
### **OPERATION EPIC FURY SITREP**

Maritime events reported to UKMTO *ICOD: 04/03/2026 13:00UTC*

**UKMTO**  
UK Maritime Trade Operations



## Iranian Weapons Capability Range



JMIC will continue monitoring and issue updates as the situation warrants. The next JMIC updates will be on **05** March.

**Issued by:** Joint Maritime Information Center (JMIC) in consultation with UKMTO & MSCIO

