

Joint Maritime Information Center

Update 005 to JMIC Advisory Note:

01 - 05 March 2026

Regional Tension - Impact on Maritime Security

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 attacks continue against commercial vessels. Over the past 24-hours this included vessels within the Arabian Gulf.

Recent incidents have reported unexploded ordnance (UXO) found on vessels following impact events. 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 (No Change)

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	Status	Damage	Location
013-26	MSC GRACE / Container / Laden	Drifting	No - close proximity splash	Arabian Gulf
014-26	SONANGOL NAMIBE / Tanker / Ballast	Anchorage	Yes - Under Investigation	Iraq TTW



All crew safe and no environmental concerns have been identified

Among incidents reported since 01 March, JMIC has identified a U.S. association with one vessel (SONANGOL NAMIBE). All other identified attacks have no confirmed association with U.S. or Israeli-linked vessels. All other identified attacks since 01 March have no associations to the U.S. or Israeli. These incidents underscore the ongoing risks posed by stand-off missile and drone activity in the waters of the Arabian Gulf, Strait of Hormuz, Gulf of Oman, and adjacent approaches. Currently, there are no verified reports of sea mine deployment or detonation.

4. Confirmed/known Marine infrastructure attacks

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. As of this report, there are open source indications of a fire at the BAPCO facility in Bahrain.

5. Port & Anchorage Congestion Risk

A high concentration of vessels remain at anchor, drifting and at berth in the Arabian Gulf ports. The congestion remains 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 02 confirmed commercial transit observed in the past 24 hours. Note these were cargo and not tanker vessels.

This represents a near-total temporary pause in routine commercial traffic, resulting from ongoing regional conflict dynamics involving Iran, including warnings against transits by U.S., Israeli, European, and allied vessels.

While no formal legal closure of the Strait has been universally acknowledged, the reduction stems from a combination of security threats, insurance constraints, operational uncertainty, and effective disruptions rather than a declared blockade

VESSELS TRANSITS COMPARISON 28 FEB AND MARCH 4, 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	1		



SoH W	43	6	2	0	1		
SoH Total	98	18	7	1	2		
BAM NW	7	10	11	19	14		
BAM SE	9	7	6	17	11		
BAM Total	16	17	17	36	25		

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	0		
SoH W	20	1	0	0	0		
SoH Total	50	3	3	0	0		
BAM NW	4	2	6	7	4		
BAM SE	7	2	2	6	4		
BAM Total	11	4	8	13	8		

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.



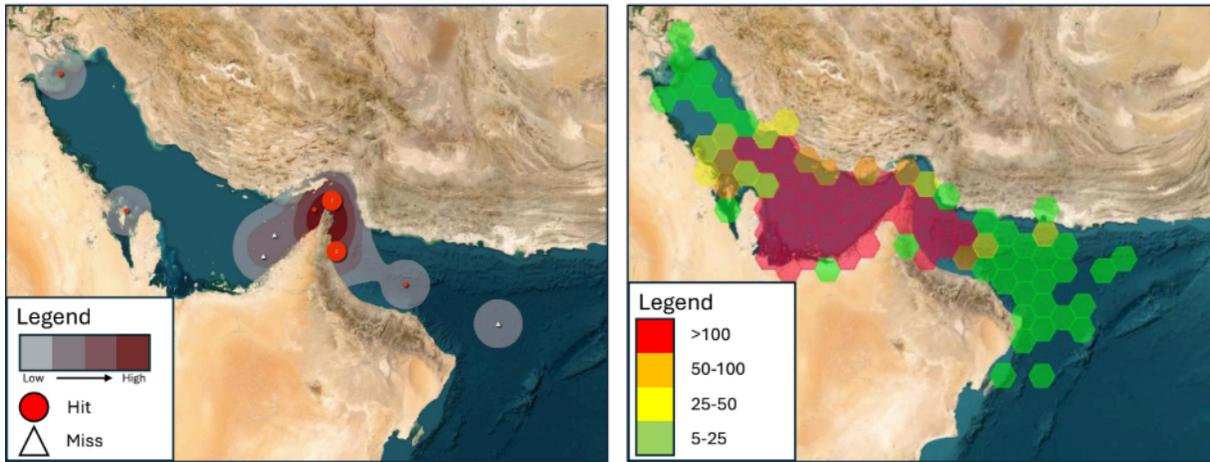
OPERATION EPIC FURY SITREP

UK OFFICIAL

UKMTO
UK Maritime Trade Operations

Density Analysis of Maritime events reported to UKMTO (1-4 Mar 26)

Heatmap of Anomalous AIS positions (28 Feb – 3 Mar 26) /ICOD: 05/03/2026 10:00UTC



Density Analysis of reported events 4 event classes, natural breaks of 100 NM

Heatmap of Anomalous AIS positions, 75KM Hexbin aggregation of points

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 – Elevated Market Posture (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. According to open source, insurance remains available.

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 over the last 24 hours continues to reinforce **sustained hostile operating conditions** consistent with this designation, with **no confirmed indicators of de-escalation**.

Active kinetic hazards including **missiles, UAVs, and stand-off strike effects** remain present across the **Strait of Hormuz, Gulf of Oman, and Arabian Gulf**, with incident reporting indicating that **anchorage and drift patterns may elevate vulnerability**.

Notably, recent reporting also indicates **a possible sabotage/attached-explosive threat vector (e.g., WBIED or limpet-style methodology) currently under investigation** in the **northern Arabian Gulf / Iraqi littoral operating area**, reinforcing that risk is not confined to Strait of Hormuz approaches alone.

GNSS/GPS interference and AIS anomalies continue to be reported as a region-wide navigational hazard, acting as a compounding risk amplifier in congested waters and during dynamic maneuvering, particularly near anchorages and chokepoint approaches.

No recognized authority has declared a **formal legal closure** of the Strait of Hormuz. However, operational conditions continue to 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
- War risk insurance market tightening and gating factors

Over the next 24–48 hours:

- The aerial threat from missiles and UAVs is expected to remain **elevated**.
- The risk of collateral effects remains **high**, including misidentification risk near military activity and in congested lanes.
- **Covert/sabotage-style attack risk** should be treated as credible, particularly for **stationary or predictably operating vessels** in littoral or anchorage areas.
- Mining remains a key escalation variable; no confirmed deployment is reported in current reporting.

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 prioritize **exposure minimization, navigational redundancy, disciplined communications, and real-time reporting validation**. Shipping companies are strongly advised to conduct rolling risk assessments and maintain frequent liaison with **UKMTO** and relevant maritime security centers as required.

The operational environment should be assessed as persistently high risk but currently stable at the **CRITICAL** threat level.

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. No new Iranian VHF broadcasts claiming



enforcement of 'closure' have been reported in the past 24 hours. Beyond the kinetic threat, the risk of "limpet mine" or sea-drone attacks remains a significant concern. Limpet-style underwater attacks remain a historical risk pattern dating back to 2019. 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 (No Change)

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 (No Change)

The security environment in the Gulf of Oman, the Strait of Hormuz, and the Arabian Sea remains at a critical level of operational risk. Incidents include unidentified projectiles striking ships while transiting eastbound in the Strait of Hormuz. Sophisticated GPS jamming and electronic interference persist across the region, particularly in the Strait of Hormuz and adjacent waters, affecting navigational and communication systems. 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, including patrols by the Indian Navy under Operation Sankalp and U.S. assets, maintain a presence in the area. Vessels are advised to transit with caution, maintain a 24-hour visual and radar watch, and report any suspicious activity to relevant authorities such as UKMTO.

D. Eastern Mediterranean Sea (No Change)

In the Eastern Mediterranean heightened magnetic electronic interference (EMI) is reported around Cyprus and the Levant, coinciding with naval operations. Mariners report frequent GPS "blackouts" and false coordinates near naval task groups. Vessels operating near the Lebanese and Israeli coastlines continue to face an elevated risk of collateral damage due to ongoing cross-border kinetic exchanges and intensified drone activity. There is increased naval presence from NATO and regional task forces, with recent deployments including Greek frigates equipped with anti-drone systems to Cyprus; mariners should exercise extreme caution and avoid loitering near military exclusion zones. Mariners are advised that military exclusion zones are being strictly enforced and a 30 nm standoff from all naval units is recommended to mitigate the high risk of misidentification. Several ports and operators are maintaining operations under heightened ISPS measures and enhanced access control. In the last 24 hours, Hezbollah has claimed a retaliatory drone strike on an Israeli naval base in Haifa, while the Israeli Navy intercepted a suspected Iranian Shahed-type drone launched from Lebanon. Additionally, IDF activities in Lebanon



remain primarily land-focused, with ground incursions reported in southern border areas and continued air operations over Lebanon; however, these have not resulted in commercial maritime targeting in the Mediterranean. An increased naval presence is expected to continue as regional tensions persist.

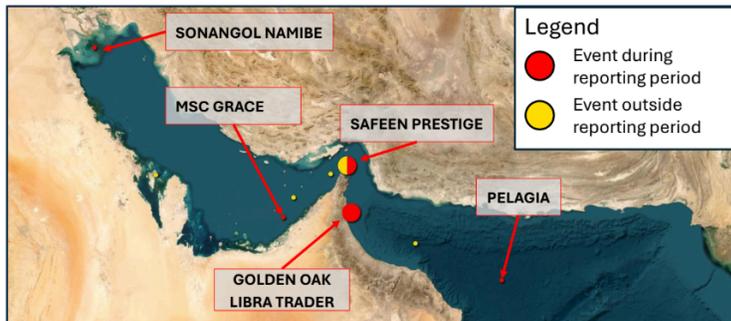
There are no verified reports of:

- 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 3-4 Mar 26 OFFICIAL
 Maritime events reported to UKMTO *ICOD: 05/03/2026 10:00UTC*



Notes

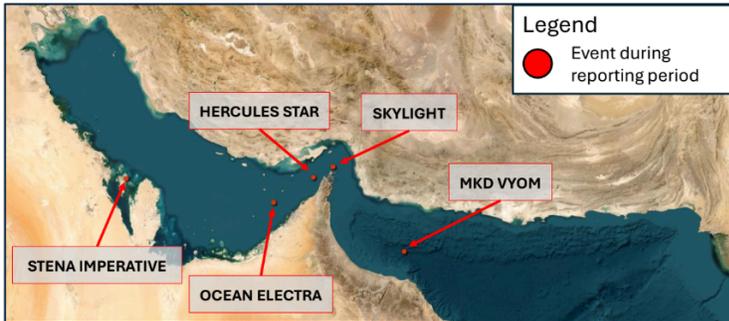
- Map reflects reported events to UKMTO between the dates 1-4 Mar 2026.
- Names vessels on map reflect events reported between 2-4 Mar (RED)
- Unnamed events on map reflect events from previous time period since the start of Operation Epic Fury.
- No reported events before 1 Mar 2026



OPERATION EPIC FURY SITREP 1-2 Mar 26

OFFICIAL

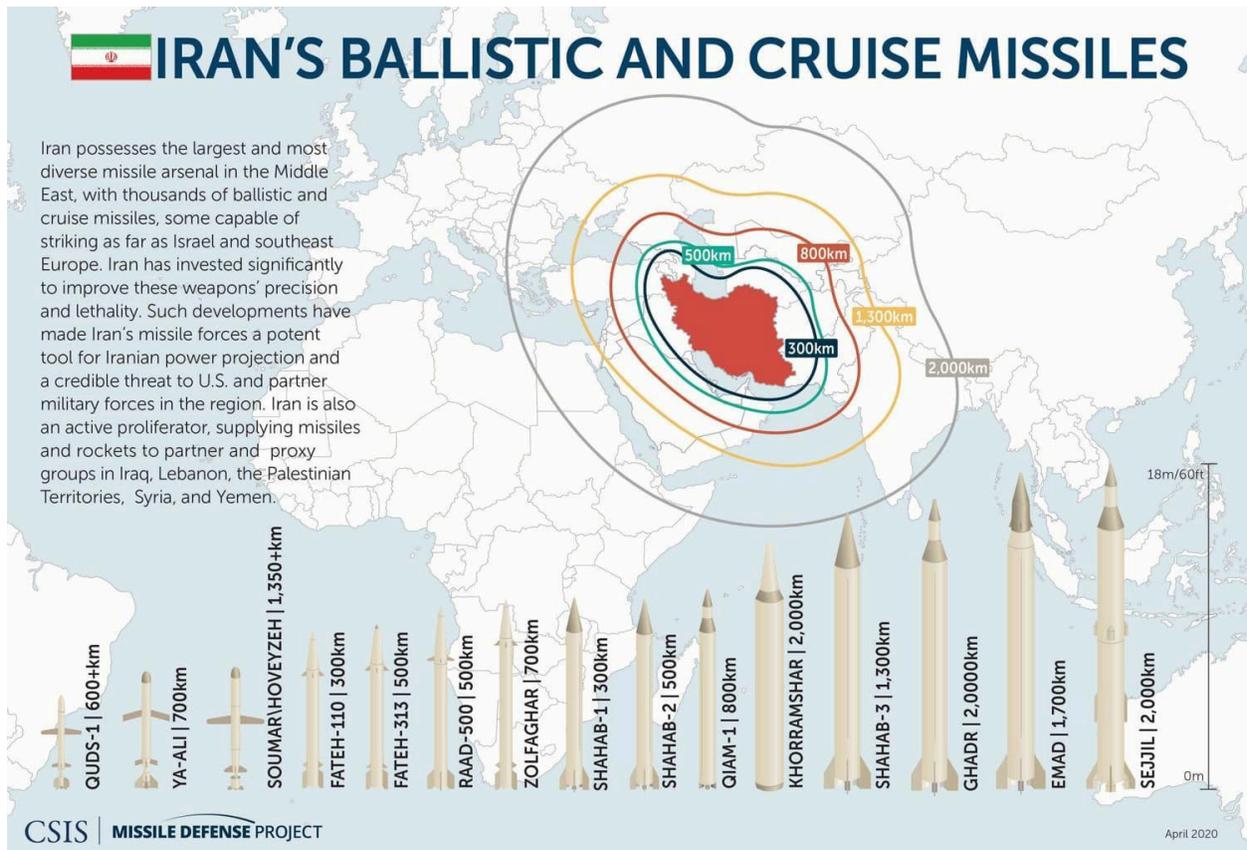
Maritime events reported to UKMTO ICOD: 05/03/2026 10:00UTC



Notes

- Map reflects reported events to UKMTO between the dates 1-2 Mar 2026.
- No reported events before 1 Mar 2026

Iranian Weapons Capability Range



JMIC will continue monitoring and issue updates as the situation warrants. The next JMIC updates will be on 06 March.



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

