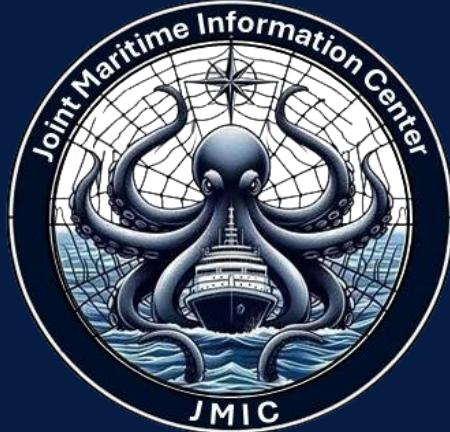


JMIC Weekly Dashboard for the Middle East



Accurate and timely information for the protection of Mariners

Week 01 - 2026
(29 Dec – 04 January)



Combined Maritime Forces

JMIC Weekly Assessment for the Middle East Region

Guidance for Vessels transiting the High Threat Area

The pause of maritime strikes by Houthi forces will HIGHLY LIKELY continue as they monitor the ongoing ceasefire agreement. At ICOD, the Gaza peace pact and overarching ceasefire remain intact. Should the ceasefire collapse entirely then the Houthis would HIGHLY LIKELY return to attacks on Israel, and Israeli affiliated interests.

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.

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 **MODERATE** in the Gulf of Aden, Somali Basin and the Indian Ocean.

Arabian Gulf, Strait of Hormuz and Gulf of Oman

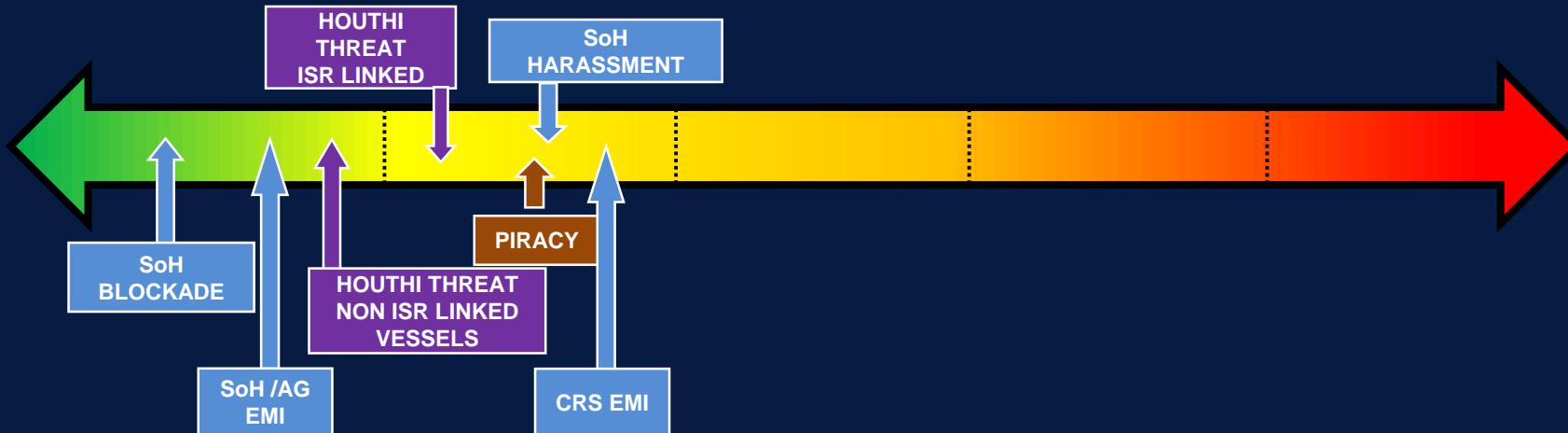
- **LOW** EM interference in the AG, SoH, and GoO.

Red Sea, Bab-al-Mandeb and Gulf of Aden

- **MODERATE** EM interference in the central Red Sea in vicinity of Port Sudan, Yanbu, and Jeddah.
- Maintain awareness on small crafts operating in the Bab-al-Mandeb area. Consider that not all small crafts have hostile intentions. There is a significant presence of fishermen operating small crafts in vicinity of the BAM and GoA from Nov to Feb due to Yellowfin Tuna Season.



CMF Regional Threat Level Assessment



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

CMF Assessment - Other Disruption Threats

Levels of GNSS interference in the Arabian Gulf (AG) have presented as **LOW** in the Arabian Gulf (AG) and in the Strait of Hormuz (SoH) throughout the last week. Vessels transiting this area may observe effects from this interference.

The concentration of EMI remains **MODERATE** in the Central Red Sea.

CMF Assessment - Piracy Threat

The piracy threat is assessed as **MODERATE** with threats increasing closer to the Somali coast. The Moderate Threat level is based on seasonal permissive weather conditions and continued presence of foreign fishing vessels (FFVs) operating within the SOM EEZ, which increases the opportunity for piracy related activities. Hijacked vessels can either be held for ransom or used as motherships to target FFV further offshore in dense shipping traffic. There are currently no known PAGs in the AOR.

CMF Assessment - Houthi Threat

Houthi leadership continues to promote supportive messaging to Hamas concerning the peace plan and current ceasefire. The Houthi rhetoric remains the same, stating that they are poised to re-start their campaign against Israel and Israeli interest if they deem the peace plan to have failed.

The threat level is **MODERATE** for any merchant vessel (MV) or shipping company (inc. fleet) affiliated to Israel (fully/partially owned, flagged, Israeli port calls) when transiting the RS, BAM and GoA, whilst the threat to other non-Israeli affiliated shipping is assessed to be **LOW**.

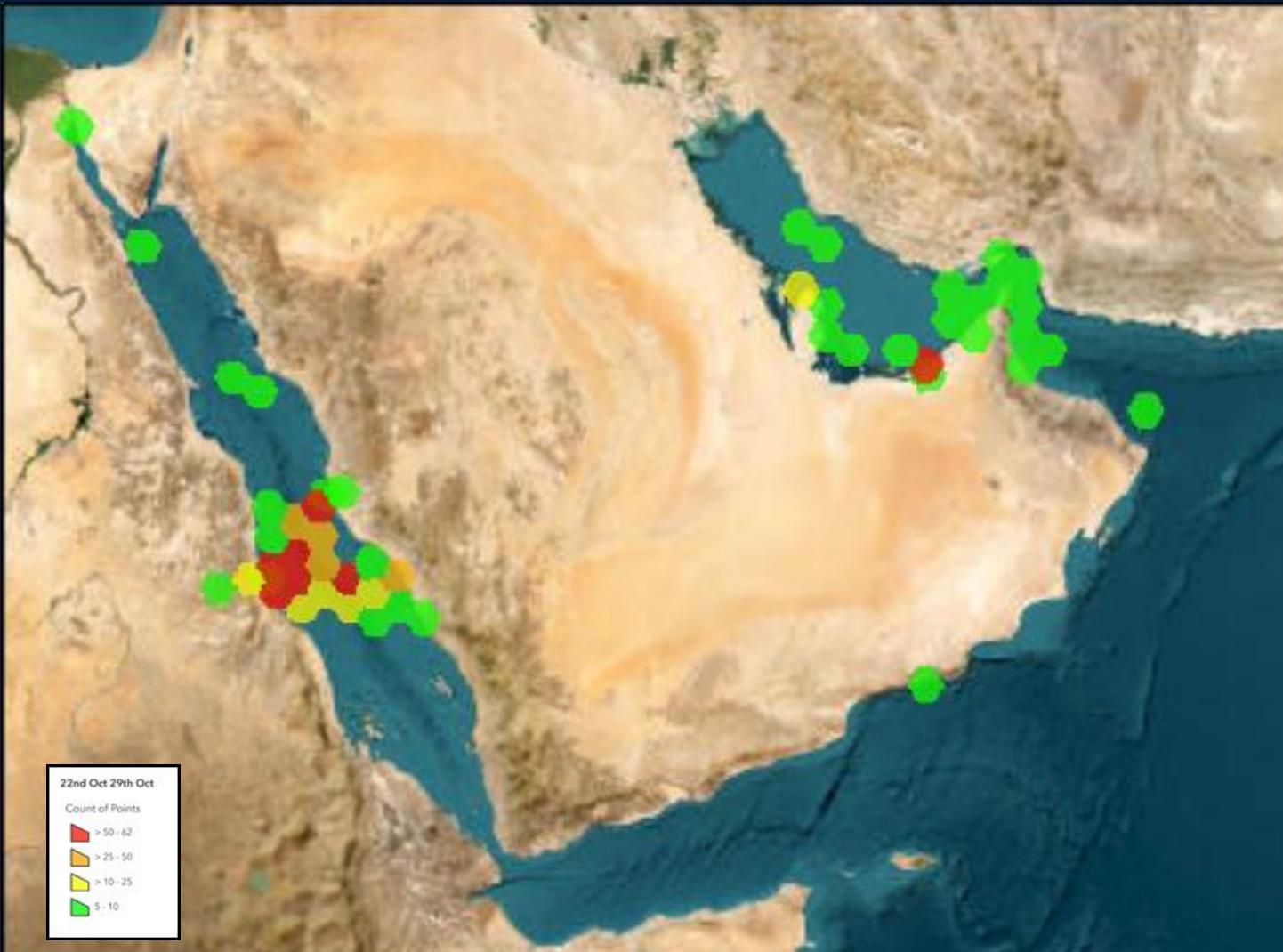


CMF Regional Threat Level Assessment

Key Considerations

The recent hijacking of the Chinese fishing vessel Liao Dong Yu 578 off the coast of Puntland, Somalia, on 01 JAN, highlights the ongoing piracy and armed robbery threat to vessels operating in the Somali basin and the Gulf of Aden. This is particularly the case for vessels operating within the EEZ of Somalia.

Electromagnetic Interference

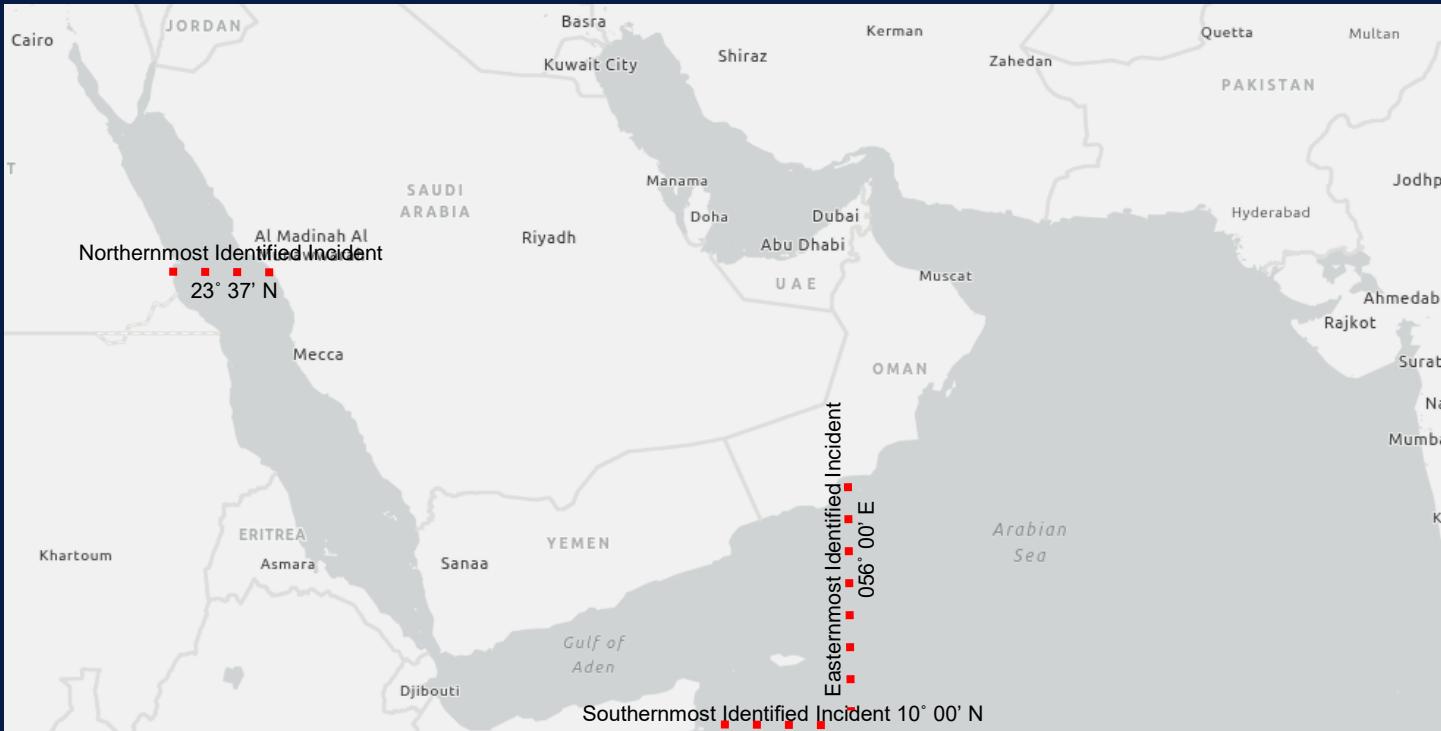


- The heat-mapping graphic indicates the relative levels of electronic interference in the form of AIS anomalies during the period 24th – 31st December 2025
- As per the last heatmap produced, there is still a lack of direct reporting from vessels; citing continued decline of compliance. The lowest concentrations observed appeared in the transit corridors within the Strait of Hormuz and middle section of Suez Canal; and in the vicinities of Dubai, Yanbu, Fujairah and Bandar Abbas. Low levels of activity were observed in the vicinity of Salalah. Higher levels (moderate and above) noted in regional ports include in Sitra, Bahrain, and Abu Dhabi, UAE. In the Central Red Sea region, a cluster of interference levels were observed ranging from moderate to critical.
- Vessels are requested to report experience of electronic interference to UKMTO, in support of keeping the broader community better informed.

Source: [UKMTO](#)



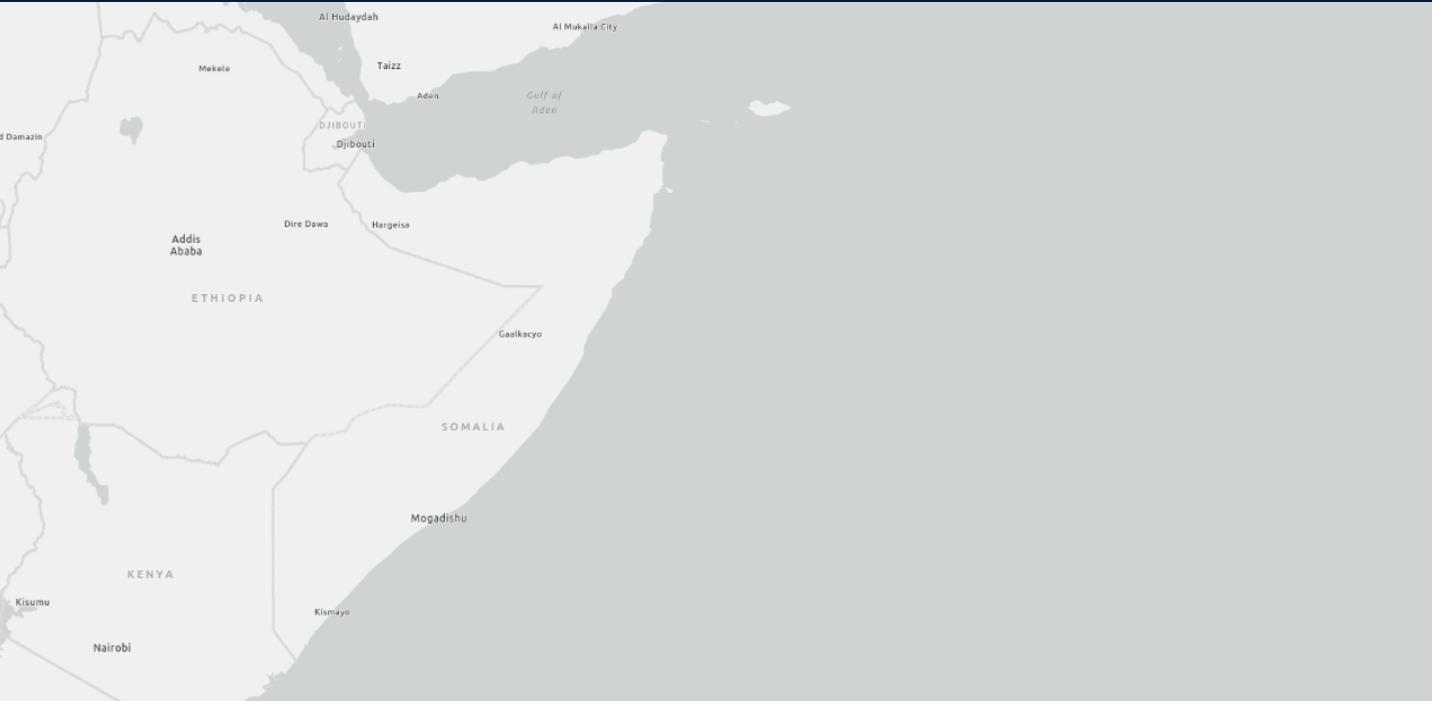
Houthi related incidents reported by UKMTO: None



Date	Type of Incident Source	Vessel Name Flag / IMO / Location	Reports
NTR			



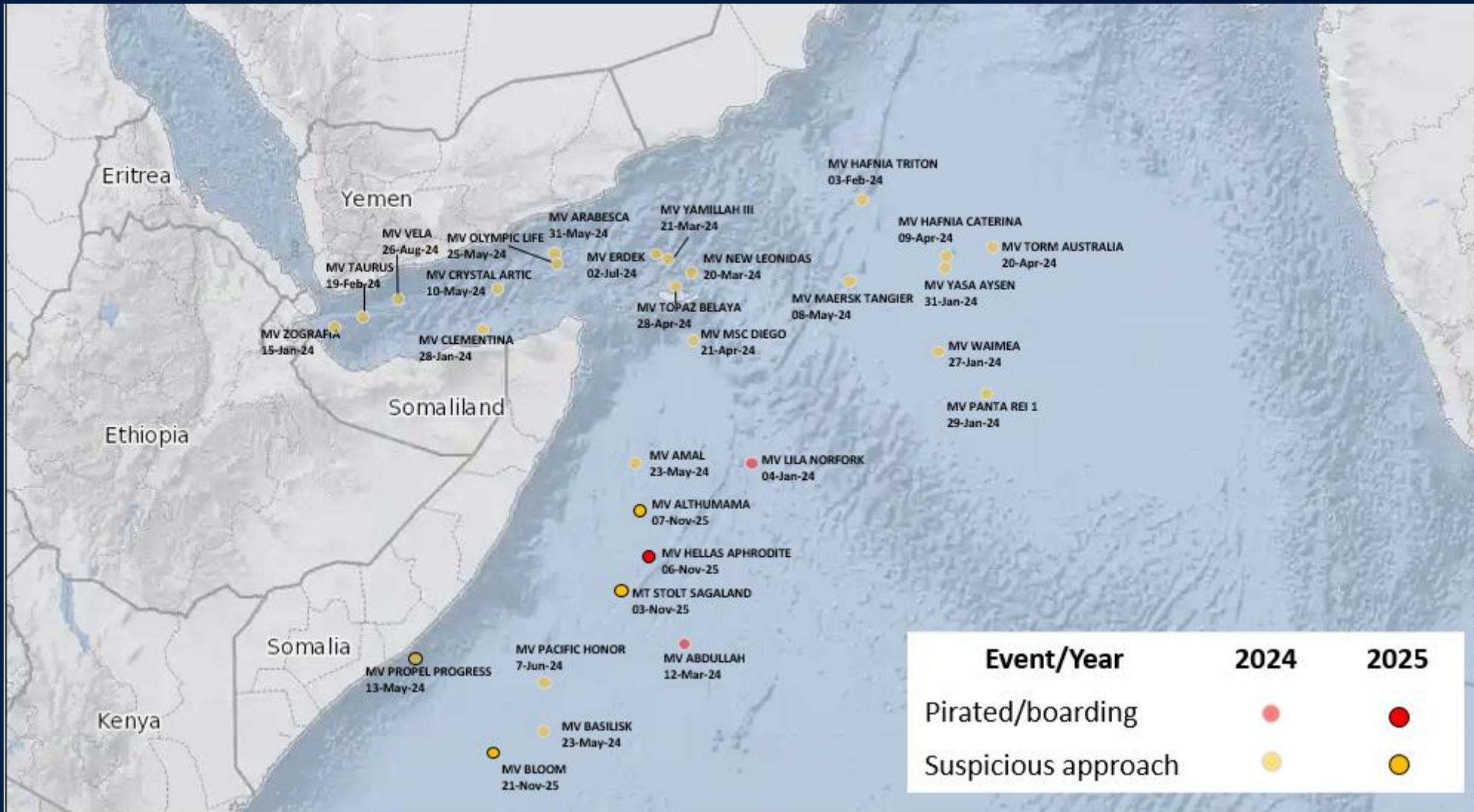
Piracy incidents reported by UKMTO: None



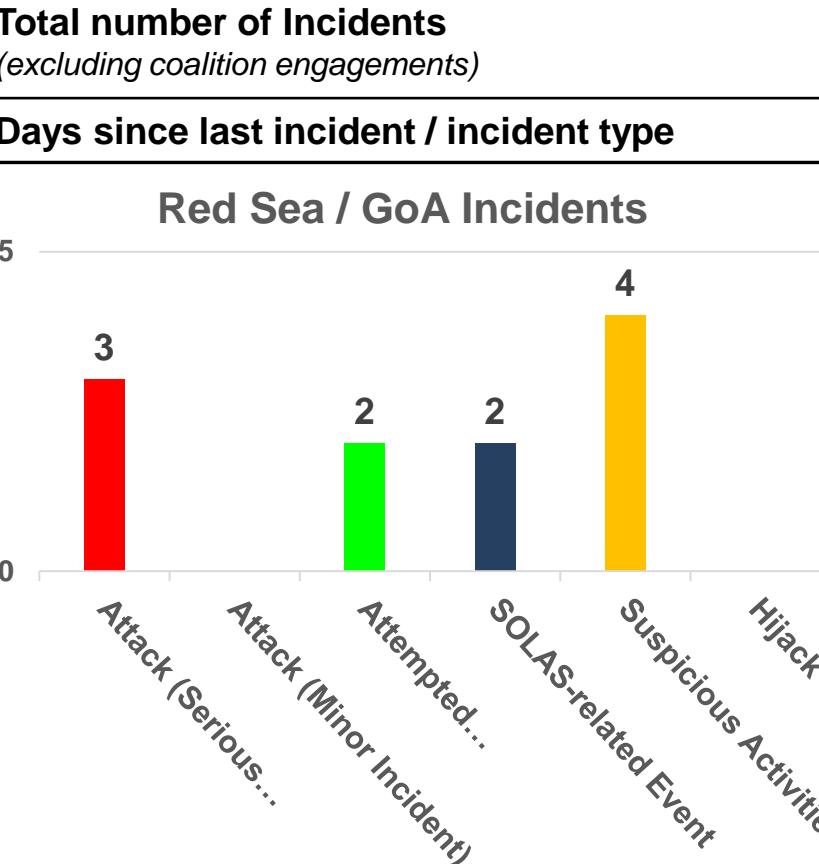
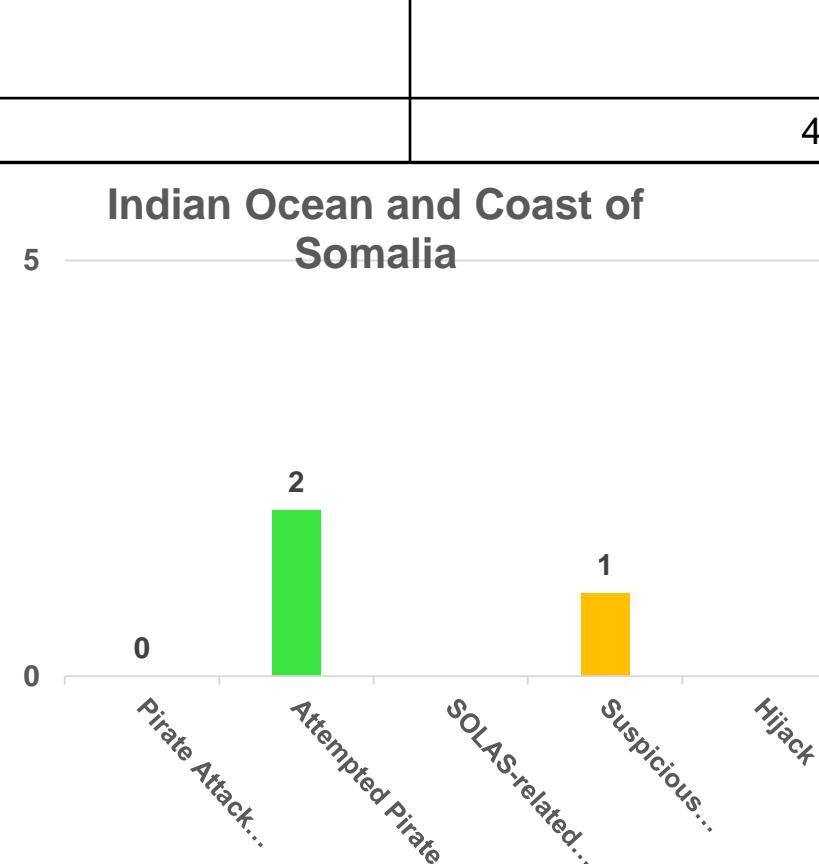
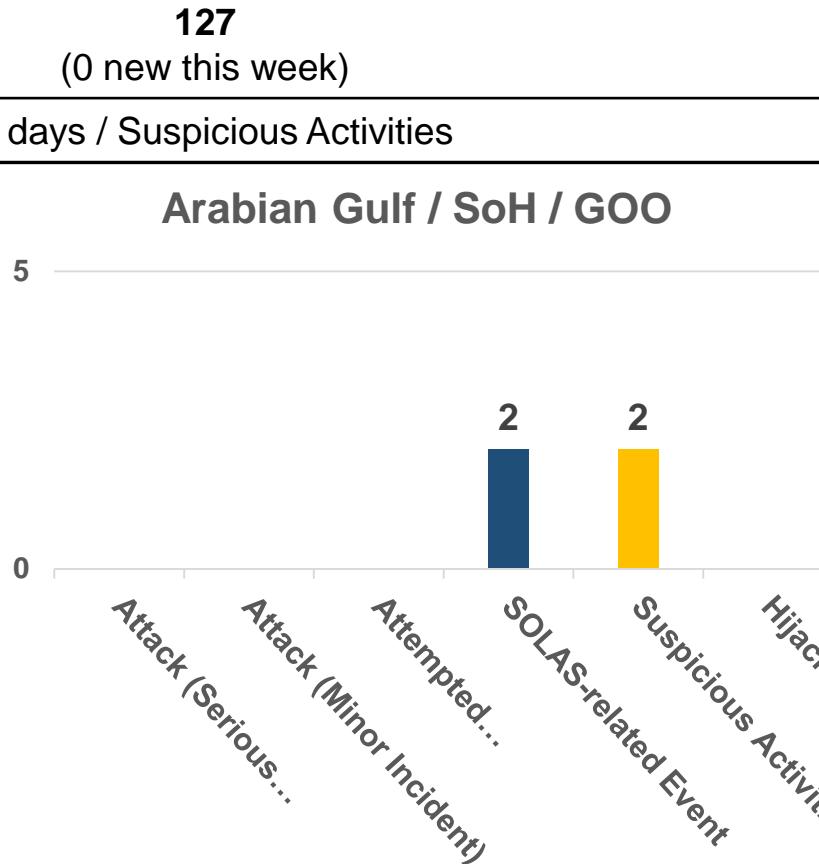
Date	Type of Incident Source	Vessel type / Flag	Location	Reports
NTR				



Piracy incidents 2024 2025 comparison



JMIC Investigated Incidents Since 01 January 2025

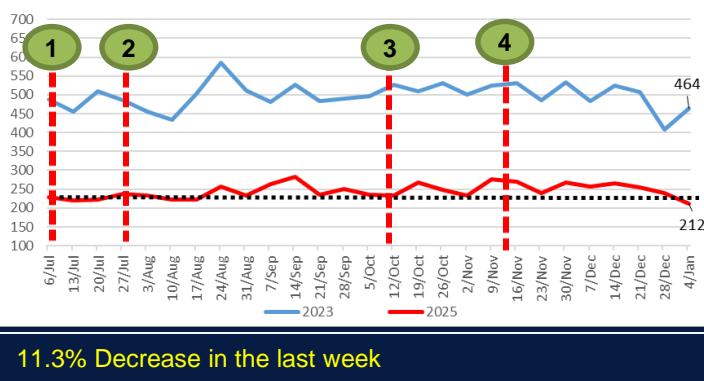
Total number of Incidents (excluding coalition engagements)	127 (0 new this week)																																									
Days since last incident / incident type	44 days / Suspicious Activities																																									
<p>Red Sea / GoA Incidents</p>  <table border="1"> <thead> <tr> <th>Incident Type</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Attack (Serious)</td> <td>3</td> </tr> <tr> <td>Attack (Minor Incident)</td> <td>2</td> </tr> <tr> <td>Attempted</td> <td>2</td> </tr> <tr> <td>SOLAS-related Event</td> <td>0</td> </tr> <tr> <td>Suspicious Activities</td> <td>4</td> </tr> <tr> <td>Hijack</td> <td>0</td> </tr> </tbody> </table>	Incident Type	Count	Attack (Serious)	3	Attack (Minor Incident)	2	Attempted	2	SOLAS-related Event	0	Suspicious Activities	4	Hijack	0	<p>Indian Ocean and Coast of Somalia</p>  <table border="1"> <thead> <tr> <th>Incident Type</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Pirate Attack</td> <td>0</td> </tr> <tr> <td>Attempted Pirate</td> <td>2</td> </tr> <tr> <td>SOLAS-related Event</td> <td>0</td> </tr> <tr> <td>Suspicious Activities</td> <td>1</td> </tr> <tr> <td>Hijack</td> <td>0</td> </tr> </tbody> </table>	Incident Type	Count	Pirate Attack	0	Attempted Pirate	2	SOLAS-related Event	0	Suspicious Activities	1	Hijack	0	<p>Arabian Gulf / SoH / GOO</p>  <table border="1"> <thead> <tr> <th>Incident Type</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Attack (Serious)</td> <td>0</td> </tr> <tr> <td>Attack (Minor Incident)</td> <td>0</td> </tr> <tr> <td>Attempted</td> <td>0</td> </tr> <tr> <td>SOLAS-related Event</td> <td>2</td> </tr> <tr> <td>Suspicious Activities</td> <td>2</td> </tr> <tr> <td>Hijack</td> <td>0</td> </tr> </tbody> </table>	Incident Type	Count	Attack (Serious)	0	Attack (Minor Incident)	0	Attempted	0	SOLAS-related Event	2	Suspicious Activities	2	Hijack	0
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Last incident info: Date: 18 OCT 2025 Type: SOLAS Ship: M/T FALCON	Last incident info: Date: 07 NOV 2025 Type: ATTEMPTED PIRATE ATTACK Ship: TANKER	Last incident info: Date: 14 NOV 2025 Type: SUSPICIOUS ACTIVITY Ship: TANKER																																								



Weekly Transits

Suez

Weekly number of ships transits Suez Jul 25-Jan 26



- 1 Resumption of attacks 06 JULY 2025
- 2 Houthi announcement 27 JULY 2025
- 3 Hamas-Israel ceasefire 10 OCT 2025
- 4 Houthi statement 11 NOV 2025

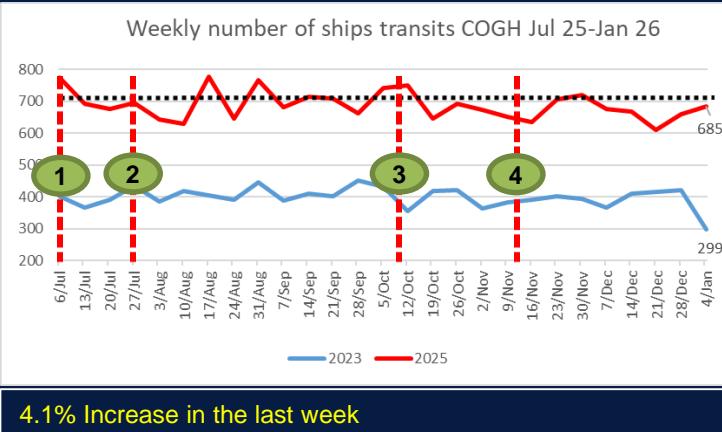
Bab al-Mandeb (BAM)

Weekly number of ships transits BAM Jul 25-Jan 26



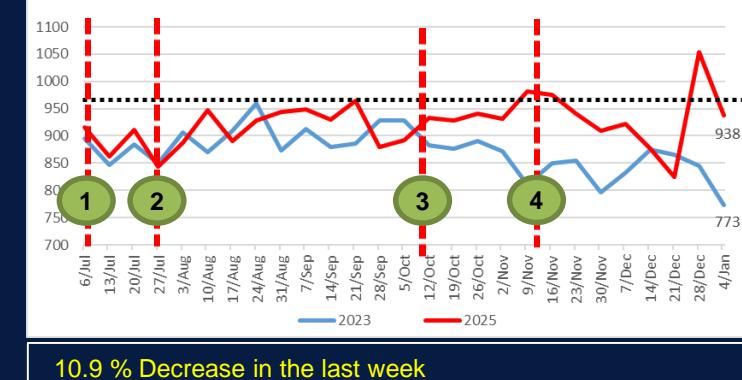
Cape of Good Hope (CoGH)

Weekly number of ships transits COGH Jul 25-Jan 26



Strait of Hormuz (SoH)

Weekly number of ships transits SoH Jul 25-Jan 26



*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
Attack (Serious Incident)	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.
Attack (Minor Incident)	The result of a deliberate launching of weapons (i.e missiles, drones), and/or ramming into a vessel that results in 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.
Attempted Attack/Targeted	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. <ul style="list-style-type: none">• Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel.• No damage may include but not limited to missile ditching, and/or coalition warships shooting down missiles and/or drones.
Hijack	Is where attackers have illegally boarded and taken control of a ship against the crew's will.
Suspicious Activities	This refers to any act of activity near the vessel that is enough to warrant suspicion. To include aerial, surface, and subsurface activities.
SOLAS-related Event	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

Additional Resources on Incident:

UKMTO Reporting Visit: <https://www.ukmto.org>
Email: 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 25th 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/>

