

JMIC Weekly Dashboard for the Middle East



Accurate and timely information for the protection of Mariners

Week 02 - 2026
(5 – 11 January)



Combined Maritime Forces

JMIC Weekly Assessment for the Middle East Region

Guidance for Vessels transiting the High Threat Area

Houthi forces have HIGHLY LIKELY paused maritime strikes whilst they continue to 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

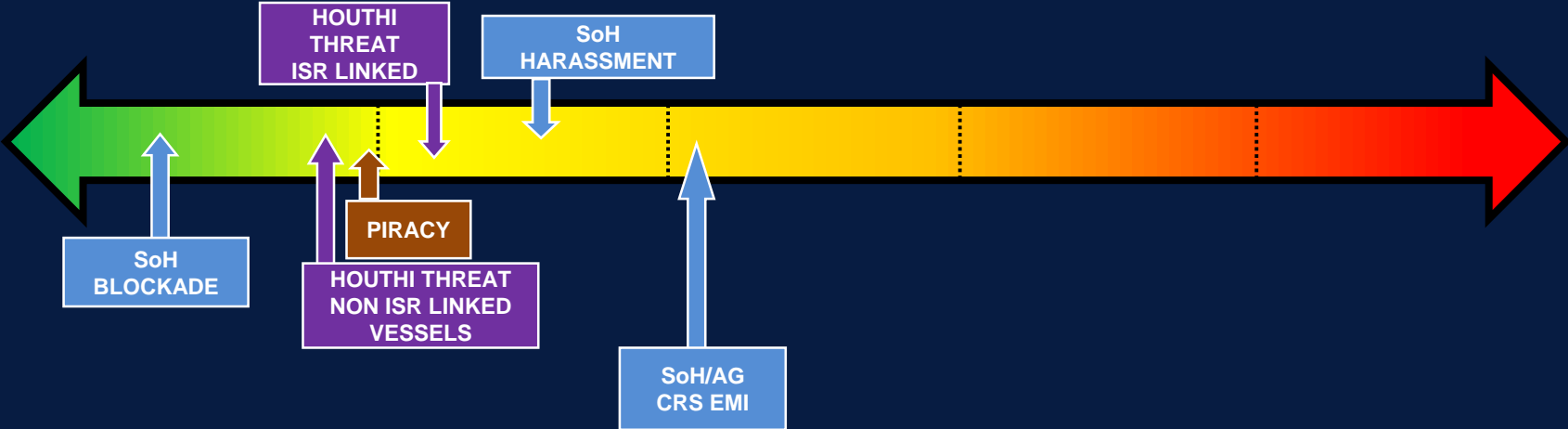
- The piracy threat is currently assessed as **LOW** in the Gulf of Aden, Somali Basin and the Indian Ocean.

Arabian Gulf, Strait of Hormuz and Central Red Sea

- **SUBSTANTIAL** EM interference
- Maintain awareness on small crafts operating in the Bab-al-Mandeb area, but be aware that not all small crafts have hostile intentions. There is a large presence of fishermen operating small crafts in 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), Central Red Sea and in the Strait of Hormuz (SoH) have increased to **SUBSTANTIAL**, during the last week. This is highly likely due to force protection measures being taken in relation to the ongoing political tensions in the region. Vessels transiting this area could be impacted.

CMF Assessment - Piracy Threat

The piracy threat is assessed as **LOW** with the North East Monsoon increasing sea states in the Arabian Sea and Somali Basin. The presence of foreign fishing vessels (FFVs) operating within the SOM EEZ 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

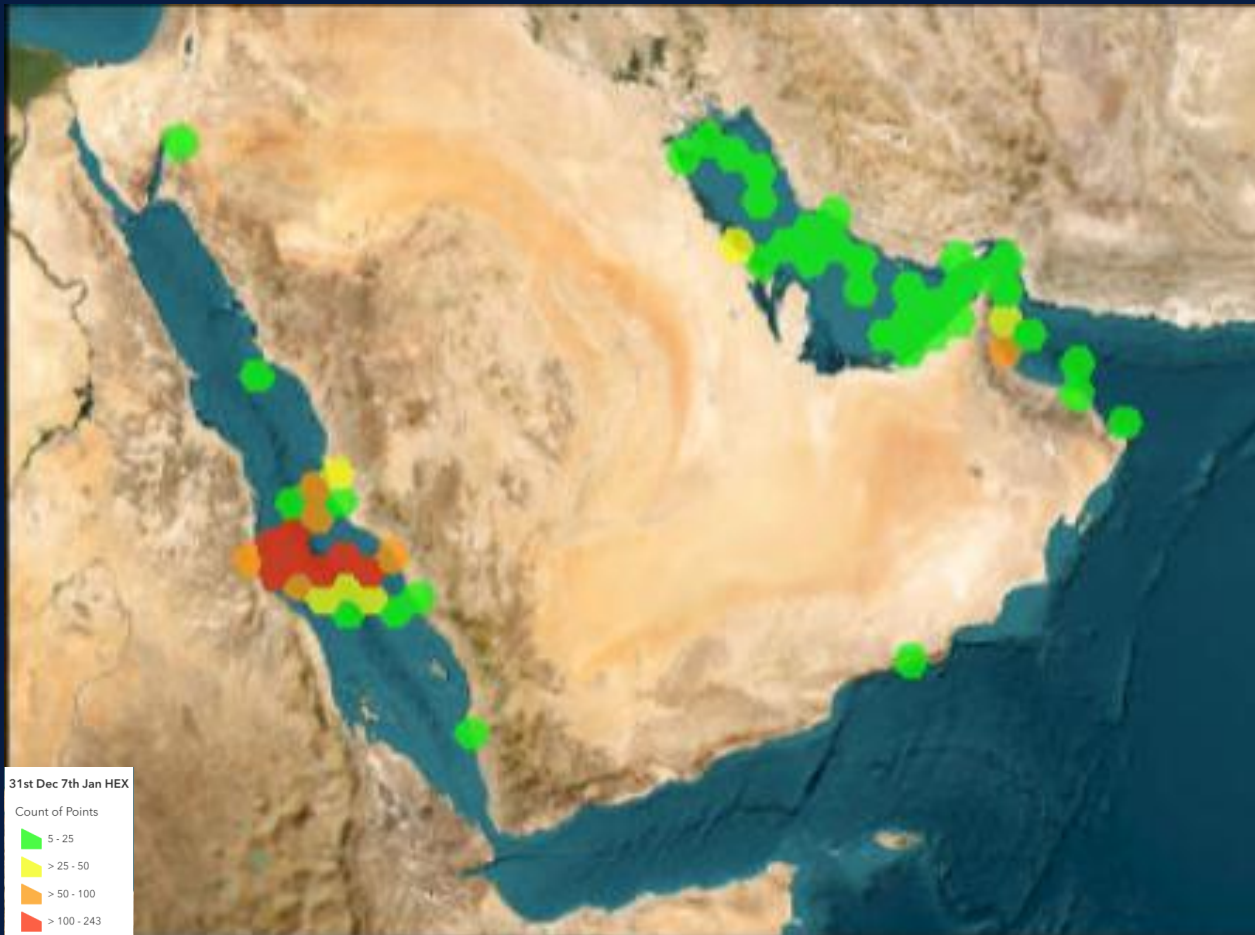
Key Considerations

Ongoing social-political unrest is noted in the region. At present impact in the maritime domain has been limited to an increase in electro-magnetic interference (EMI) in the AG and SoH with an increased number of ships reporting jamming and EMI to UKMTO.

Similarly UKMTO reports increased EMI in the CRS which is highly likely due to the ongoing civil war in Sudan.

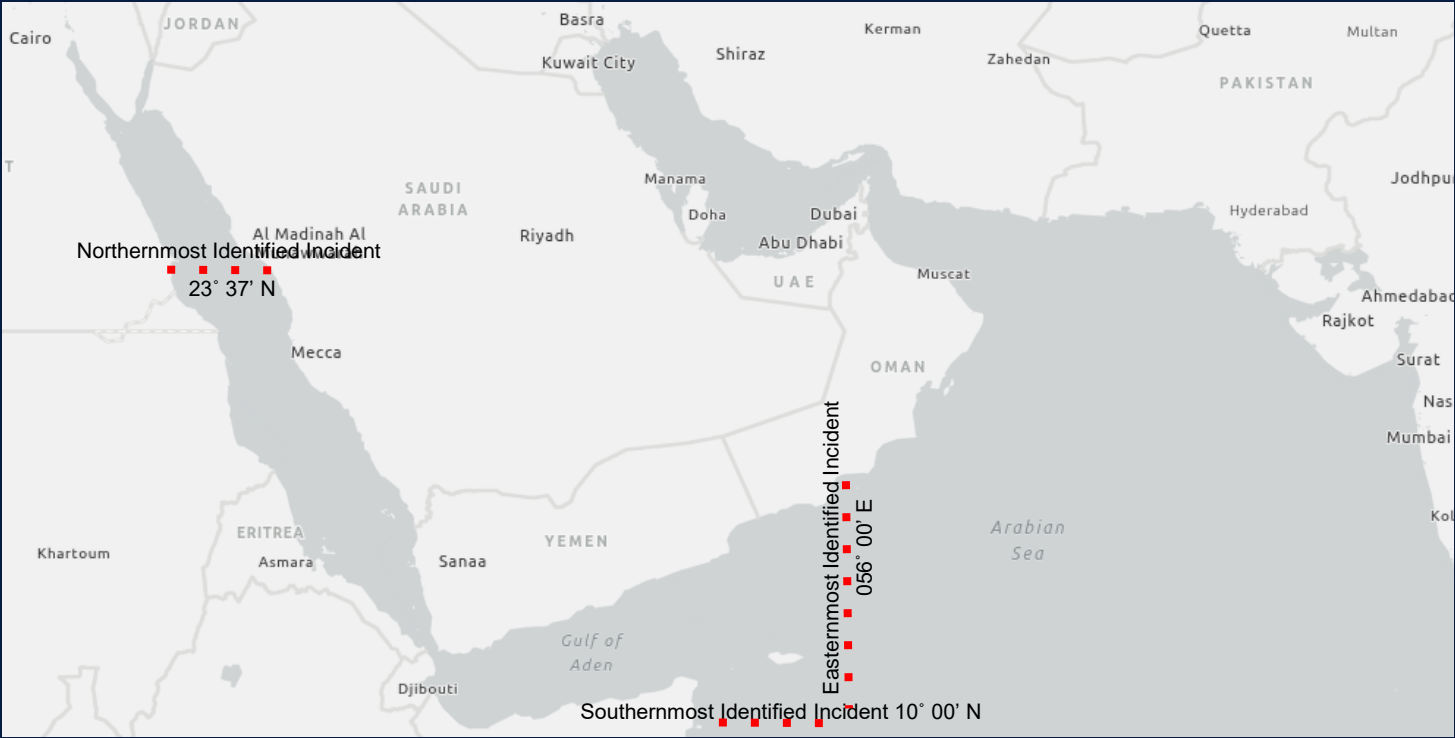


Electromagnetic Interference



- The heat-mapping graphic indicates the relative levels of electronic interference in the form of AIS anomalies during the period 31st December 2025 – 7th January 2026
- Compared to last week, low concentrations of interference levels have increased, notably within the Strait of Hormuz corridors and across the entirety of the Arabian Gulf Region, suggesting kinetic activity. The ports with the moderate to severe levels were identified as Fujairah and between the vicinities of Jubail and Ras Tanura.
- For the Central Red Sea Region, the cluster of critical interference levels remains in the vicinity of Port Sudan. Severe levels were also seen in vicinity of Jeddah Port. Additionally, low interference levels were observed in Al Hudaydah Port. There is a noticeable lack of compliance in the direct reporting of this event.
- Vessels are requested to report experience of electronic interference to UKMTO, in support of keeping the broader community better informed.

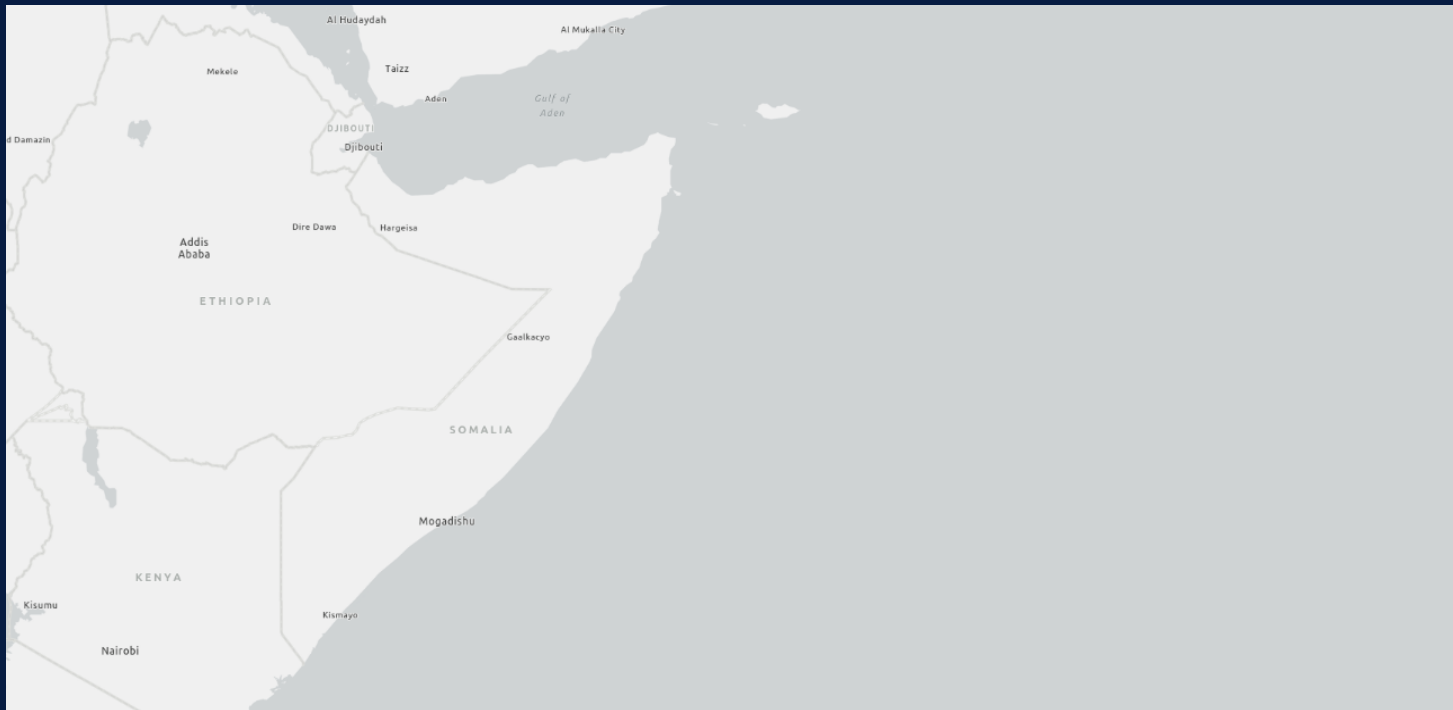
Houthi related incidents reported by UKMTO: None



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



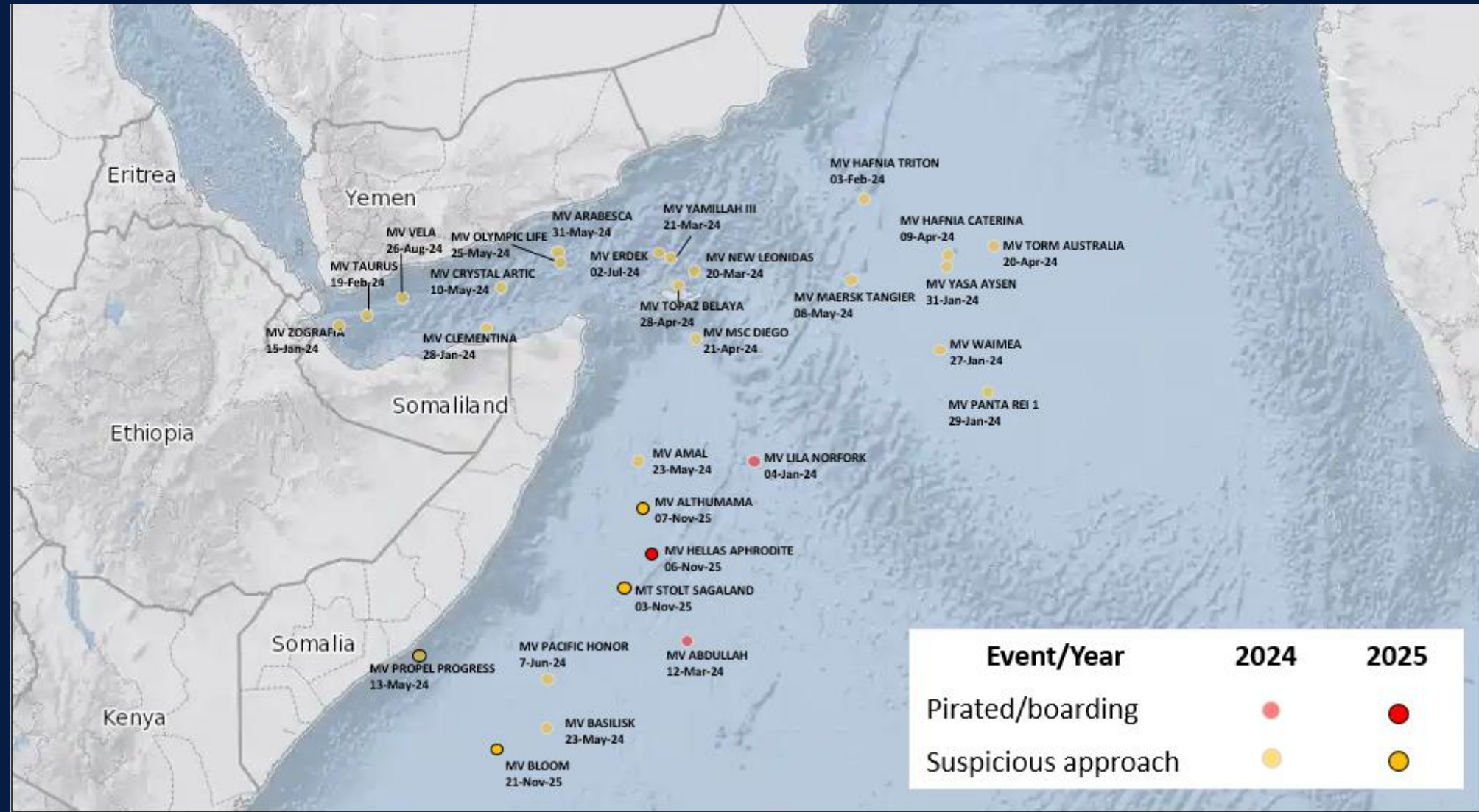
Piracy incidents reported by UKMTO: None



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



Piracy incidents 2024 2025 comparison



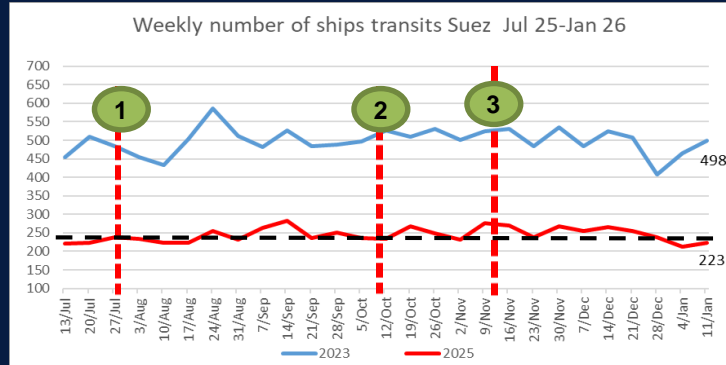
JMIC Investigated Incidents Since 01 January 2025

Total number of Incidents <i>(excluding coalition engagements)</i>		127 (0 new this week)																											
Days since last incident / incident type		51 days / Suspicious Activities																											
<div>Red Sea / GoA Incidents</div> <table><tr><th>Incident Type</th><th>Count</th></tr><tr><td>Attack (Serious...</td><td>3</td></tr><tr><td>Attack (Minor Incident)</td><td>0</td></tr><tr><td>Attempted...</td><td>2</td></tr><tr><td>SOLAS-related Event</td><td>2</td></tr><tr><td>Suspicious Activities</td><td>4</td></tr><tr><td>Hijack</td><td>0</td></tr></table>		Incident Type	Count	Attack (Serious...	3	Attack (Minor Incident)	0	Attempted...	2	SOLAS-related Event	2	Suspicious Activities	4	Hijack	0	<div>Indian Ocean and Coast of Somalia</div> <table><tr><th>Incident Type</th><th>Count</th></tr><tr><td>Pirate Attack...</td><td>0</td></tr><tr><td>Attempted Pirate...</td><td>2</td></tr><tr><td>SOLAS-related...</td><td>0</td></tr><tr><td>Suspicious...</td><td>1</td></tr><tr><td>Hijack</td><td>0</td></tr></table>		Incident Type	Count	Pirate Attack...	0	Attempted Pirate...	2	SOLAS-related...	0	Suspicious...	1	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																											



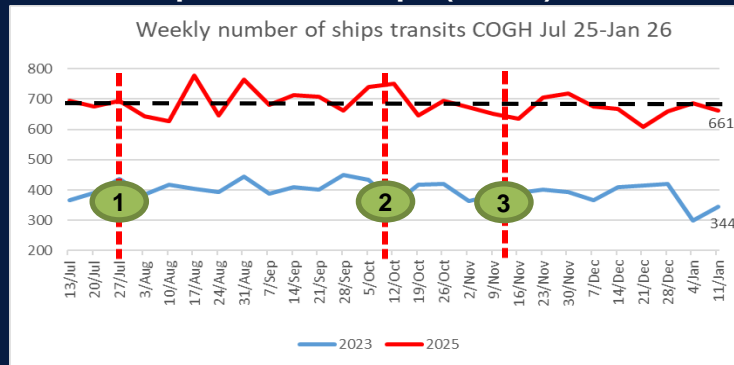
Weekly Transits

Suez



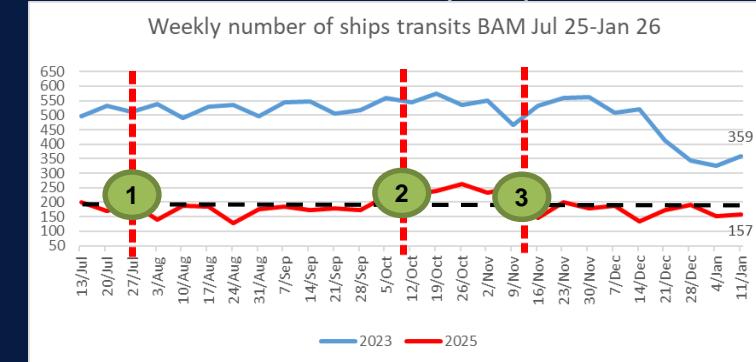
5,2 % Increase in the last week

Cape of Good Hope (CoGH)



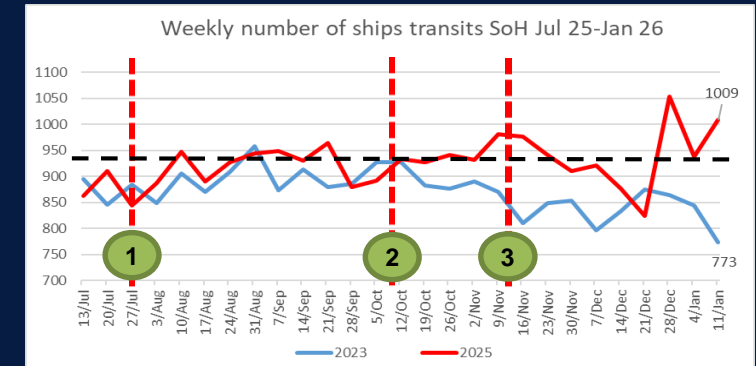
3,5 % Decrease in the last week

Bab al-Mandeb (BAM)



4 % Increase in the last week

Strait of Hormuz (SoH)



7,6 % Increase in the last week

1

Houthi announcement
27 JULY 2025

2

Hamas-Israel ceasefire
10 OCT 2025

3

Houthi statement
11 NOV 2025

*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.

Data Source: S&P Global



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	<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"> 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/>

