

JMIC Weekly Dashboard for the Middle East

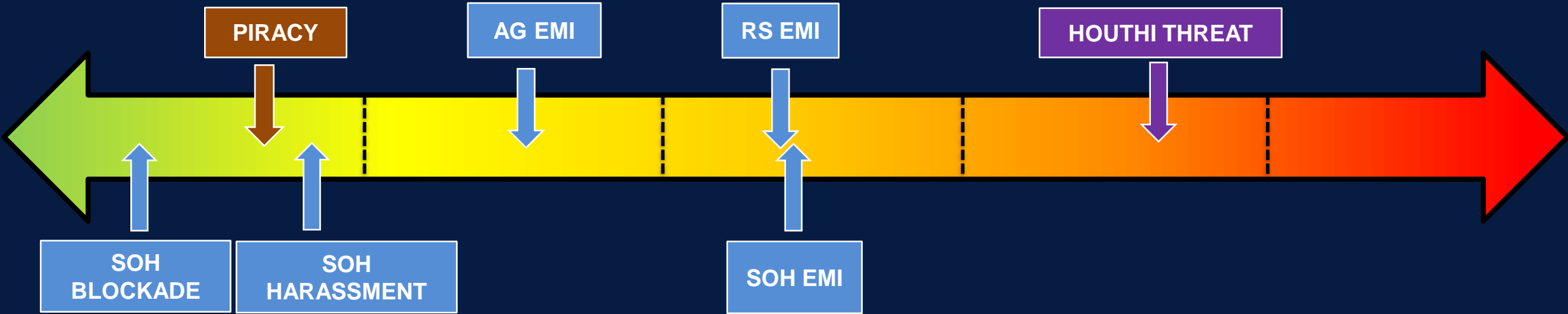


Accurate and timely information for the protection of Mariners

Week 35 - 2025
(25 August – 31 August)

Combined Maritime Forces (CMF)

CMF Regional Threat Level Assessment



No significant threat level change from Week 34

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

On 28 AUG E3 nations triggered the 30-day process to re-impose UNSC Resolution 2231 snapback sanctions on Iran regarding its nuclear programme. The 30 days provides the opportunity for diplomatic negotiation regarding the sanctions. However, if a resolution concerning sanction relief is not formalised then the sanctions on Iran will commence before Russia assumes UNSC presidency on 01 OCT. If the snapback sanctions commence it is likely that hostile regional actors' intent to degrade the economic activity of those nations that supported the sanctions snapback will increase.

POL: Harassment in the SoH is currently assessed as **LOW**. However, with tensions increasing in the region due to the snapback sanctions, it is likely that regional actors will increase force protection measures, with the potential for an increase in hailing and routine patrols to be expected especially around choke points to assert control in the region.

EM Interference: There are **MODERATE** levels of EMI in the AG and **SUBSTANTIAL** levels of EMI in the SoH and RS with reported GPS interference ivo port Sudan. There has been an increase in GPS interference ivo of Siri, Abumusa and SoH since week 34. It is likely that EMI will increase ivo of SoH over the course of the next 30 days.

Threat to Blockade SoH: It is currently assessed as **LOW** and highly unlikely that any regional actor will blockade the SoH whilst negotiations concerning Iran's nuclear programme persist.

CMF Assessment - Piracy Threat

The threat from piracy is currently assessed as **LOW** in the Somali Basin (SB) due to unfavourable weather conditions from the SW Monsoon which highly likely impacts small boat operations in the SB, GoA and up into the AS. However, in the Southwestern region, and closer inshore, the threat remains at **MODERATE** as the opportunity for attack increases due to the marginal weather conditions experienced along the coastline.

It is likely that when the SW Monsoon winds reduce, the opportunity increases for piracy attacks. It is likely that if Houthi intent to undermine maritime security in the region continues, and their transactional relationship with al-Shabaab develops, the Houthis' will seek to exploit opportunities to increase al-Shabaab sponsored piracy in-line with their intent at the time which will highly likely decrease maritime security in the region.

CMF Assessment - Houthi Threat

As the situation continues to escalate in Gaza it is highly likely that Houthi intent to coerce Israel into agreeing to a ceasefire will increase in the coming weeks. There have been multiple reports of the Houthis' contacting shipping companies through channels such as the HOCC to request that they stop doing business with Israel or risk being attacked. The recent claim by the Houthis' that they targeted M/T SCARLET RAY suggests that their intent to target Israeli linked vessels in the Red Sea is unchanged.

It is highly likely that Houthi linked entities such as the HOCC will continue to contact shipping companies to dissuade them from doing business with Israeli entities. It is likely that states **wishing to pressurize** Israel to agree to a ceasefire will seek to restrict Israeli linked vessels. However, such action will be in isolation to their own intent and not that of the Houthis'.

It is highly likely that the Humanitarian Operations Coordination Centre (HOCC) will continue to make attempts to legitimise itself through various channels, offering support services to vessels wishing to transit through the RS, BaM, GoA, and AS. Any information posted from the HOCC, or affiliated sites should be consumed with extreme caution due to Houthi affiliations.

Houthi intent to target shipping with links to Israel is assessed to be **CRITICAL** with the Houthis likely seeking to launch an attack on intended vessels in the coming weeks if the opportunity presents itself. It is assessed that for all shipping the overall threat level from Houthi attack remains **SEVERE** in the region.



JMIC Weekly Assessment for the Middle East Region.

Guidance for Vessels transiting the High Threat Area

As the Houthis continue to threaten commercial maritime vessels which they perceive to have an Israeli association, aligning to the May 19 Blockade and July 27 Phase IV Operation announcements, companies and operators planning a Bab El-Mandeb transit are encouraged to conduct a thorough assessment of their company business structure and previous port calls to identify any associations that may place the vessel at risk.

JMIC recommends that in addition to threat and risk assessments that any mitigation measures be in place well in advance of the most likely Houthi targeting area. History has shown the highest concentration of the attacks in the southern Red Sea followed by the western Gulf of Aden. Companies are also encouraged to access guidelines and relevant security advisories from organizations such as JMIC, UKMTO, and MSCIO. As previously iterated in the threat assessment, any contact with organizations/entities associated with the Houthis or other illegitimate actors should be approached with caution.

Risk mitigation measures and resources include:

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

Specific Events

Indian Ocean and Coast of Somalia

- NSTR

Arabian Gulf, Strait of Hormuz and Gulf of Oman

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

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

- **SUBSTANTIAL** EM interference in the Red Sea in vicinity of Port Sudan.
- On 31 August 2025 there was a report of an attempted attack on M/T SCARLET RAY (IMO 9799654) approximately 40NM Southwest of Yanbu, Saudi Arabia.

- New JMIC Flyer presented on the UKMTO website to be shared



CMF Regional Threat Level Assessment

Geopolitical Considerations

There ***have been instances*** of disinformation relating to Houthi activity in the maritime being posted online with many low confidence sources reporting on this media and spreading misinformation. It is important to ensure corroboration of low confidence sources with verifiable sources.

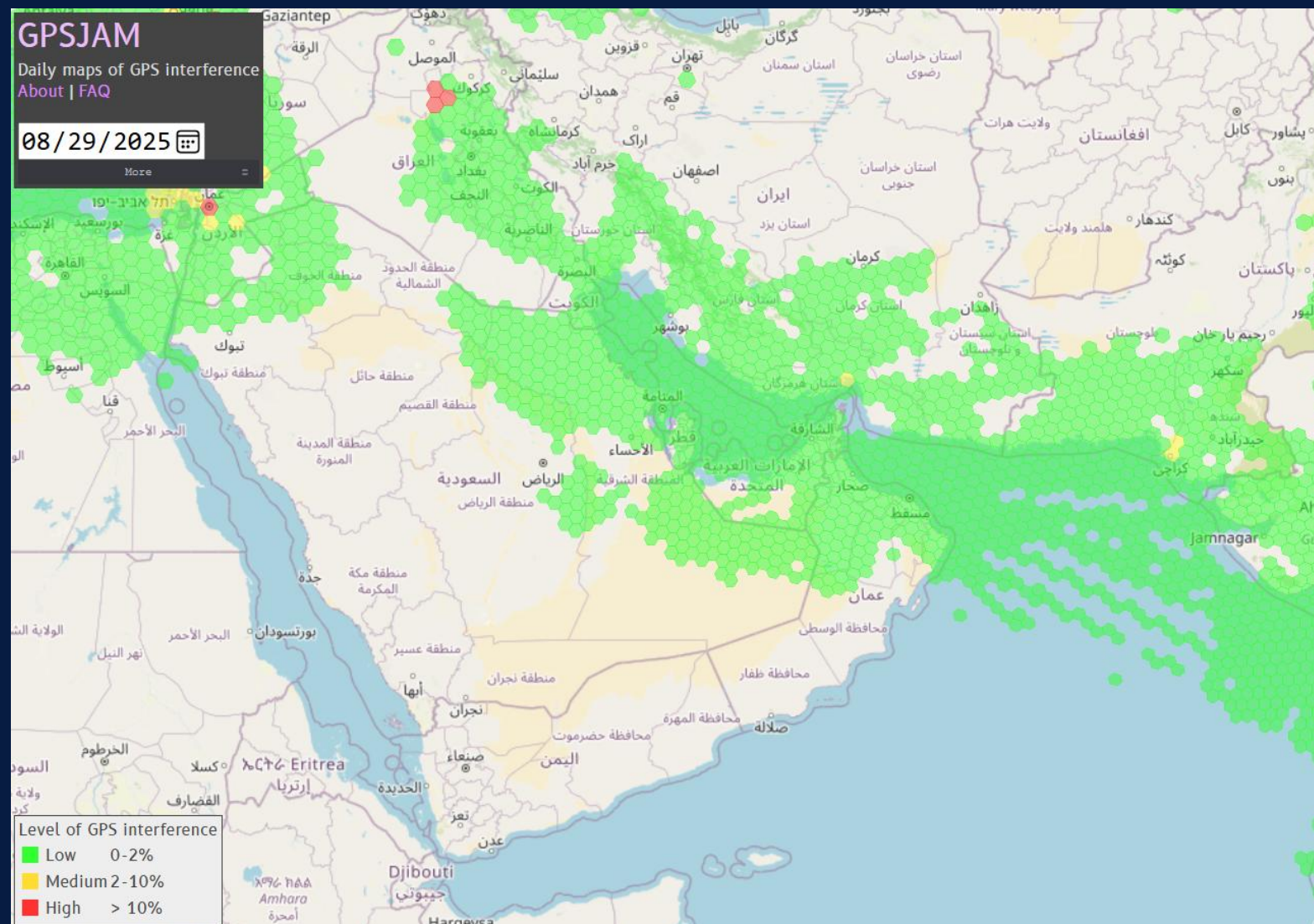
25 AUG: The Houthis continue to use affiliated channels such as the HOCC to contact shipping companies and request they cease business with Israel. It is likely that this messaging is part of their ***information*** warfare campaign to target large companies and increase anxiety around their shipping having potential linkages to Israel. ***Achieving increased perception of risk drives the identified companies to sever any possible links to Israel, ultimately impacting Israels' economy.***

26 AUG: Mediators from Egypt and Qatar put forward a ceasefire proposal to Hamas and Israel, which Israel is yet to respond to. It is highly likely that the Houthis' intent to reduce Israels' ability to fund their offensive will increase if a ceasefire agreement is not ***achieved***, which will likely manifest in increased pressure on entities that do business with Israel.

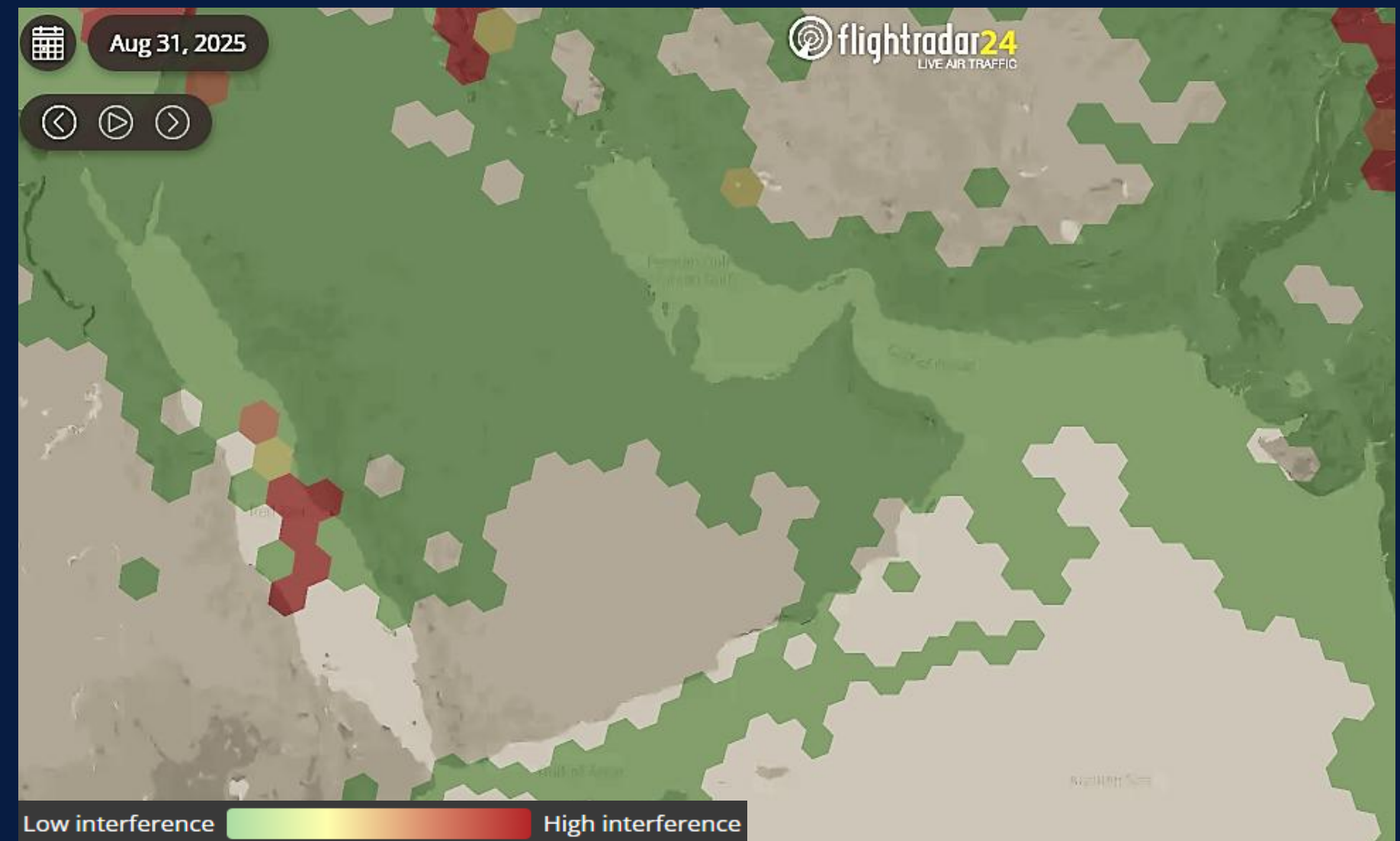
28 AUG: E3 countries (France, Germany and UK) have initiated UNSC Resolution 2133 snapback sanctions on Iran. It is likely that this will see tensions from hostile actors increase in the region.

29 AUG: Türkiye has stopped Israeli vessels from using its ports, and on 07 AUG reports state that dockworkers in Genoa interrupted the loading of cargo to a ship that was claimed to have links to Israel. It is likely that nation states and actors who want to put pressure on Israel to come to a ceasefire agreement will seek to restrict access to vessels associated to Israel in the coming weeks.

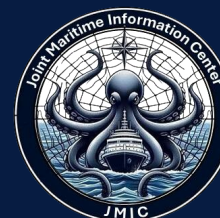
GPS Interference in RS, BaM, GoA, AG, SoH, and GoO



Source: gpsjam.org



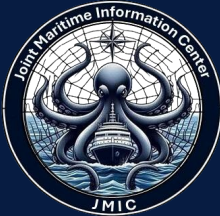
Source: [Flightradar24](https://flightradar24.com)



Incidents reported by UKMTO: 01



Date	Type of Incident Source	Vessel Name Flag / IMO / Location
31 Aug 2025	Attempted attack	SCARLET RAY Liberia / IMO 9799654 / Northern Red Sea



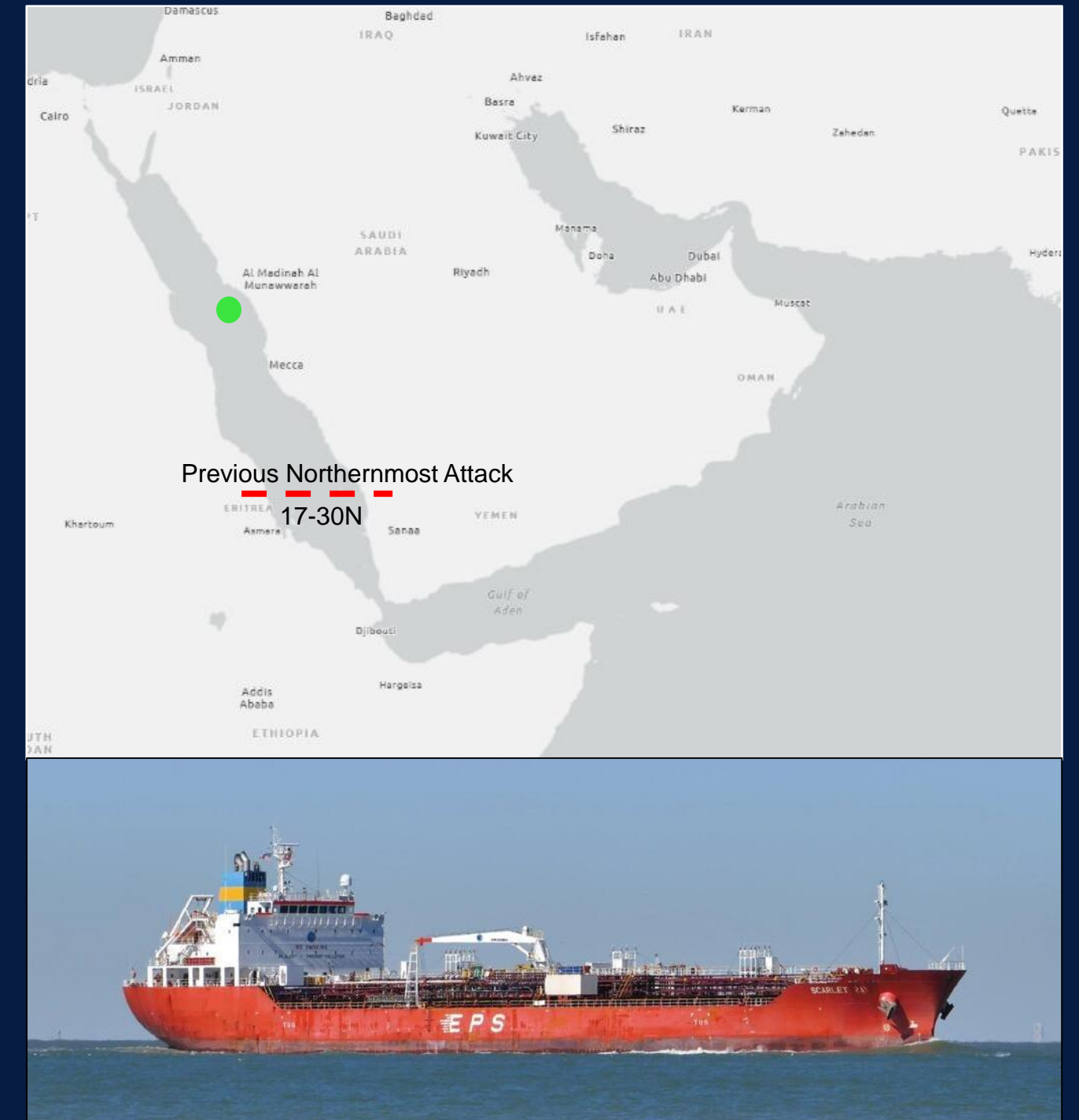
Incident: Attempted Attack / Targeted

31st August 2025 | SCARLET RAY| Attempted Attack | Northern Red Sea | JMIC Incident No. 120

On 31 August 2025, UKMTO received information from the Master of the Liberian flagged M/T SCARLET RAY (IMO 9799654), approximately 40 NM Southwest of Yanbu (Saudi Arabia), that they had witnessed a splash in close proximity of the vessel from an unknown projectile resulting in a loud noise. No visible damage to the vessel and crew are safe.

M/T SCARLET RAY has Israeli affiliation within the Company structure. The Houthis have claimed responsibility for the attack, which is the northernmost targeting of a commercial vessel to date.

JMIC reminds maritime industry that the Houthis possess the capability to target commercial vessels well into the Red Sea and Gulf of Aden.



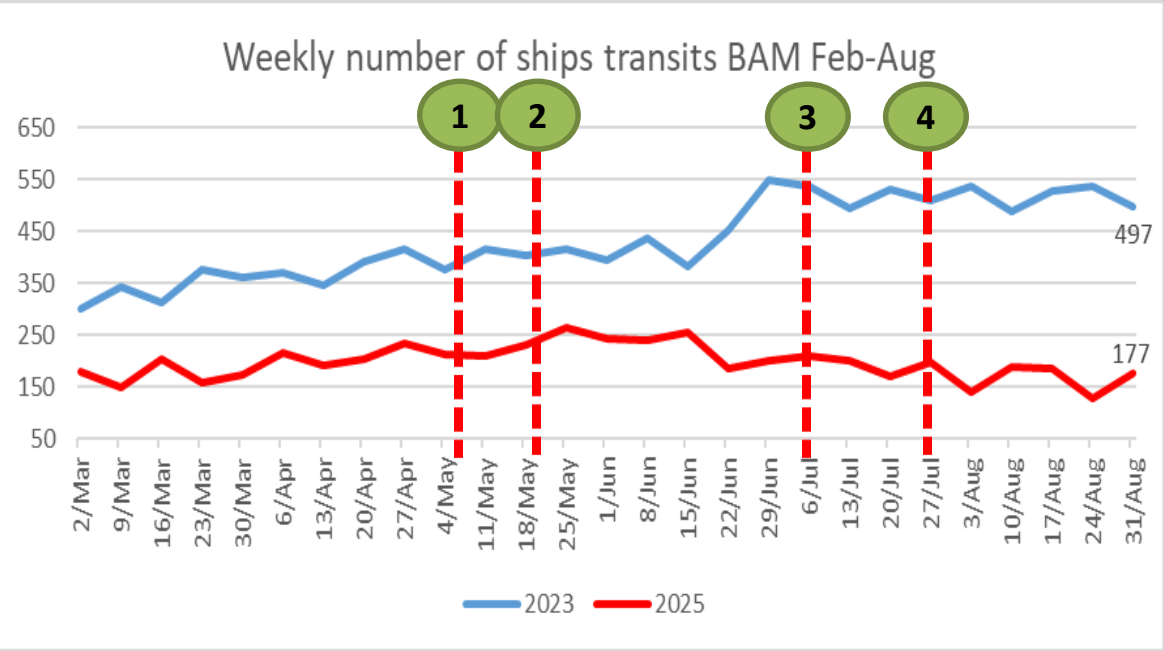
JMIC Investigated Incidents Since 01 January 2025

Total number of Incidents <i>(excluding coalition engagements)</i>		120 (1 new this week)																											
Days since last incident / incident type		0 days / Attempted Attack																											
<div>Red Sea / GoA Incidents</div> <table><tr><th>Incident Type</th><th>Count</th></tr><tr><td>Attack (Serious Incident)</td><td>2</td></tr><tr><td>Attack (Minor Incident)</td><td>0</td></tr><tr><td>Attempted Attack/Targeted</td><td>1</td></tr><tr><td>SOLAS-related Event</td><td>1</td></tr><tr><td>Suspicious Activities</td><td>2</td></tr><tr><td>Hijack</td><td>0</td></tr></table>		Incident Type	Count	Attack (Serious Incident)	2	Attack (Minor Incident)	0	Attempted Attack/Targeted	1	SOLAS-related Event	1	Suspicious Activities	2	Hijack	0	<div>Indian Ocean and Coast of Somalia</div> <table><tr><th>Incident Type</th><th>Count</th></tr><tr><td>Pirat Attack (Serious Incident)</td><td>0</td></tr><tr><td>Attempted Pirat Attack/Targeted</td><td>0</td></tr><tr><td>SOLAS-related Event</td><td>0</td></tr><tr><td>Suspicious Activities</td><td>0</td></tr><tr><td>Hijack</td><td>0</td></tr></table>		Incident Type	Count	Pirat Attack (Serious Incident)	0	Attempted Pirat Attack/Targeted	0	SOLAS-related Event	0	Suspicious Activities	0	Hijack	0
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<div>Last incident info: Date: 31. AUG. 2025 Type: Attempted Attack Ship Name: SCARLET RAY</div>		<div>Last incident info: Date: - Type: - Ship: -</div>																											
		<div>Arabian Gulf / SoH / GOO</div> <table><tr><th>Incident Type</th><th>Count</th></tr><tr><td>Attack (Serious Incident)</td><td>0</td></tr><tr><td>Attack (Minor Incident)</td><td>0</td></tr><tr><td>Attempted Attack/Targeted</td><td>0</td></tr><tr><td>SOLAS-related Event</td><td>1</td></tr><tr><td>Suspicious Activities</td><td>2</td></tr><tr><td>Hijack</td><td>0</td></tr></table>		Incident Type	Count	Attack (Serious Incident)	0	Attack (Minor Incident)	0	Attempted Attack/Targeted	0	SOLAS-related Event	1	Suspicious Activities	2	Hijack	0												
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		<div>Last incident info: Date: 16.JUNE. 2025 Type: SOLAS Ship: FRONT EAGLE / ADALYNN</div>																											



Weekly Transits

Bab al-Mandeb (BAM)

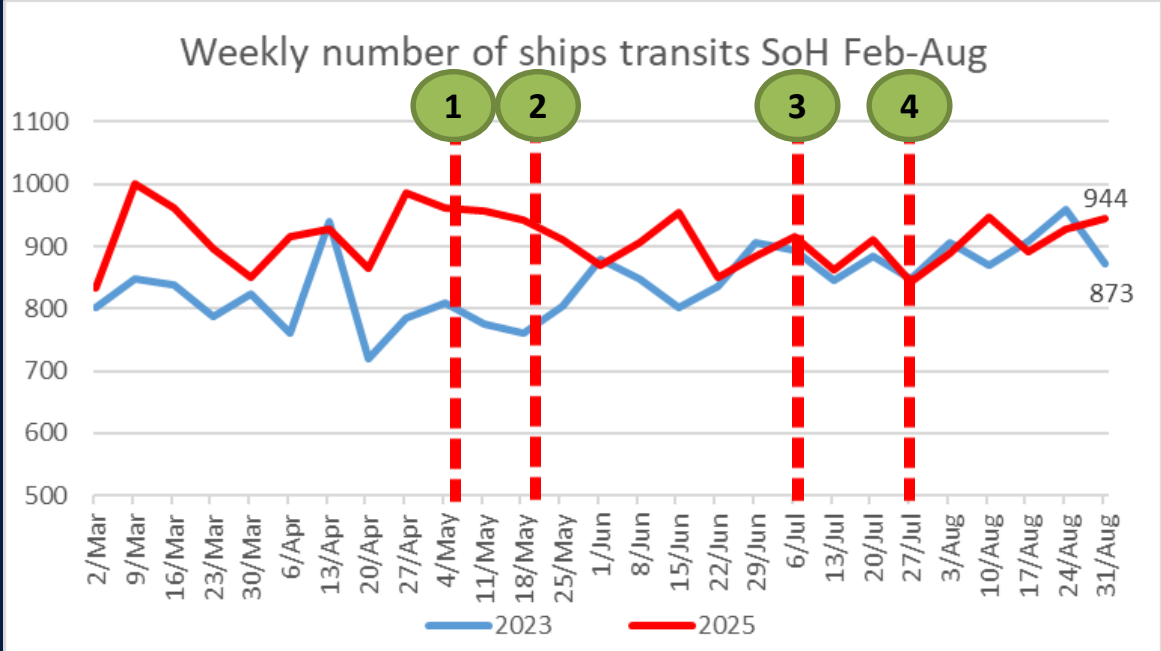


39.4 % Increase in the last week.

1

US and Houthis Ceasefire
06 MAY 2025

Strait of Hormuz (SoH)



1.4 % Increase last week and staying consistent with historical norms.

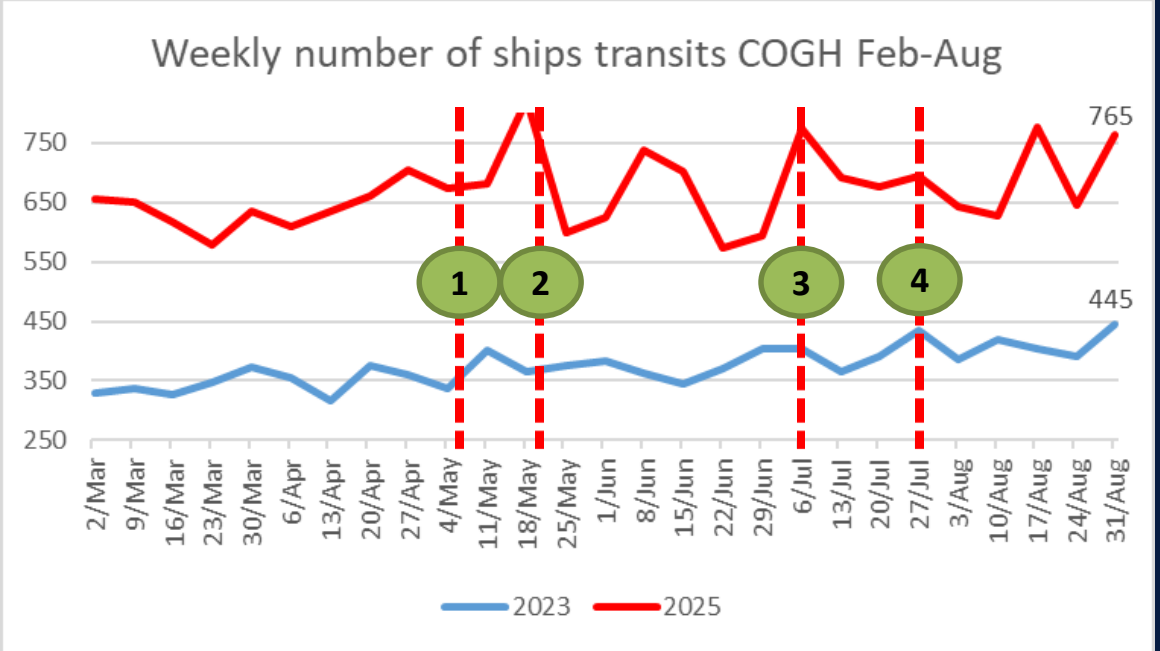
2

Houthi Blockade Announcement
19 MAY 2025

3

Resumption of Attacks
06 JULY 2025

Cape of Good Hope (CoGH)



18.4 % Increase last week and staying consistent with historical norms.

4

Houthi Announcement
27 JULY 2025

*The statistics presented in this report are based solely on cargo caring 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.

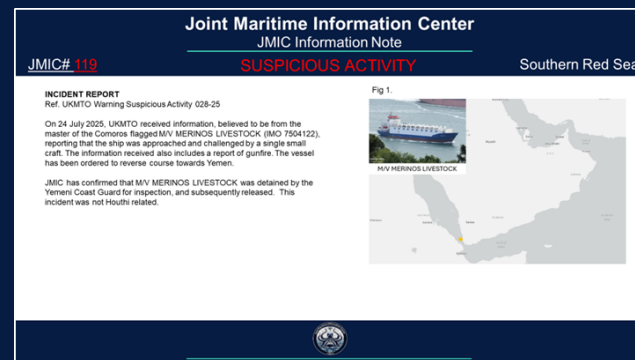




NEW JMIC FLYER

Accurate and timely information for the protection of mariners

Joint Maritime Information Center (JMIC) is a Combined Maritime Forces (CMF) capability operating in close cooperation with maritime stakeholder organizations that support a Single Information Framework (SIF) process. The JMIC seeks, where possible, participation from multiple military stakeholders including Naval Cooperation and Guidance for Shipping (NCAGS) and Information Fusion Centers (IFC) specialists to fuse open-source unclassified information into a truthful messaging service for the maritime industry. The main JMIC products are:



JMIC Information Notes

- Sent within 24 hours of incident
- Identify and provide clarity on each incident
- Ensure ground truth of any incidents reported by any party
- Immediate military advice to Shipping Industry
- [JMIC Information Notes](#)



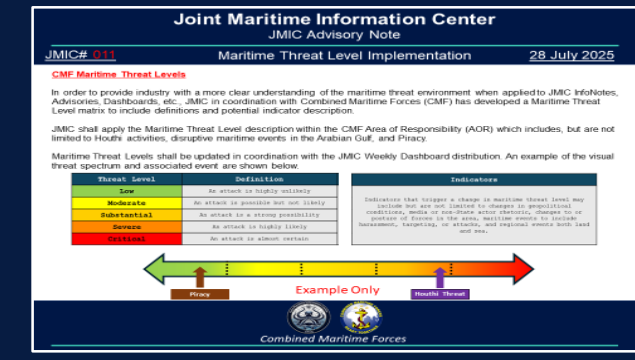
JMIC Weekly Dashboards

- Summary and analysis of recent incidents.
- Overview and Statistical trending of all incidents
- Threat outlook and relevant information
- JMIC recommendations to Shipping Industry
- CMF Regional threat assessment
- [JMIC Weekly Dashboard](#)



JMIC Monthly Statistics

- Summary and analysis of recent incidents.
- Overview and Statistical trending of all incidents
- JMIC recommendations to Shipping Industry
- [JMIC Monthly Statistics](#)



JMIC Advisory Notes

- JMIC recommendations to Shipping Industry
- [JMIC Advisories](#)

The JMIC has been established to support the Shipping Industry with challenges faced when operating in the area of responsibilities, including the Red Sea, Bab al-Mandeb, Gulf of Aden, and Arabian Gulf under threat conditions from a non-state actor. The JMIC is aligned to the principle that all vessels are entitled to Freedom of Navigation and seafarers supporting the legitimate movement of global trade are unhindered. The information shared by the JMIC endeavours to offer advice, and where prudent, military guidance only to help inform any Threat and Risk Assessment process.

Vessels are advised to report incidents, in accordance with [BMP-MS](#), to [UKMTO](#) or [MSCIO](#) in a timely fashion. This will enable information sharing and analysis.

Email: watchkeepers@ukmto.org or JMICBahrain@us.navy.mil

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 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.
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

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

MSCIO

[MSCIO Website](#)

[EU NAVFOR 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/>

