

# JMIC Weekly Dashboard for the Middle East



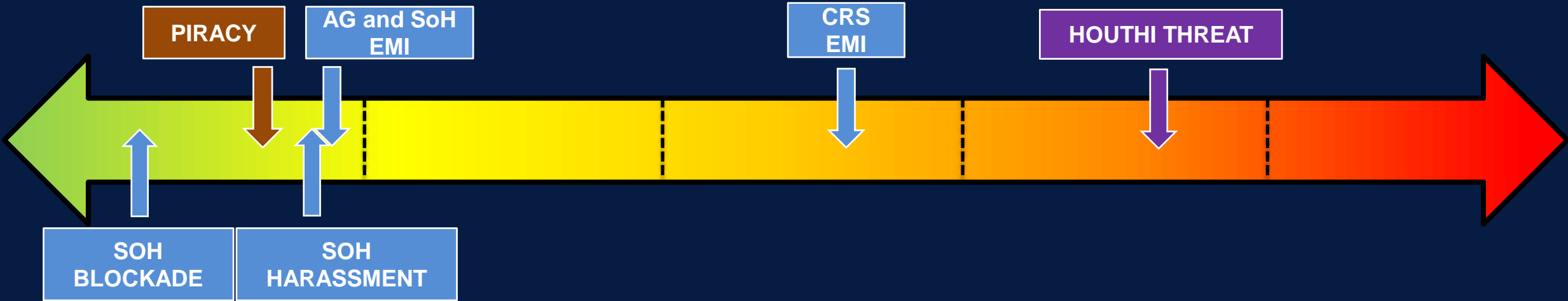
*Accurate and timely information for the protection of Mariners*

**Week 36 - 2025**  
**(01 September – 07 September)**

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*Combined Maritime Forces (CMF)*

# 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

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 **LOW** levels of EMI in the AG and SoH since the last reporting period and **SUBSTANTIAL** levels of EMI reported in the CRS with reported GPS interference ivo Yanbu, Jeddah and Port Sudan. There has been an increase in GPS interference ivo of Jeddah and Yanbu since week 34.

**JMIC ADVISORY**

## 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.

As the SW Monsoon winds start to dissipate coming into October, the conditions for small boat operations will likely increase, along with the opportunity for piracy in the region.

## CMF Assessment - Houthi Threat

With the Israeli strikes on the Houthi leadership on the **28 AUG** it is highly likely that the Houthis' will seek to increase their response towards Israel in the coming weeks. This will highly likely see an increase in disinformation being spread via media outlets, with the likely intent being to heighten perceived threat levels in the region.

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 pressurise 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.

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## 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 reminds maritime industry that the Houthis possess the capability to target commercial vessels well into the Red Sea and Gulf of Aden, and the threat of collateral damage exists when operating or transiting through a conflict zone.

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

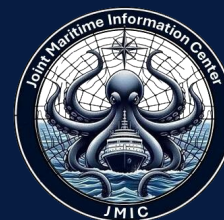
- NSTR

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 04 Sep 2025 M/V AGIOS NEKTARIOS I witnessed a projectile hit the water, the vessel was believed not to be the subject of deliberate targeting.
- Open Source reports of subsea cable disruptions in the Red Sea, awaiting verification/further details.





# CMF Regional Threat Level Assessment

## Key Considerations

**28 AUG** 12 prominent Houthi leadership figures were killed in strikes by Israel. The strikes reportedly killed Prime Minister Ahmed al Rahawi, along with nine ministers and two other top officials of the Houthi government in northern Yemen. It is highly likely that the Houthis' will increase their response towards Israel after such an attack, with the Houthis' highly likely seeking to exploit opportunities in both the maritime and land environment that will have the greatest impact on Israel's ability to function economically and militarily.

**31 AUG** Houthis took 11 workers from the World Food Program and UNICEF hostage after they raided UN Offices in Sanaa and Hodeida. **04 SEP** The Houthi movement claimed that the UN workers were members of "spy cells" and involved in the Israeli strikes on Sanaa that killed 12 of the group's officials. Such attacks on UN workers highly likely undermines the Houthis' steps to legitimize themselves through undertaking terrorist activity towards humanitarian workers, highly likely showing that the strikes caused the Houthis' to revert to ingrained TTPs.

**31 AUG** Maritime agencies and OS reports stated that SCARLET RAY witnessed a splash in close proximity to their vessel which was 40NM SW of Yanbu. It is almost certain that Houthi intent to target Israeli linked vessels remains as critical in the RS, BAM and GOA with Houthis showing the intent to target vessels north of the CRS.

**03 SEP** Saree announced that the Houthi missile force had conducted a military operation with one 'Palestine 2' fragmentation missile and one 'Zulfiqar' ballistic missile against sensitive targets in the Israeli port of Jaffa. Houthi officials and pro-Houthi media outlets have previously alluded to the group possessing Multiple Independently Targetable Re-entry Vehicle (MIRV) war heads, but this will be the first observed instance of the Houthis explicitly claiming to have used such a cluster munition. This likely shows a development in capability with such munitions being more difficult to intercept.

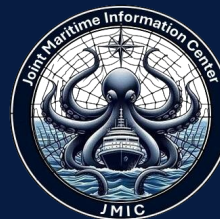


# Electromagnetic Interference

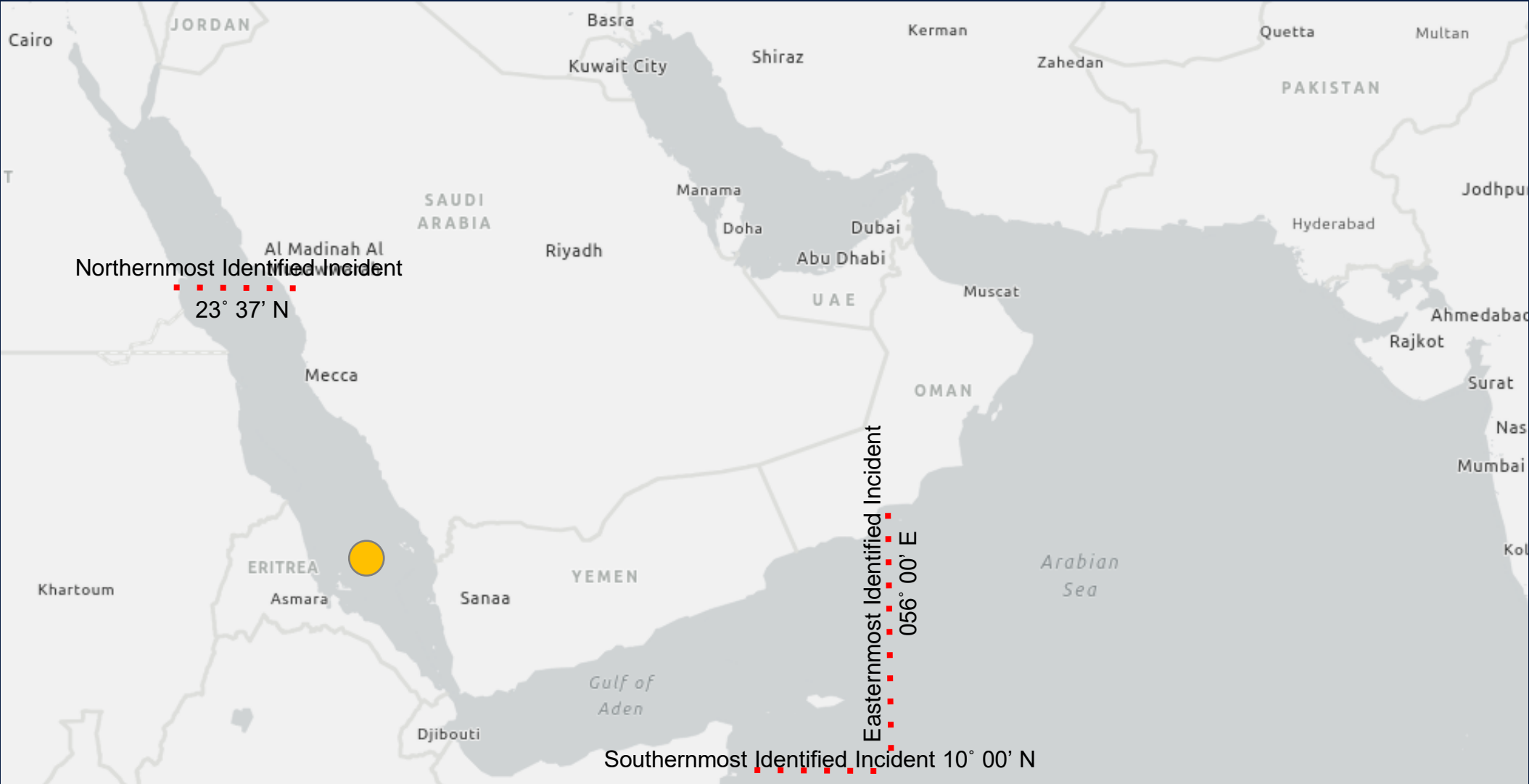


Source: [UKMTO](#)

- The heat-mapping above indicates the relative levels of electronic interference in the form of AIS anomalies during the period 30 August to 05 September. In the Red Sea, electronic interference has elevated slightly over the past week, a higher concentration centered around the ports of Yanbu, Jeddah and Port Sudan. Within the Gulf, electronic interference in the form of AIS anomalies have further decreased on last weeks levels.
- UKMTO has received a number of direct reports of GPS interference in the period 28 August to 04 September, with specific GPS interference being reported as indicated by the turquoise spot reports in the Red Sea and Strait of Hormuz.
- Vessels are requested to report experience of electronic interference to UKMTO, in support of keeping the broader community better informed.



# Incidents reported by UKMTO: 01



Date	Type of Incident Source	Vessel Name Flag / IMO / Location
04 September 2025	Suspicious Activity	M/V AGIOS NEKTARIOS I Marshall Islands / 9515759 / Southern Red Sea

UKMTO Warning  
Incident 030-25





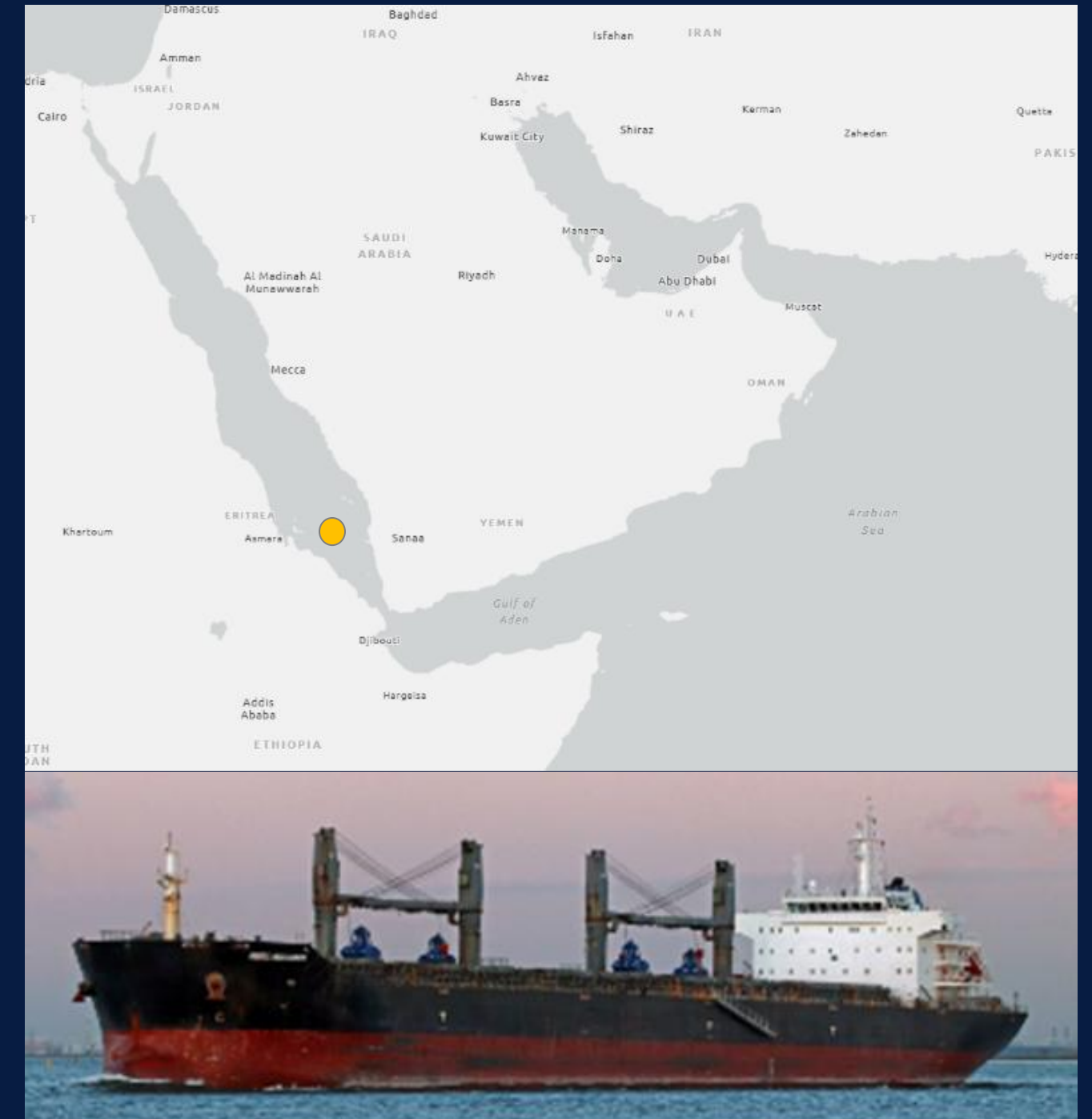
# Incident: Suspicious Activity

**04 September 2025 | AGIOS NEKTARIOS II  
Suspicious Activity | Southern Red Sea | JMIC Incident No. 121**

On the 04 September 2025, UKMTO received information from the Master of the Marshall Islands flagged M/V AGIOS NEKTARIOS I (IMO 9515759), 178 NW of Hodeida, Yemen, that they had witnessed an unknown projectile hit the water. The Master reported heavy electromagnetic interference in the area. No damage to the vessel and crew are safe.

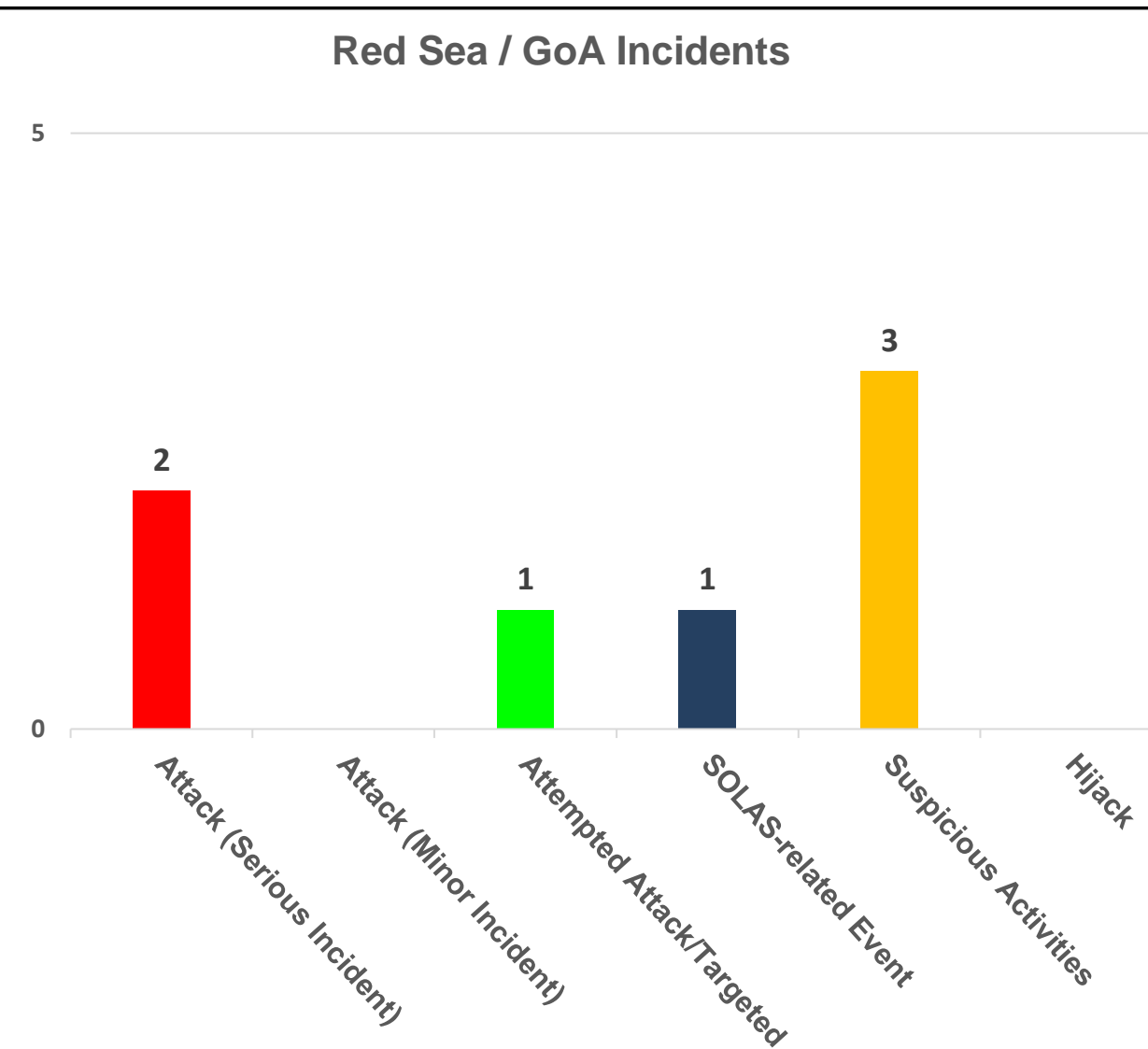
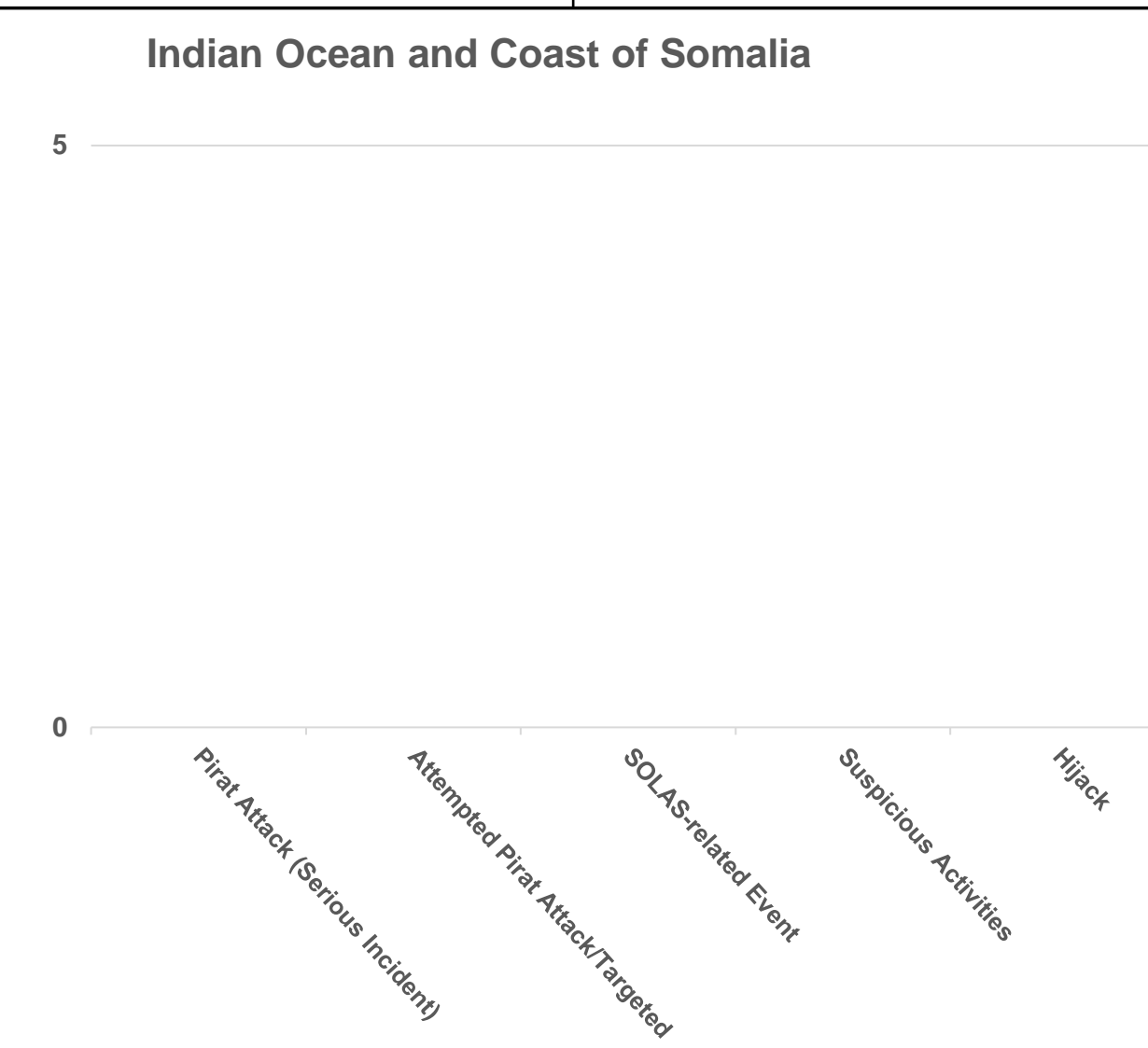
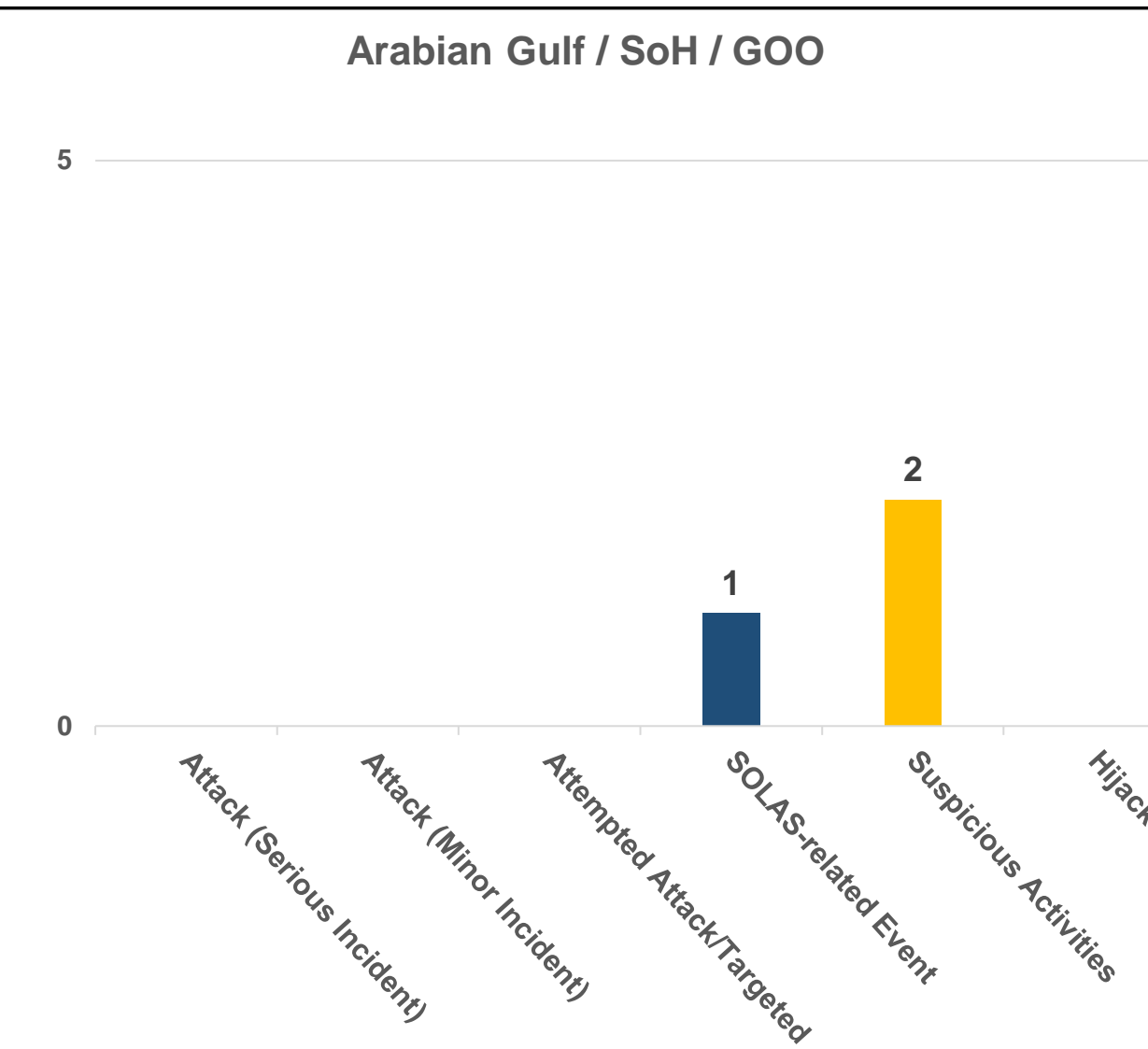
The JMIC investigated and assessed that M/V AGIOS NEKTARIOS I had witnessed a drone wreckage, and the vessel was believed not to be the subject of deliberate targeting.

JMIC reminds maritime industry that the threat of collateral damage when operating or transiting through a conflict zone.



# JMIC Investigated Incidents

Since 01 January 2025

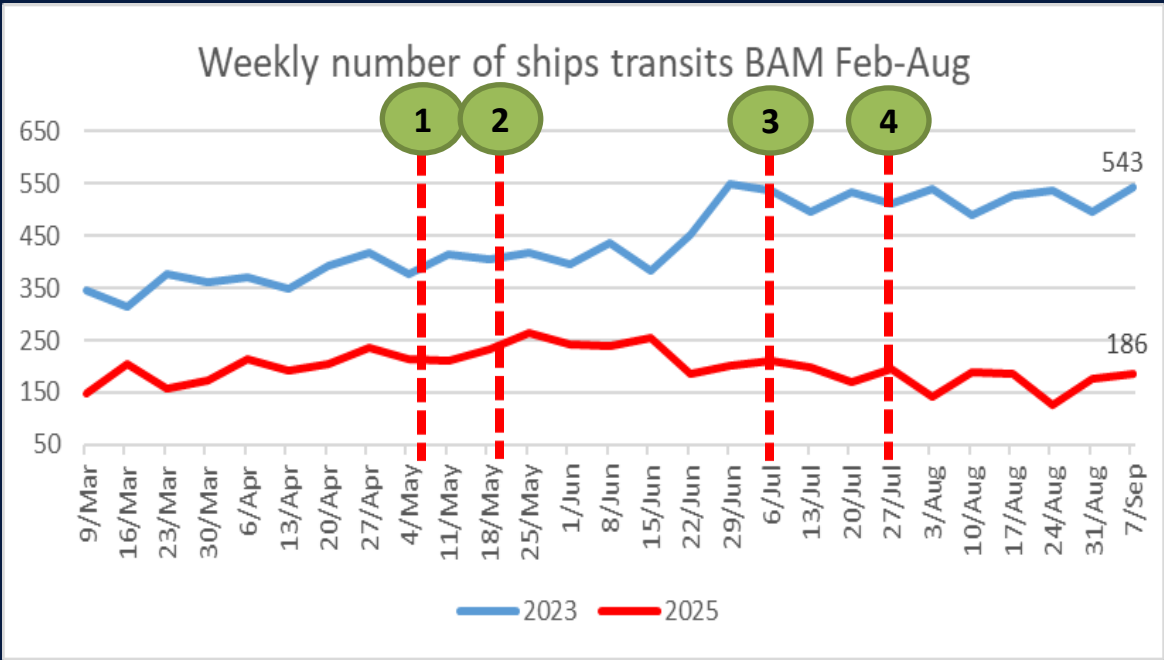
Total number of Incidents <i>(excluding coalition engagements)</i>		121 (1 new this week)																																											
Days since last incident / incident type		4 days / Suspicious Activity																																											
<div>Red Sea / GoA Incidents</div>  <table><tr><th>Incident 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>3</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	3	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	<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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Last incident info: Date: 04. SEP. 2025 Type: Suspicious Activity Ship Name: AGIOS NEKTARIOS I		Last incident info: Date: - Type: - Ship -		Last incident info: Date: 16.JUNE. 2025 Type: SOLAS Ship: FRONT EAGLE / ADALYNN																																									





# Weekly Transits

Bab al-Mandeb (BAM)

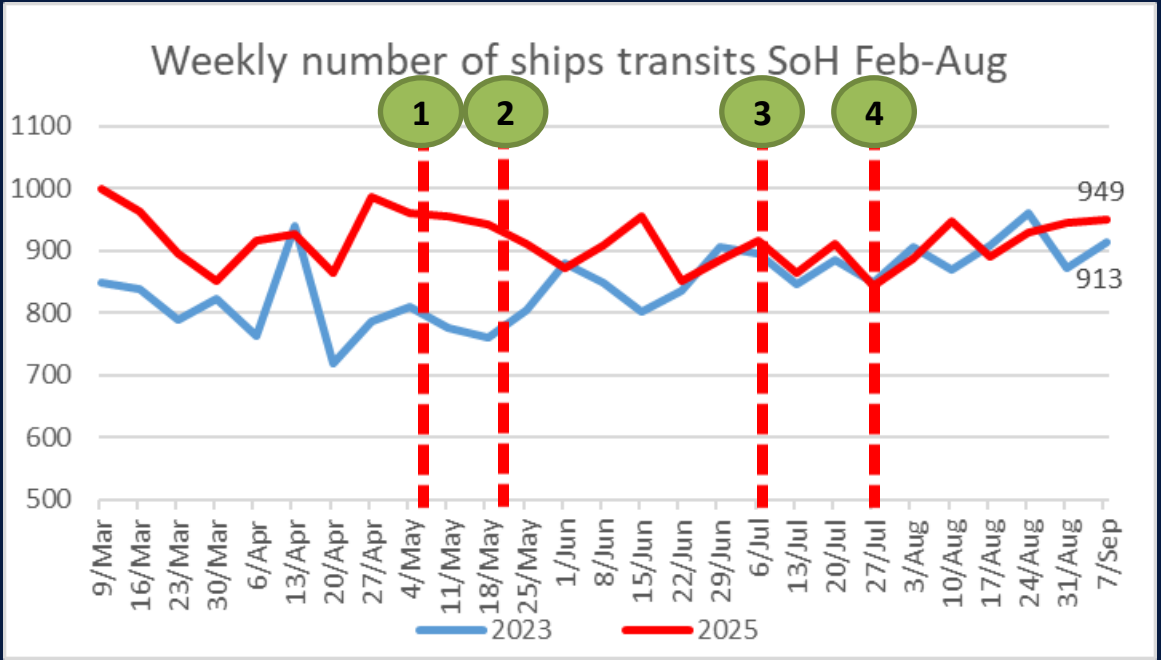


5.1 % Increase in the last week.

1

US and Houthis Ceasefire  
06 MAY 2025

Strait of Hormuz (SoH)



0.5 % Increase last week and staying consistent with historical norms.

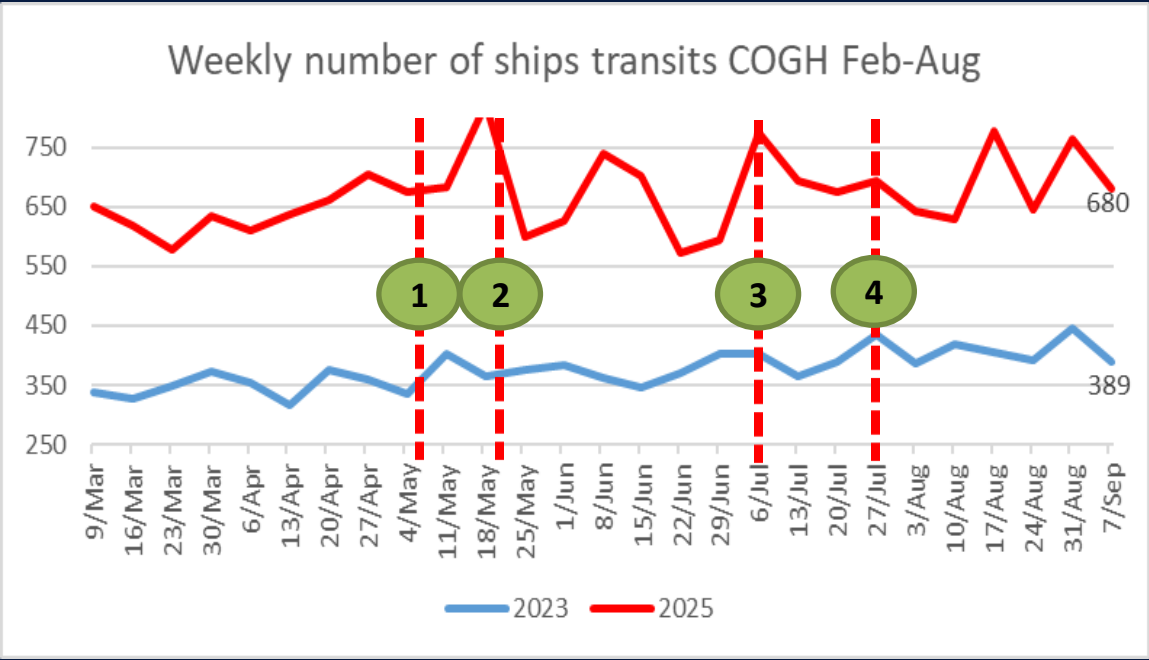
2

Houthi Blockade Announcement  
19 MAY 2025

3

Resumption of Attacks  
06 JUL 2025

Cape of Good Hope (CoGH)



11.1 % Decrease last week but 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.

Data Source: S&P Global



# Definitions – Incident types

General Categories	Explanatory Notes
<b>Attack (Serious Incident)</b>	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.
<b>Attack (Minor Incident)</b>	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.
<b>Attempted Attack/Targeted</b>	<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"><li>• Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel.</li><li>• No damage may include but not limited to missile ditching, and/or coalition warships shooting down missiles and/or drones.</li></ul>
<b>Hijack</b>	Is where attackers have illegally boarded and taken control of a ship against the crew's will.
<b>Suspicious Activities</b>	This refers to any act of activity near the vessel that is enough to warrant suspicion. To include aerial, surface, and subsurface activities.
<b>SOLAS-related Event</b>	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

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## **Additional Resources on Incident:**

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

Email: [watchkeepers@ukmto.org](mailto: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 25<sup>th</sup> 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/>

