

JMIC Weekly Dashboard for the Middle East



Accurate and timely information for the protection of Mariners

Week 43 - 2025
(20 October – 26 October)



Combined Maritime Forces

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 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. The Houthis will also continue to engage industry through various methods including HOCC messaging and display of capabilities.

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. With threat increasing to **MODERATE** closer inshore.

Arabian Gulf, Strait of Hormuz and Gulf of Oman

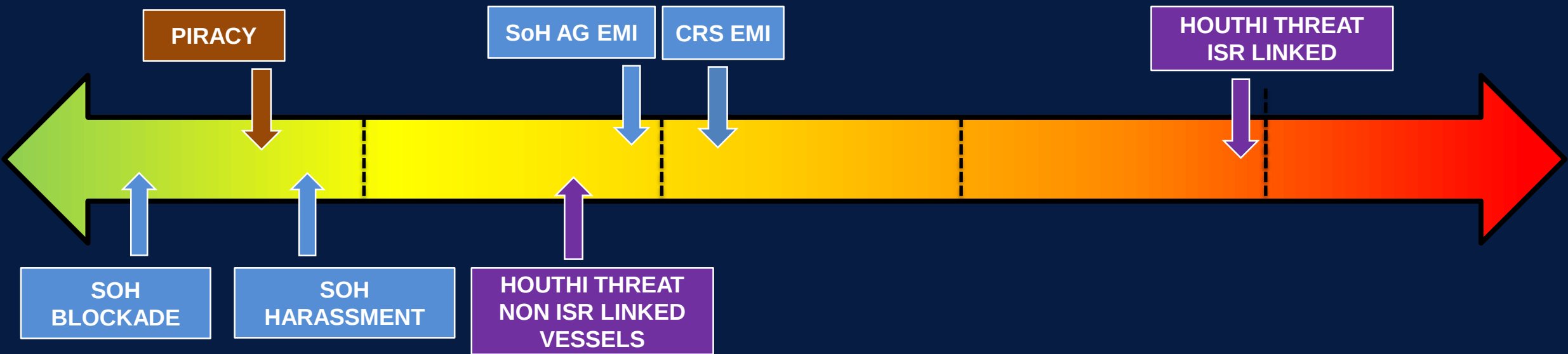
- **MODERATE** EM interference in the AG, SoH, and GoO.

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

- **SUBSTANTIAL** EM interference in the Red Sea and noticeable levels in vicinity of Port Sudan, Yanbu, and Jeddah.



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

EMI and GNSS interference remain at **MODERATE** levels in the AG and SoH. Concentrations of EMI ivo Bandar e-Pars and SoH has decreased along with the levels of reporting into UKMTO this week. GNSS interference around Jebel Ali and Fujairah has also decreased to lower intensity.

The concentration of EMI remains at **SUBSTANTIAL** levels in the CRS. However, levels of GNSS interference around Yanbu and Sudan has decreased to lower levels compared to last week.

CMF Assessment - Piracy Threat

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

As the weather conditions continue to improve, the opportunity for criminal networks/pirates to attempt aggressive actions against merchant vessels or small fishing dhows will **LIKELY** increase as a result of the rise of foreign fishing vessels inside Somalia’s TTWs.

The opportunity for aggressive action to be undertaken against merchant vessels increases to **MODERATE** closer inshore.

CMF Assessment - Houthi Threat

There have been no Houthi claimed strikes since 05 OCT 2025. Houthi forces have **HIGHLY LIKELY** paused maritime strikes whilst they monitor the ongoing ceasefire agreement. At ICOD, the US brokered Gaza peace pact remains intact with ceasefire violations **HIGHLY LIKELY** set to persist. Should the ceasefire collapse entirely then the Houthis would **ALMOST CERTAINLY** return to attacks on Israel, and Israeli affiliated interests. The situation remains fragile with significant challenges to overcome before moving to the next phase of the Peace Plan.

The threat level is **SEVERE** 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 **MODERATE**.



GEOPOL Highlights

Key Considerations

18 OCT: PNS YARMOOK seized 2038kg of Crystal Methamphetamine from a stateless Dhow. On **20 OCT** PNS YARMOOK seized 425kg of narcotics consisting of 350kg of Crystal Methamphetamine and 50kg of Cocaine.

19 OCT: Five Yemenis and 15 foreign workers were detained at a UN facility in Sana'a by the Houthis' as they increase their campaign against international agencies.

21 OCT: During the funeral for the Houthi CoS, Al Ghamari, Abdul-Malik Al-Houthi, stated that the Houthis are prepared to resume and even escalate their military operations should "Israel" re-engage in "genocidal acts, blockade, and starvation against the Palestinian people".

21 OCT: AQAP carried out a suicide attack on a compound in the al-Mahfad district, Abyan province of southern Yemen, targeting STC forces. Al-Shabaab affiliated media channel Shahada released images of attackers.

22 OCT: Israeli Knesset voted to pass a bill that would apply Israeli sovereignty to all West Bank settlements despite opposition from the US and Prime Minister Benjamin Netanyahu.

22 OCT: Hamas have returned 15 out of the 28 deceased hostages as part of the ceasefire agreement. Hamas was supposed to return all living and deceased hostages to Israel within 72 hours of the ratification of the ceasefire agreement.

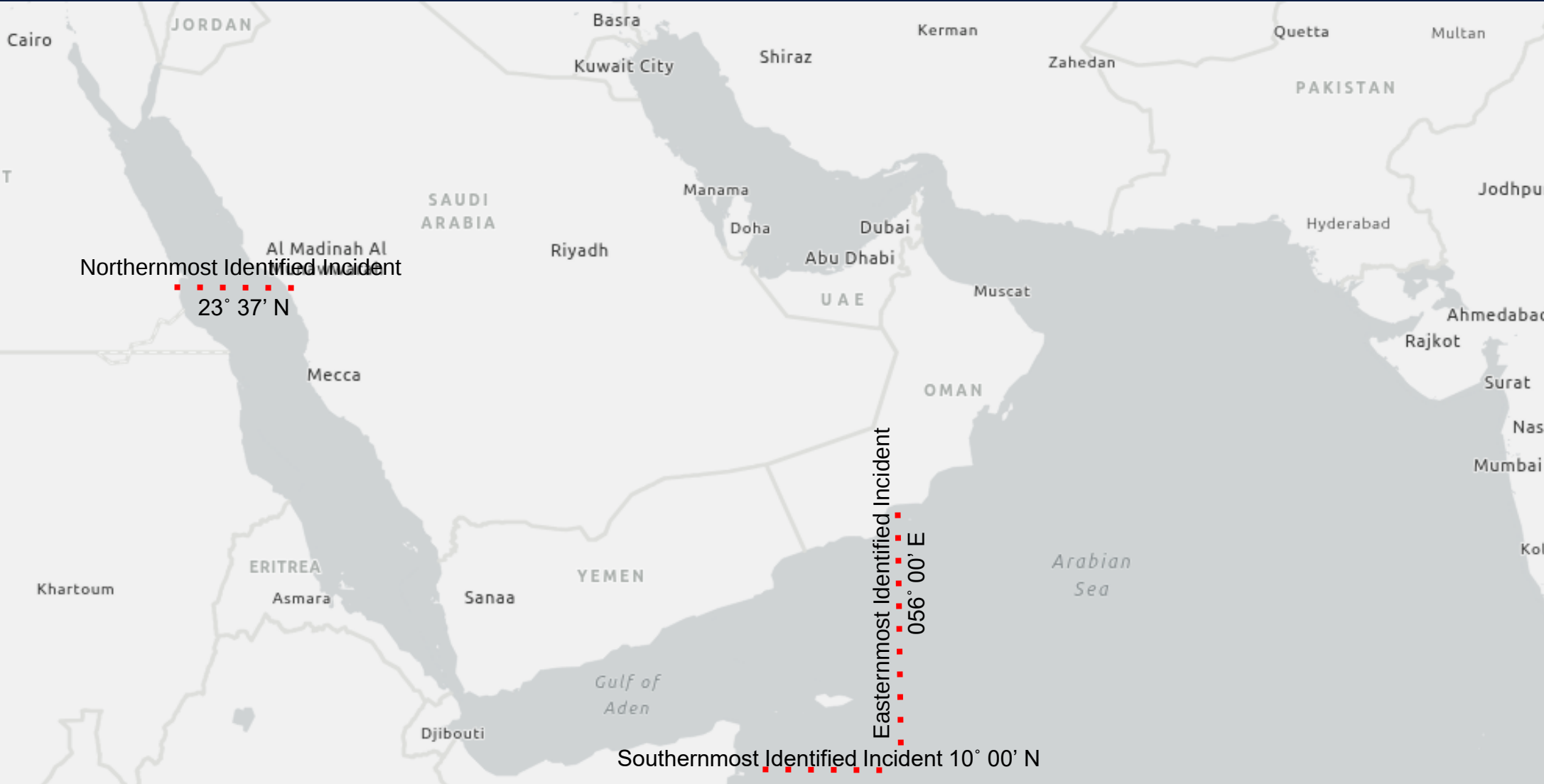


Electromagnetic Interference



- The heat-mapping graphic indicates the relative levels of electronic interference in the form of AIS anomalies during the period 15th – 22nd October 2025.
- The concentrations around Jebel Ali and Fujairah in the Arabian Gulf, and around Yanbu, centre of the Red Sea and around Sudan remain consistent with report produced last week. The amount of direct reports from vessels detailing GNSS Interference remains fairly similar compared to the previous week, albeit decreasing slightly. This consistency suggests maintained compliance in direct reporting. As per last week, the clustering around Suez Canal and central Red Sea has remained consistent; the same applies to clustering seen in the Strait of Hormuz and in the vicinity of Bandar e-Pars.
- Vessels are requested to report experience of electronic interference to UKMTO, in support of keeping the broader community better informed.

Incidents reported by UKMTO: None

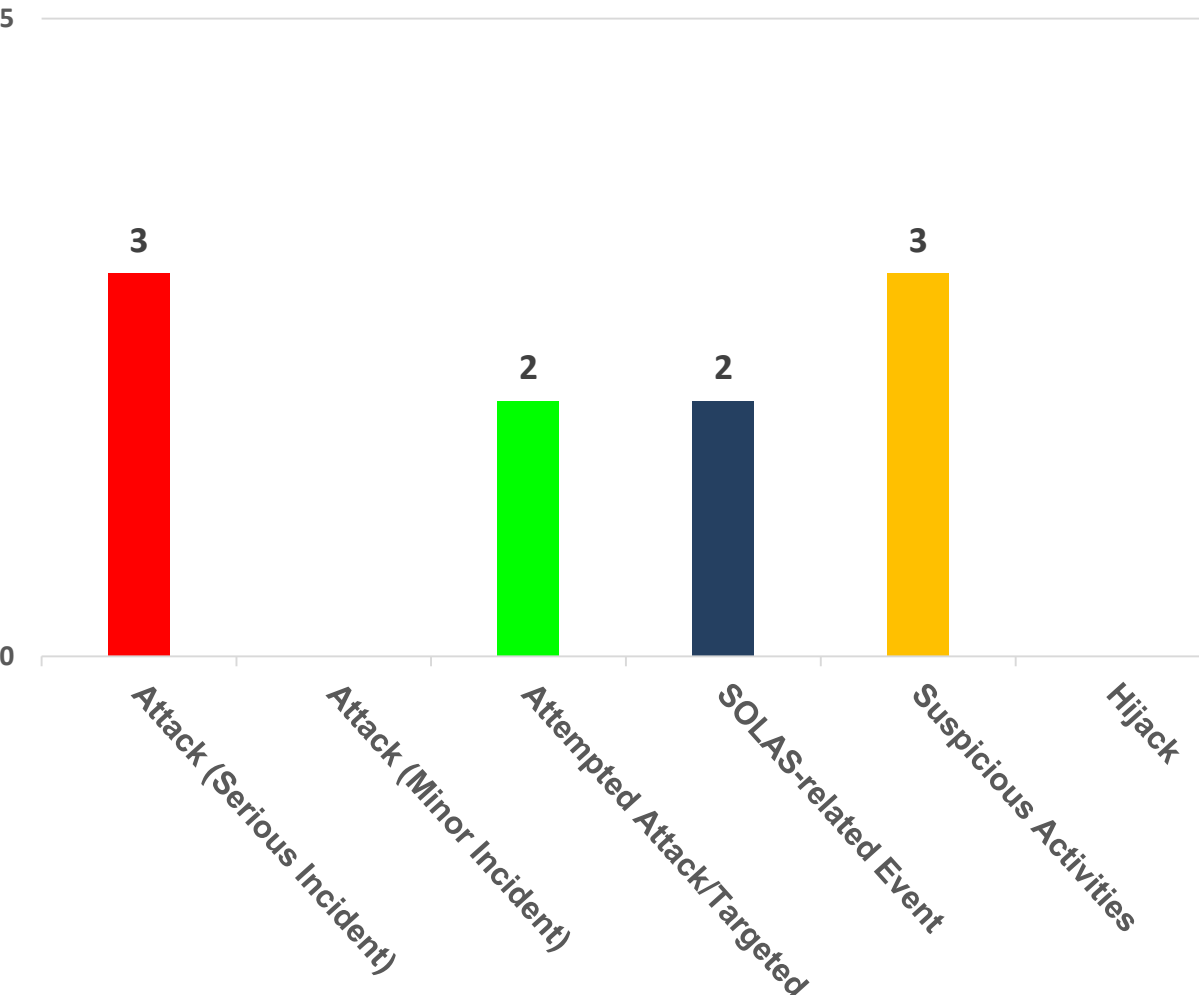
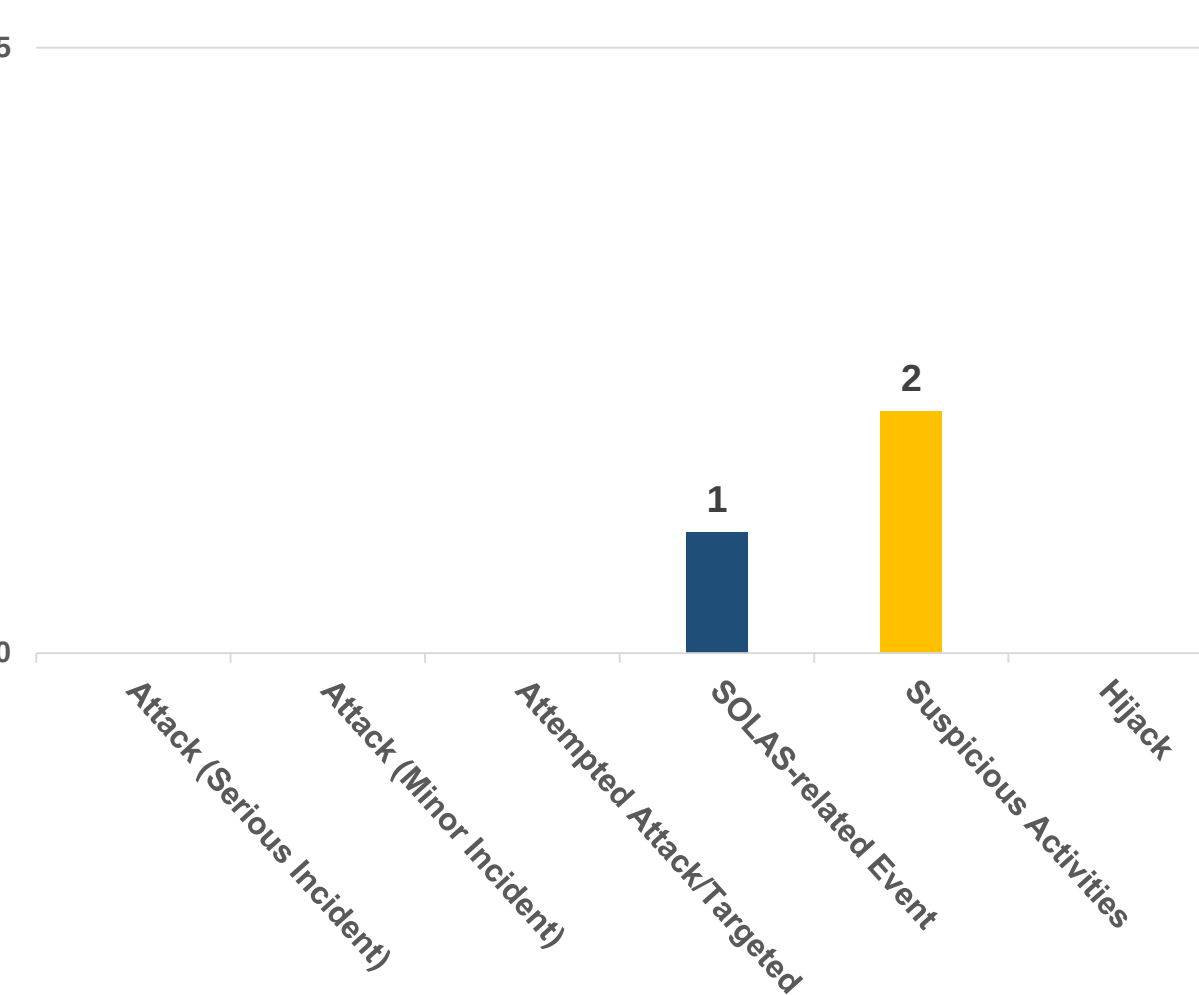


Date	Type of Incident Source	Vessel Name Flag / IMO / Location	Reports



JMIC Investigated Incidents

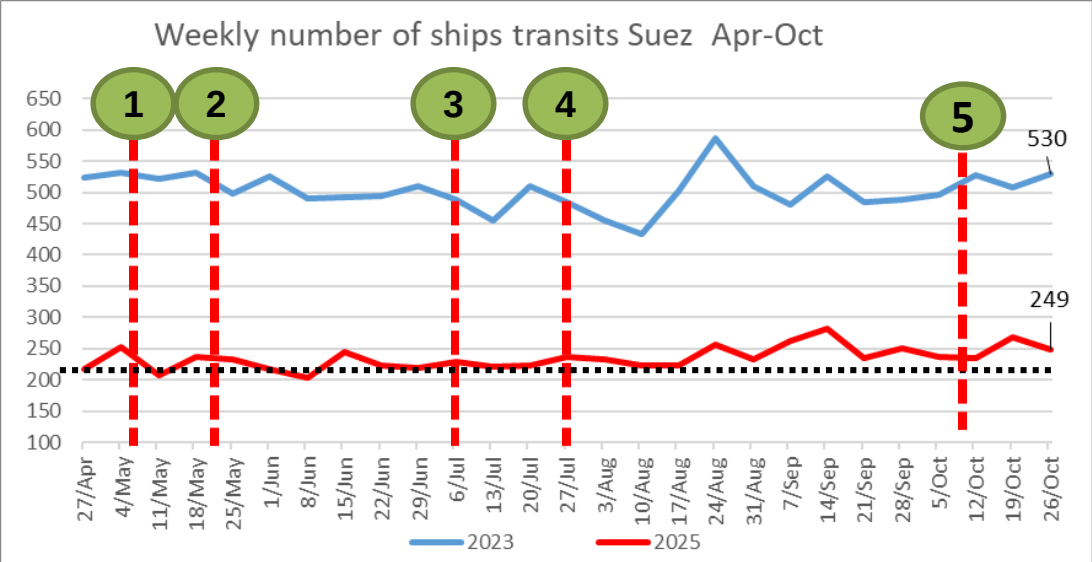
Since 01 January 2025

Total number of Incidents <i>(excluding coalition engagements)</i>		124 (0 new this week)																																											
Days since last incident / incident type		10 days / SOLAS																																											
Red Sea / GoA Incidents  <table><tr><th>Incident Type</th><th>Count</th></tr><tr><td>Attack (Serious Incident)</td><td>3</td></tr><tr><td>Attack (Minor Incident)</td><td>0</td></tr><tr><td>Attempted Attack/Targeted</td><td>2</td></tr><tr><td>SOLAS-related Event</td><td>2</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)	3	Attack (Minor Incident)	0	Attempted Attack/Targeted	2	SOLAS-related Event	2	Suspicious Activities	3	Hijack	0	Indian Ocean and Coast of Somalia  <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	Arabian Gulf / SoH / GOO  <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: 18 OCT 2025 Type: SOLAS Ship Name: M/T FALCON		Last incident info: Date: - Type: - Ship -		Last incident info: Date: 16 JUNE 2025 Type: SOLAS Ship: FRONT EAGLE / ADALYNN																																									



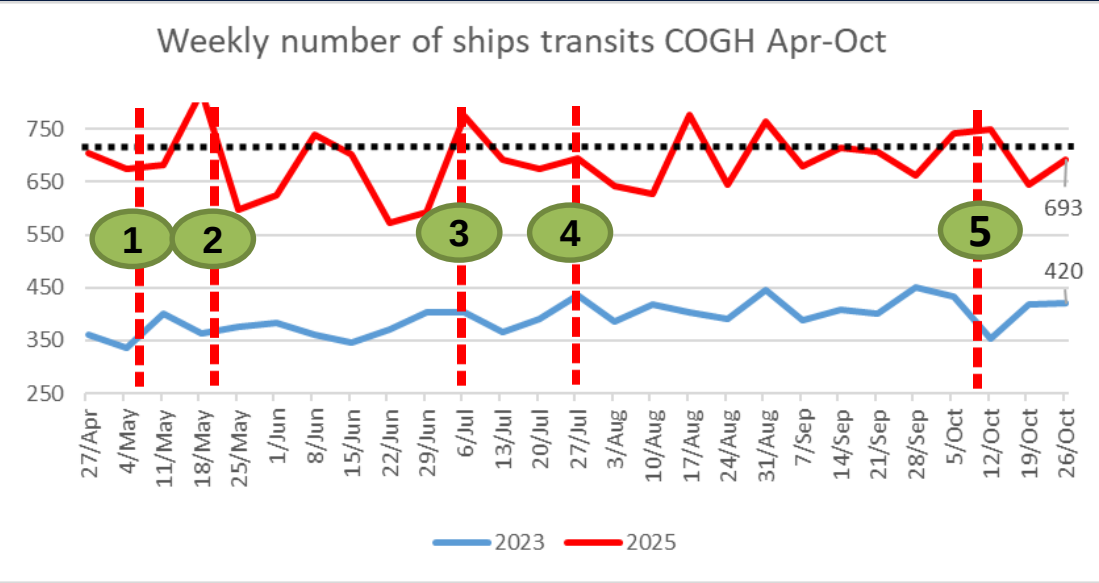
Weekly Transits

Suez



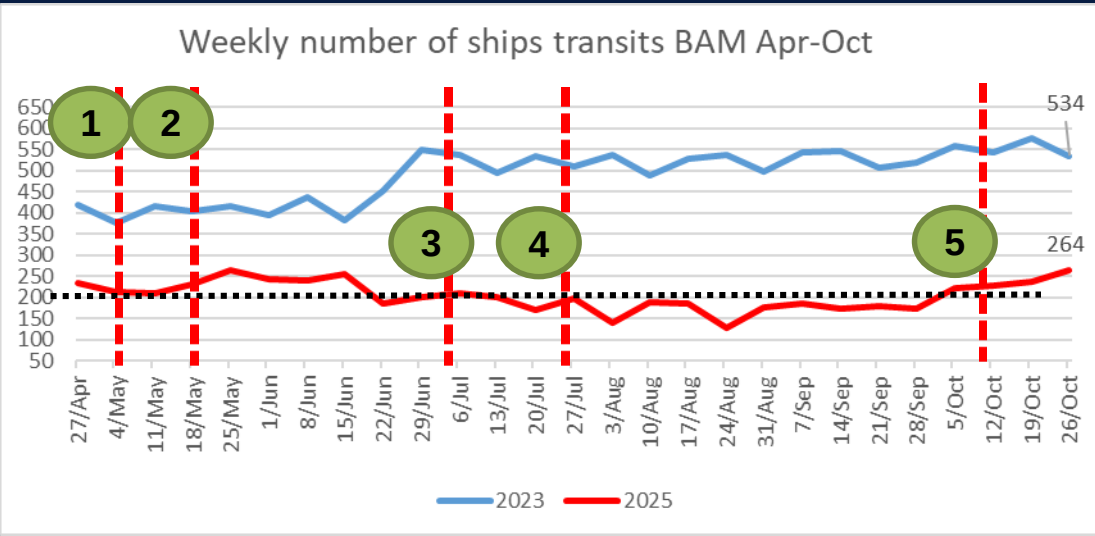
7,1 % Decrease WoW

Cape of Good Hope (CoGH)



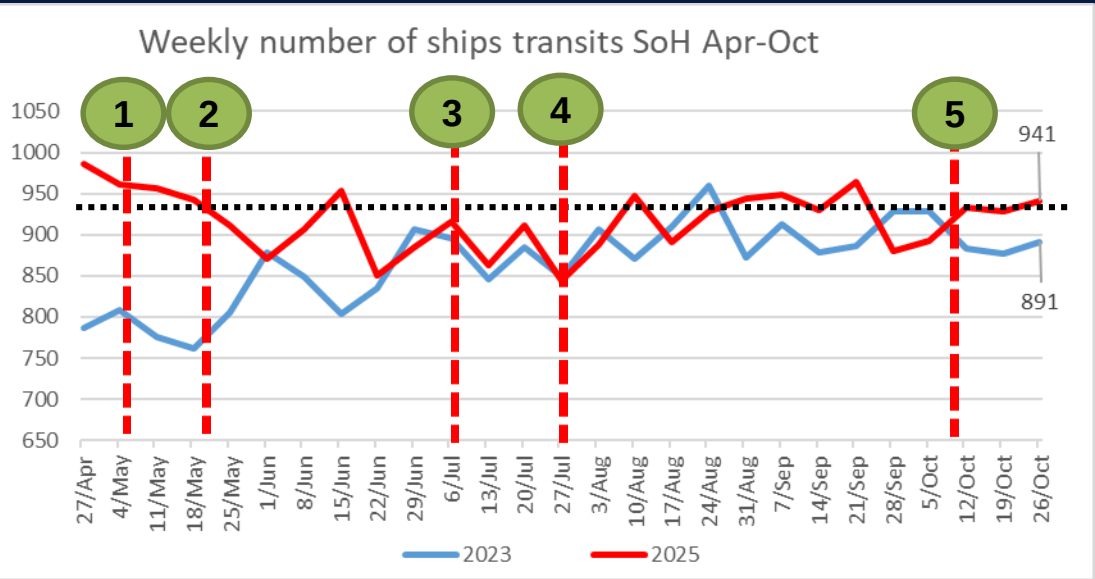
7,4 % Increase WoW

Bab al-Mandeb (BAM)



10,9 % Increase WoW

Strait of Hormuz (SoH)



1,4 % Increase WoW

- 1 US and Houthi ceasefire 06 MAY 2025
- 2 Houthi blockade announcement 19 MAY 2025
- 3 Resumption of attacks 06 JULY 2025
- 4 Houthi announcement 27 JULY 2025
- 5 Hamas-Israel ceasefire 10 OCT 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.



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. • 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.



CMF CTF 151 Press release

Brazil-Led Combined Task Force 151 to Launch Focused Operation “MARE LIBERUM V”

From 2 to 6 November 2025, the Combined Task Force 151 (CTF-151), under the command of the Brazilian Navy, will lead Focused Operation “MARE LIBERUM V”, a multinational initiative designed to deter piracy and strengthen maritime security across the Gulf of Aden, the Bab al-Mandeb Strait and the Somali Basin — routes essential to global trade and to maritime stability in the Western Indian Ocean. Throughout the operation, participating units will conduct joint patrols, maritime awareness activities, and information exchange to enhance Maritime Domain Awareness (MDA) in key shipping lanes and high-risk areas. “MARE LIBERUM V is a flexible operation that combines deterrence with innovation,” added Admiral Lancellotti. “The integration of unmanned systems and advanced surveillance technologies will increase awareness, responsiveness and interoperability among partner forces.”

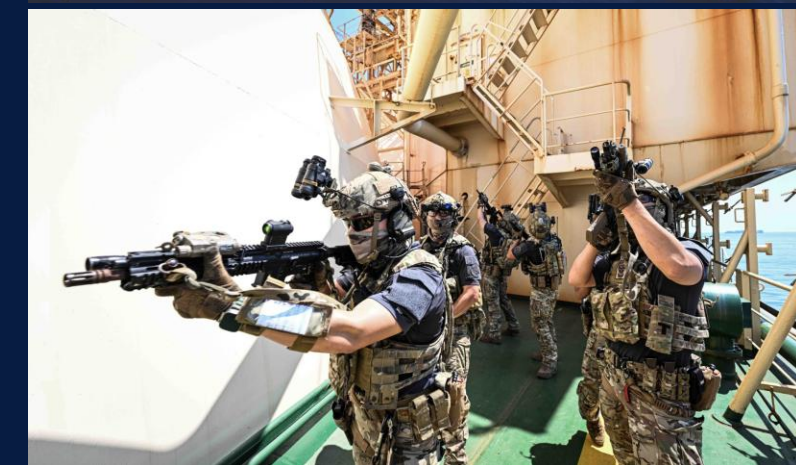
In addition to the operations at sea, CTF-151 will host the “Law Seminar on Counter Piracy Actions.” The event brings together international speakers to discuss legal frameworks and best practices for counter-piracy operations, fostering professional exchange and strengthening the Rules Based International Order (RBIO). CTF-151 maintains an ongoing dialogue with the global shipping industry to promote awareness and implementation of Best Management Practices – Maritime Security (BMP-MS). Through engagement with shipping companies, coastal states and regional maritime information centres, the task force encourages preventive measures, timely reporting of suspicious activity and active participation in creating a more secure maritime environment.

Additionally, CTF-151 will conduct Maritime Security Enhancement Training (MSET) activities with regional partners to reinforce procedures, build capacity and deepen interoperability across the area of operations.

For additional information:

CTF 151 Plans Officer – Commander Jorge, vinicius.c.jorge.fm@us.navy.mil

CTF 151 Operations Officer – Commander Barcelos, rafael.f.barcelos.fm@us.navy.mil



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/>

