# JMIC Weekly Dashboard for the Middle East



Accurate and timely information for the protection of Mariners

Week 48 - 2025 (24 – 30 November)

### 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 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

- An Eswatini-flagged vessel was seized by IRGC on 30 Nov for alleged fuel smuggling. JMIC noted the incident as a state enforcement activity and no change to threat level for vessels engaged in legitimate trade.
- MODERATE EM interference in the AG, SoH, and GoO.

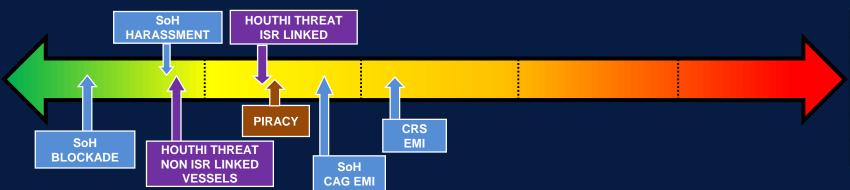
Red Sea, Bab-al-Mandab and Gulf of Aden

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

Levels of GNSS interference in the Arabian Gulf (AG) remain at lower intensity levels throughout the last week. The SoH and AG are prone to sporadic EMI and vessels transiting this area could be impacted.

The concentration of EMI remains **SUBSTANTIAL** in the Central Red Sea with jamming emanating from Port Sudan in particular.

Harassment in the SoH is assessed as **MODERATE** with activity from regional actors increasing this week.

### **CMF Assessment - Piracy Threat**

The piracy threat is assessed as **MODERATE** due to the permissive weather conditions and continued presence of foreign fishing vessels (FFVs) operating within the SOM EEZ, which increases the opportunity for PAGs to target FFVs to use as motherships further offshore in dense shipping traffic.

### **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. Abdul Malik Al Houthi reiterated this in a statement on Yemen's Independence Day which took place on 30 Nov 25.

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**

23 NOV The Houthis have condemned 18 UN aid workers to public execution. The UN workers are accused of spying for Israel and supplying sensitive information such as military base locations, missile sites and the whereabouts of Houthis leaders to other countries such as the UK and Saudi Arabia.

23 NOV Hamas met Egypt's intelligence chief to discuss the peace plan. Hamas reaffirmed their commitment to implementing the first stage of the peace plan but accused Israel of continued violations of the ceasefire. During the meeting the Hamas fighters stuck in Rafah were discussed and Hamas revealed the communications with the fighters had been lost.

**24 NOV** Al Qaeda in Yemen (AQAP) has claimed they wounded a member of the UAE backed Southern Transitional Council in a sniper attack. The report was released via Signal and reportedly shows video of the attack. Two other commanders within the Southern Transitional Council have reportedly visited the man in hospital.



## **Electromagnetic Interference**



- The heat-mapping graphic indicates the relative levels of electronic interference in the form of AIS anomalies during the period <u>5 –</u> <u>12 November 2025</u>
- Compared to last reports, GNSS Interference Reporting by vessels remains relatively unchanged in both the Strait of Hormuz and the Red Sea. The AIS Speed Anomaly concentrations around Sudan and Central Red Sea remain moderate to high; significant clustering remains around Jebel Ali, Fujairah, Strait of Hormuz and Suez Canal region
- Vessels are requested to report experience of electronic interference to UKMTO, in support of keeping the broader community better informed.



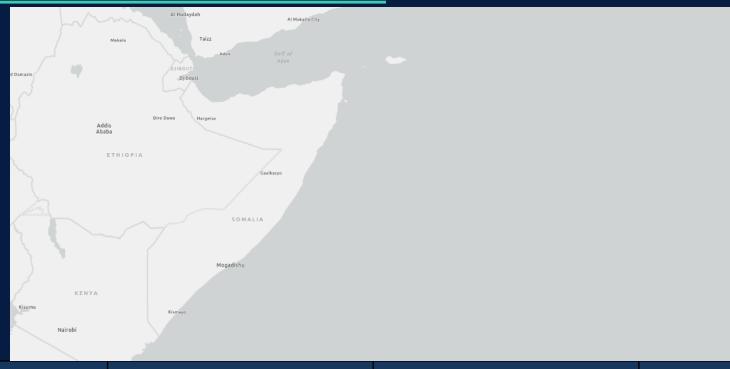


## Houthi related incidents reported by UKMTO: None





# Piracy incidents reported by UKMTO: None



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



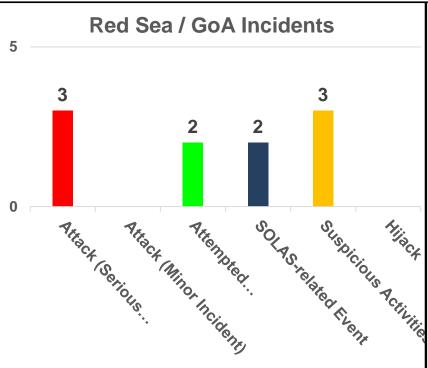
## JMIC Investigated Incidents Since 01 January 2025

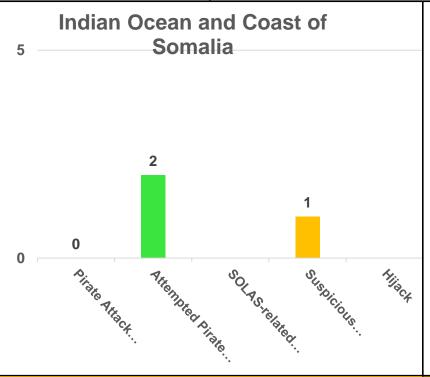


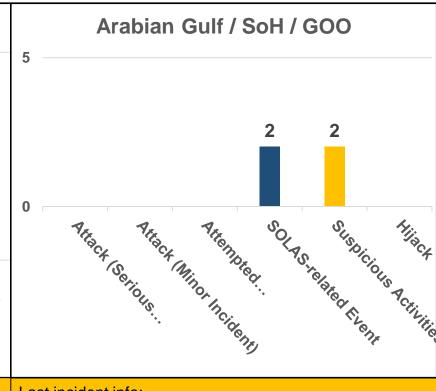
126 (0 new this week)

Days since last incident / incident type

16 days / Suspicious Activities







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

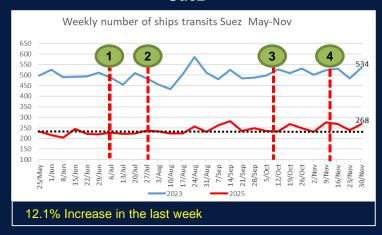
Type: SUSPICIOUS ACTIVITY

Ship: TANKER

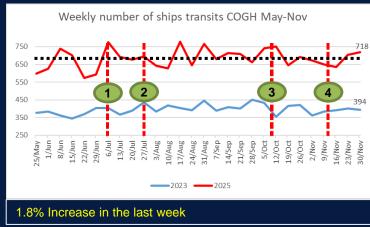


### **Weekly Transits**

#### Suez



### **Cape of Good Hope (CoGH)**



<sup>\*</sup>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.

### 1

#### Resumption of attacks 06 JULY 2025



Houthi announcement 27 JULY 2025

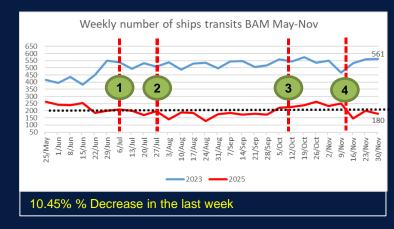


Hamas-Israel ceasefire 10 OCT 2025

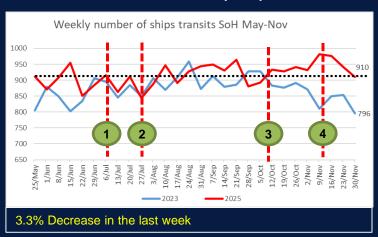


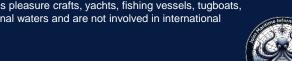
Houthi statement 11 NOV 2025

### Bab al-Mandeb (BAM)



### **Strait of Hormuz (SoH)**









# **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.		



### **Additional Resources**

#### Additional Resources on Incident:

UKMTO Reporting Visit: <a href="https://www.ukmto.org">https://www.ukmto.org</a>
Email: <a href="mailto:watchkeepers@ukmto.org">watchkeepers@ukmto.org</a>
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 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:

<u>JMIC Products (ukmto.org)</u>

JMIC Advisory on CMF Maritime Threat Levels

Please also visit our LinkedIn page <a href="https://www.linkedin.com/company/jmic/">https://www.linkedin.com/company/jmic/</a>



