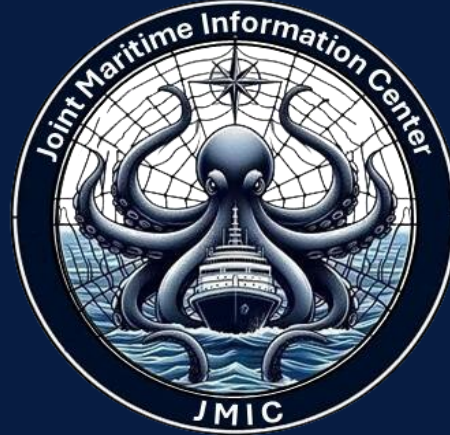


# JMIC Weekly Dashboard for the Middle East



*Accurate and timely information for the protection of Mariners*

**Week 04 - 2026**  
**(19-25 January)**



*Combined Maritime Forces*

# JMIC Weekly Assessment for the Middle East Region

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## Guidance for Vessels transiting the High Threat Area

The commencement of the second phase of the ceasefire agreement demonstrates that the broader peace pact remains intact. Houthi forces have HIGHLY LIKELY paused maritime strikes, consistent with their previous pattern of linking ops to developments in Gaza. Should the ceasefire collapse, the Houthis would HIGHLY LIKELY resume attacks against Israel and Israeli-affiliated interests. The past week marked an increase in Houthi-linked rhetoric, including threats to resume maritime attacks should Iran be targeted.

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 assessed possibly due to unfavourable weather conditions.

Risk mitigation measures and resources include:

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

## Specific Events

Indian Ocean and Coast of Somalia

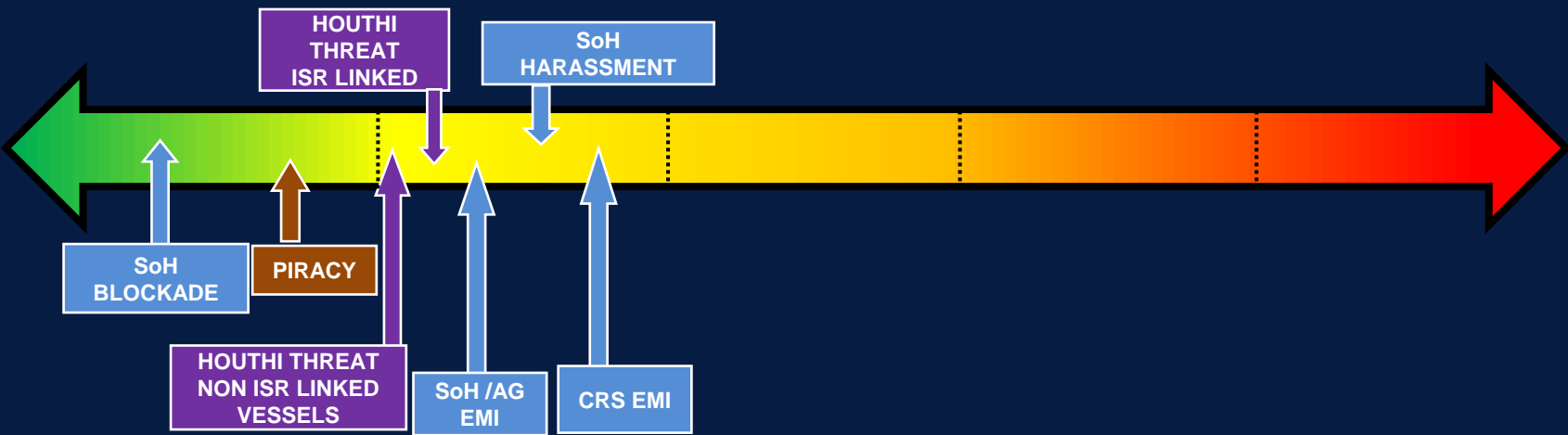
- The piracy threat is currently assessed as **LOW** in the Gulf of Aden, Somali Basin and the Indian Ocean.

Arabian Gulf, Strait of Hormuz and Central Red Sea

- **MODERATE** EMI
- 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) have presented as **MODERATE** in the Arabian Gulf (AG) and in the Strait of Hormuz (SoH) throughout the last week.

The concentration of EMI remains **MODERATE** in the Central Red Sea. Vessels transiting this area may observe effects from this interference.

CMF Assessment - Piracy Threat

The piracy threat is assessed as **LOW** with the North East Monsoon increasing sea states in the Arabian Gulf 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 rhetoric has increased with threats to resume maritime attacks if Iran is targeted. The statements underscore the volatility and risk of regional escalation.

Houthis continue to adhere to the Gaza ceasefire.

The threat level is **MODERATE** for any merchant vessel (MV) or shipping company (including fleet) affiliated to Israel (fully/partially owned, flagged, Israeli port calls) when transiting the RS, BAM and GoA. The threat to other Western affiliated shipping is also assessed to be **MODERATE**.



# CMF Regional Threat Level Assessment

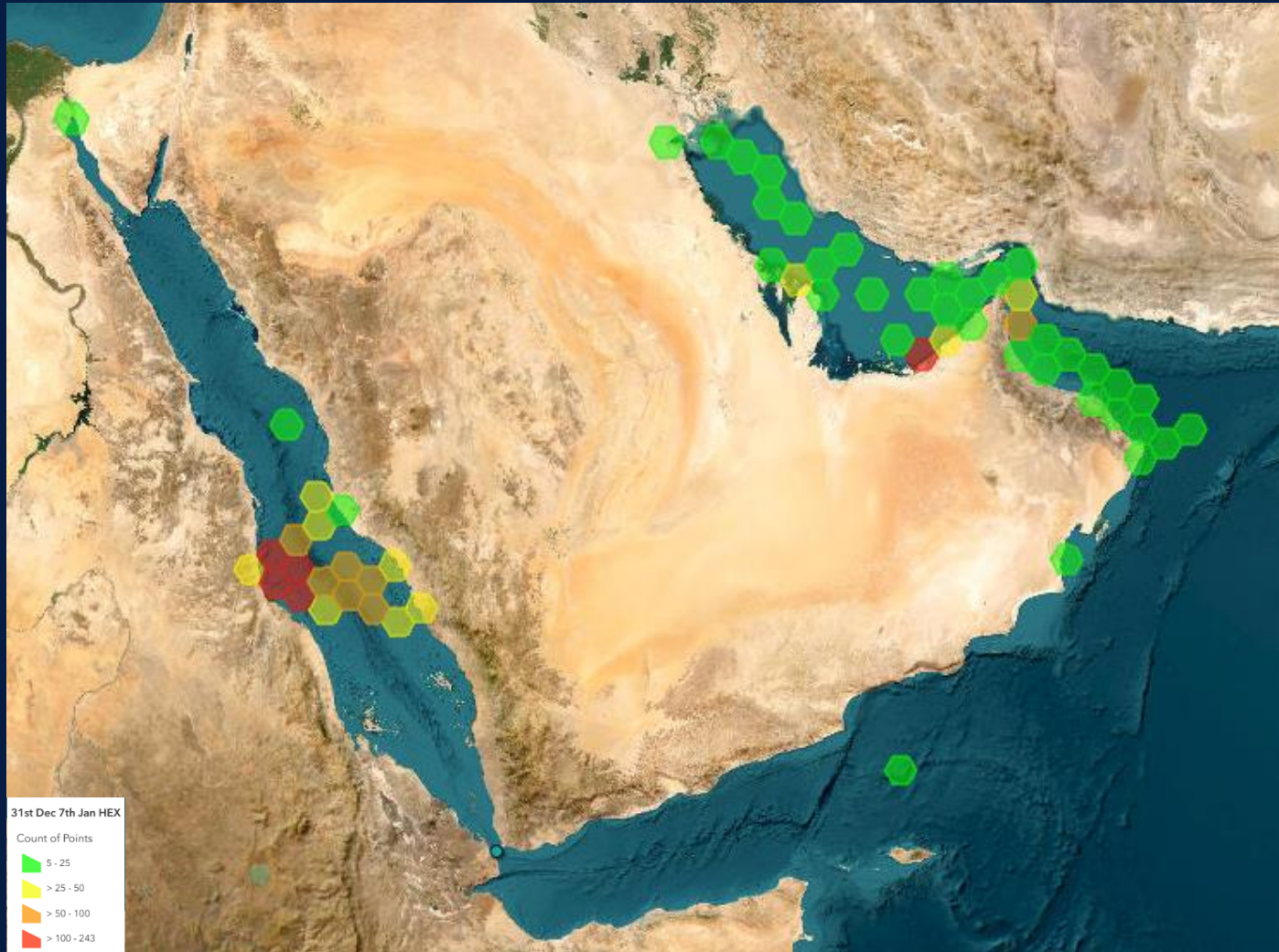
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## Key Considerations

Regional tensions remain elevated due to ongoing unrest coupled with expected buildup of naval forces and the potential for third-party involvement.



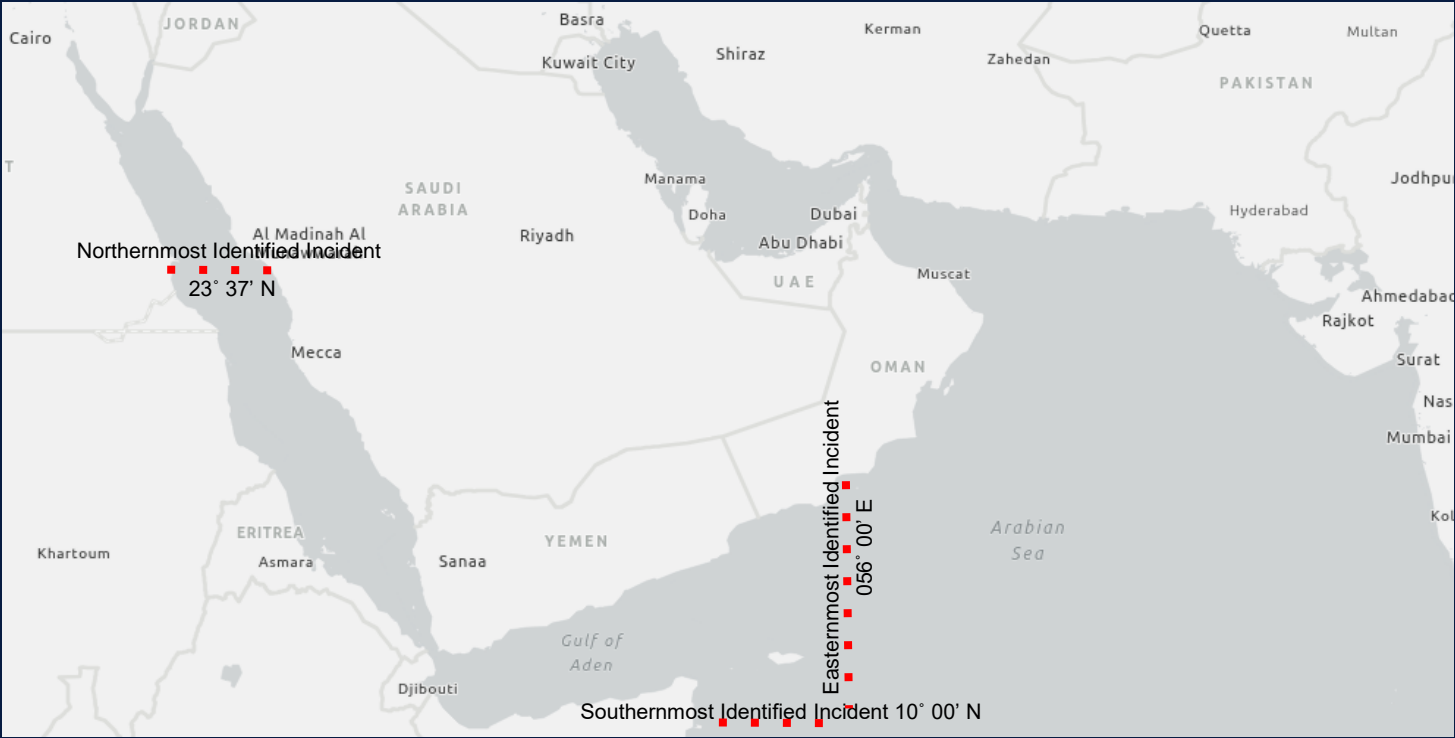
# Electromagnetic Interference



- The heat-mapping graphic indicates the relative levels of electronic interference in the form of AIS anomalies during the period 14<sup>th</sup> – 21<sup>st</sup> January 2026
- Compared to last week's report, there are **moderate** levels of interference within the Strait of Hormuz, throughout the Arabian Gulf and nearer the coastline; with attention focusing on **moderate** levels seen in the port of Fujairah. However, this is not deemed to have a significant impact on ships navigation or safety.
- In the Central Red Sea region, the interference levels remain in the **moderate** range; Port Sudan remaining in the **moderate** range. However, there still appears to be a lack of direct reporting compliance.
- Vessels are requested to report experience of electronic interference to UKMTO, in support of keeping the broader community better informed.



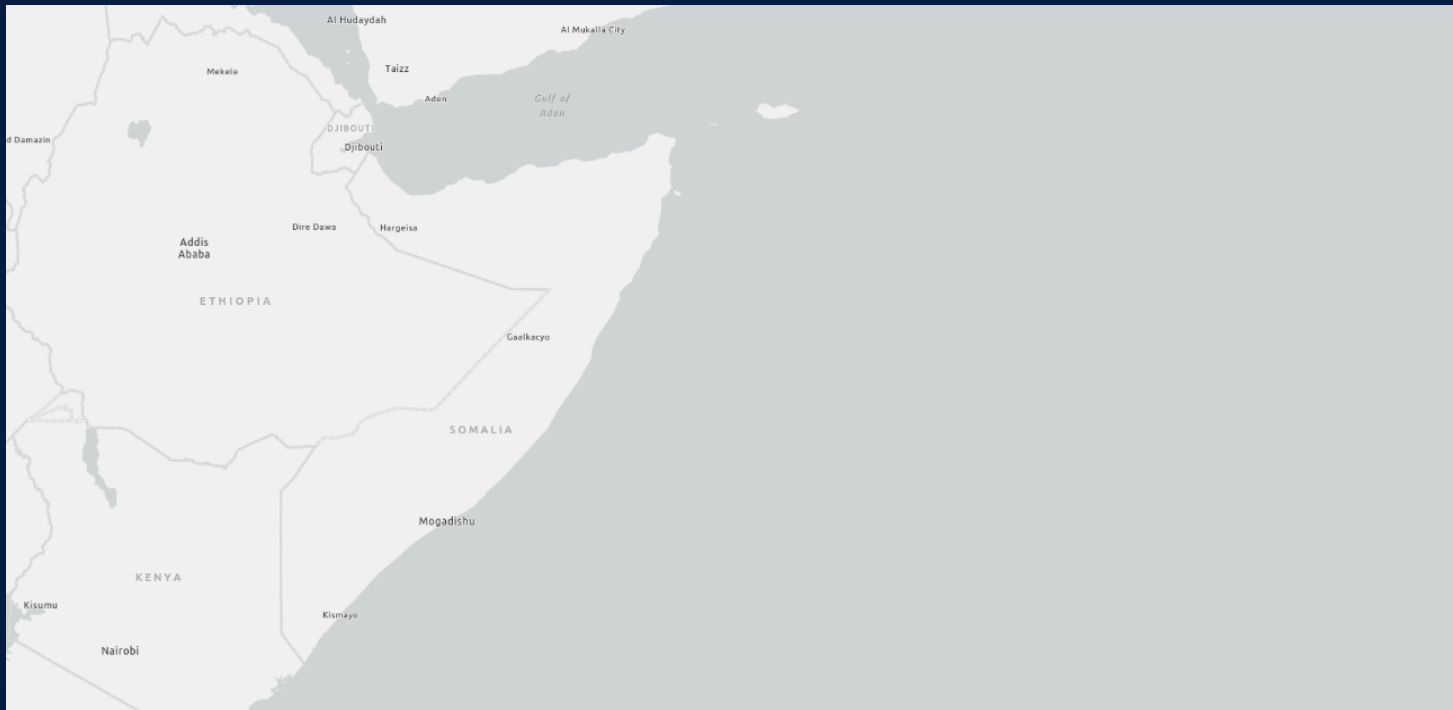
# Houthi related incidents reported by UKMTO: None



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



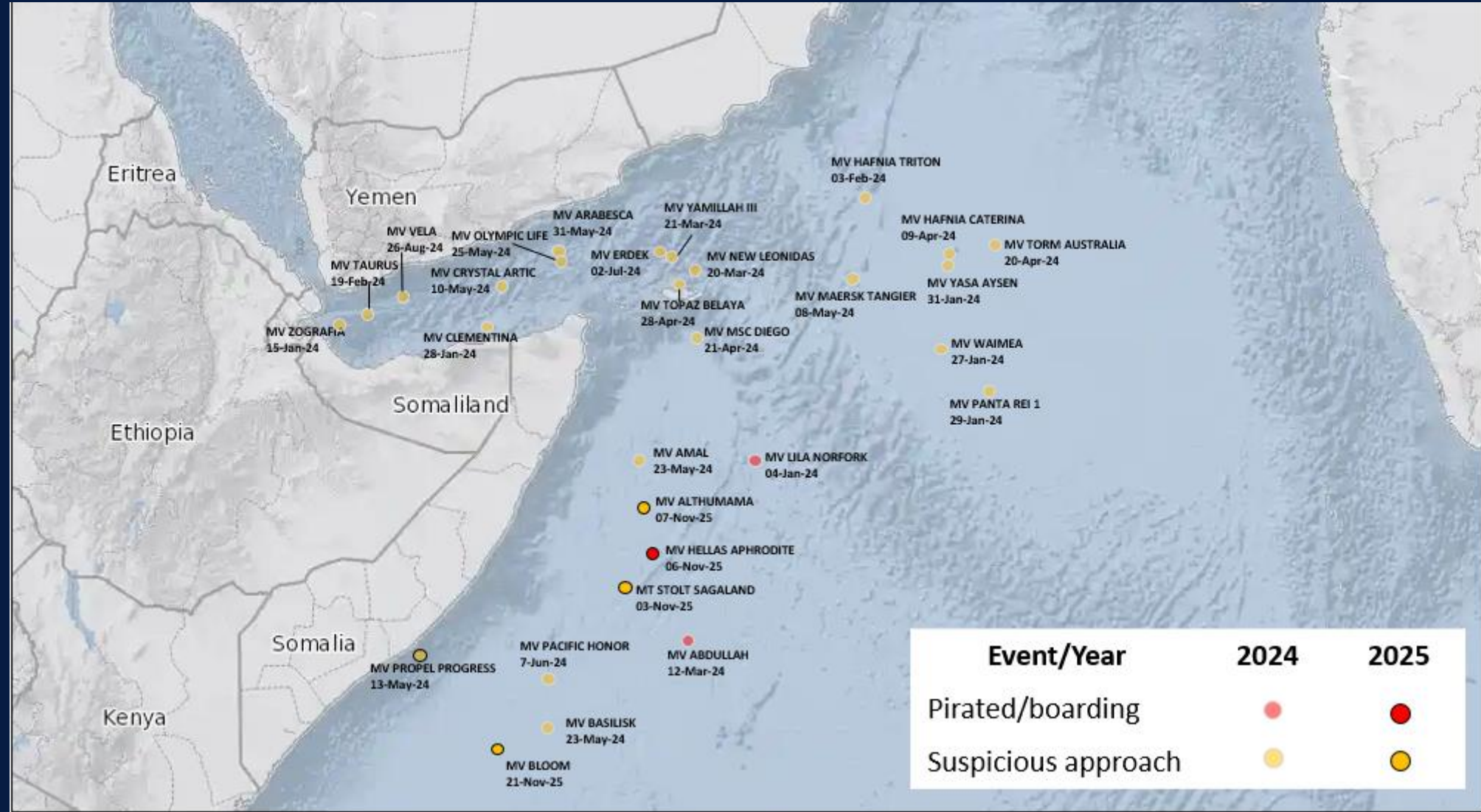
# Piracy incidents reported by UKMTO: None



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



# Piracy incidents 2024 and 2025 comparison





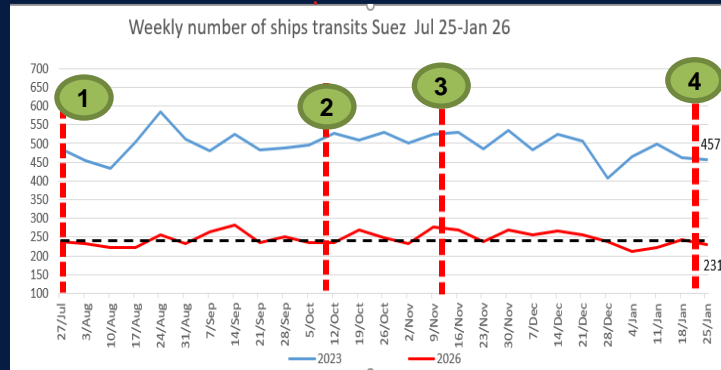
# JMIC Investigated Incidents Since 01 January 2025

<b>Total number of Incidents</b> <i>(excluding coalition engagements)</i>		<b>127</b> (0 new this week)																											
<b>Days since last incident / incident type</b>		65 days / Suspicious Activities																											
<div><h3>Red Sea / GoA Incidents</h3><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></div>		Incident Type	Count	Attack (Serious...	3	Attack (Minor Incident)	0	Attempted...	2	SOLAS-related Event	2	Suspicious Activities	4	Hijack	0	<div><h3>Indian Ocean and Coast of Somalia</h3><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></div>		Incident Type	Count	Pirate Attack...	0	Attempted Pirate...	2	SOLAS-related...	0	Suspicious...	1	Hijack	0
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<b>Last incident info:</b> Date: 18 OCT 2025 Type: SOLAS Ship: M/T FALCON		<b>Last incident info:</b> Date: 07 NOV 2025 Type: ATTEMPTED PIRATE ATTACK Ship: TANKER																											
		<b>Last incident info:</b> Date: 14 NOV 2025 Type: SUSPICIOUS ACTIVITY Ship: TANKER																											



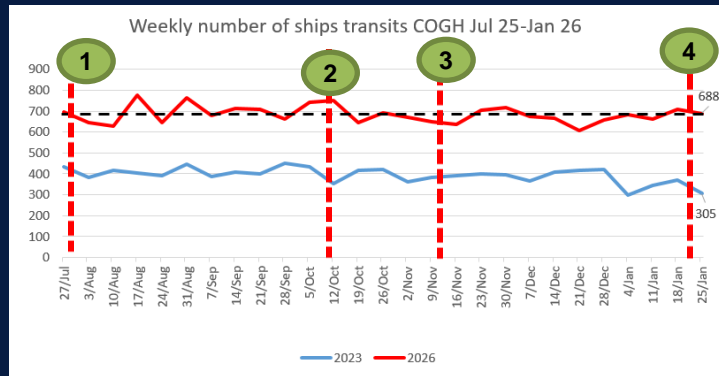
# Weekly Transits

## Suez



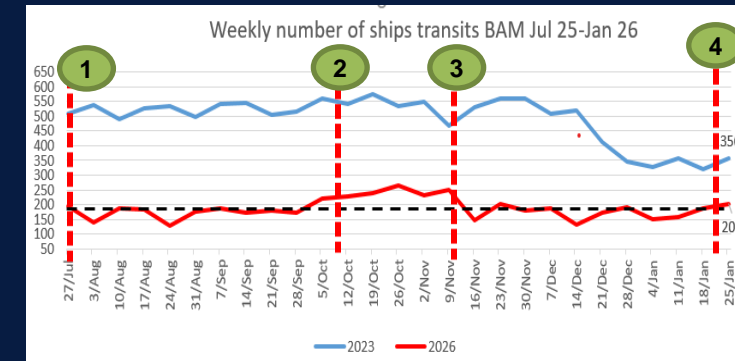
5.3 % Decrease in the last week

## Cape of Good Hope (CoGH)



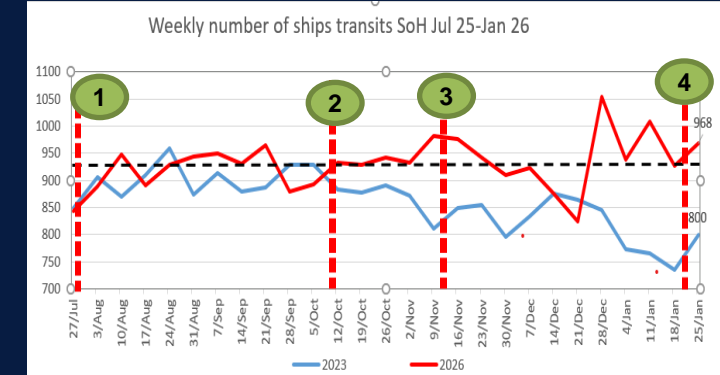
2.6 % Decrease in the last week

## Bab al-Mandeb (BAM)



7.9 % Increase in the last week

## Strait of Hormuz (SoH)



4.4 % Increase in the last week

1

Houthi announcement  
27 JULY 2025

2

Hamas-Israel ceasefire  
10 OCT 2025

3

Houthi statement  
11 NOV 2025

4

Houthi announcement on the  
retaliatory maritime attack if  
strikes in the region  
25 JAN 2026

\*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
<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 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/>

