

# JMIC Weekly Dashboard for the Middle East



*Accurate and timely information for the protection of Mariners*

**Week 51 - 2025**  
**(15 – 21 December)**



*Combined Maritime Forces*

# 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 continue to 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

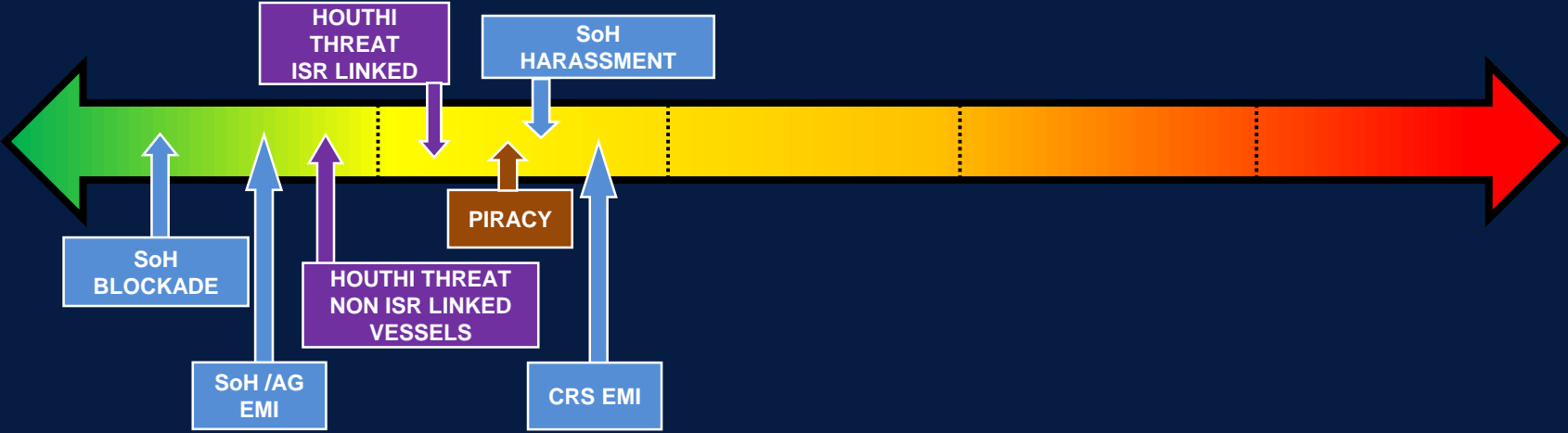
- **LOW** EM interference in the AG, SoH, and GoO.

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

- **MODERATE** EM interference in the Red Sea in vicinity of Port Sudan, Yanbu, and Jeddah.
- 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 **LOW** in the Arabian Gulf (AG) and in the Strait of Hormuz (SoH) throughout the last week. Vessels transiting this area could be impacted.

The concentration of EMI remains **MODERATE** in the Central Red Sea.

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. There are currently no known PAGs in the AOR.

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.

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

Following a meeting on **19 DEC** in Miami, a joint statement issued by Egypt, Qatar, Turkey and the US, urged both Hamas and Israel to adhere to the US brokered peace plan, and to exercise restraint. The second phase of the peace plan requires compromises from Hamas and Israel regarding issues of disarmament by Hamas and the withdrawal of Israeli forces from Gaza. Both sides have not yet formally signed on to the second phase of the peace plan.



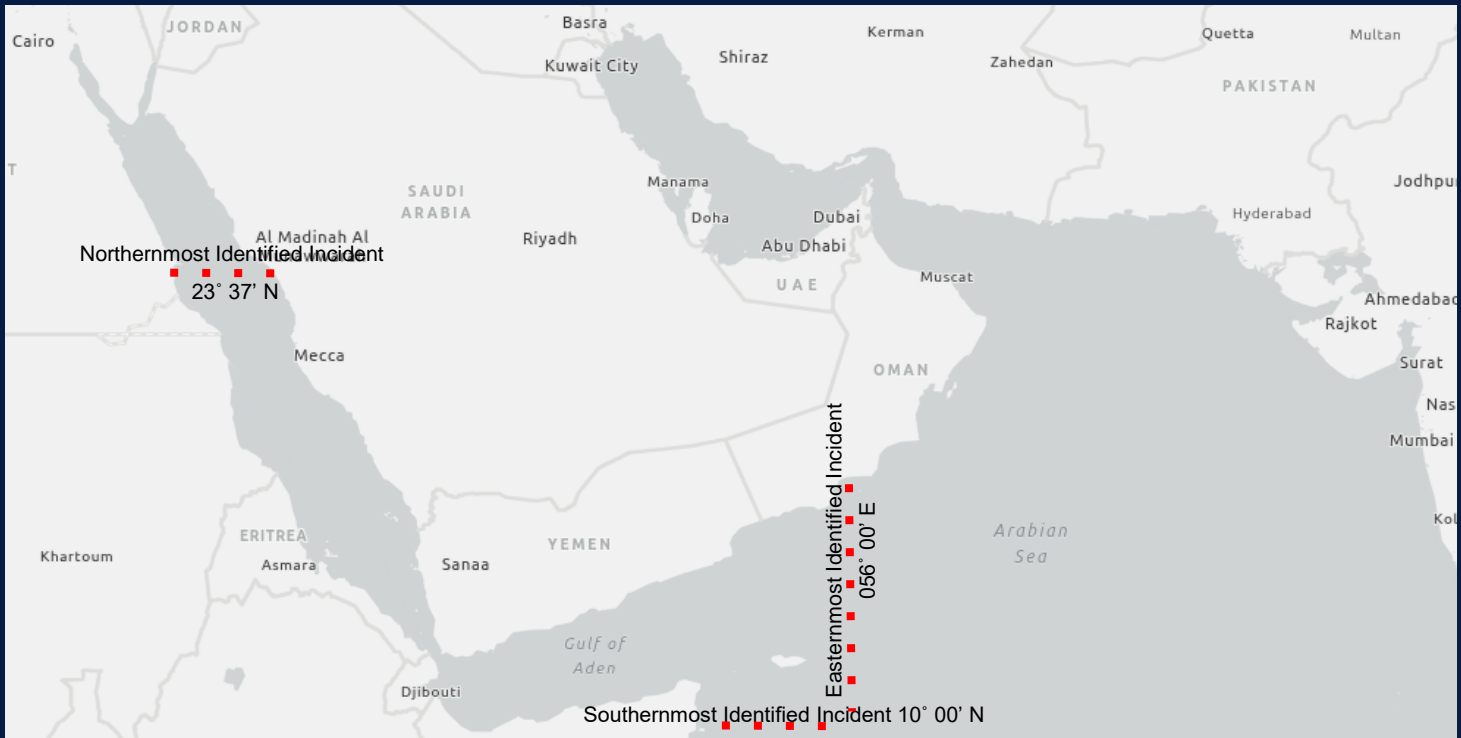


# Electromagnetic Interference



- The heat-mapping graphic indicates the relative levels of electronic interference in the form of AIS anomalies during the period 10 – 17 December 2025
- The highest levels of concentration (critical) observed is around Dubai, followed by moderate levels seen around Abu Dhabi, Fujairah Anchorage, Port of Jeddah and Central Red Sea. Severe levels are observed in the vicinity of Port Sudan (slightly lower than last week, but still classed within higher level range). The lowest levels were at the end of the corridors entering the Arabian Gulf after Strait of Hormuz, and in the Northern Red Sea. There is still a noticeable lack of compliance from direct reporting for vessels experiencing such event.
- Vessels are requested to report experience of electronic interference to UKMTO, in support of keeping the broader community better informed.

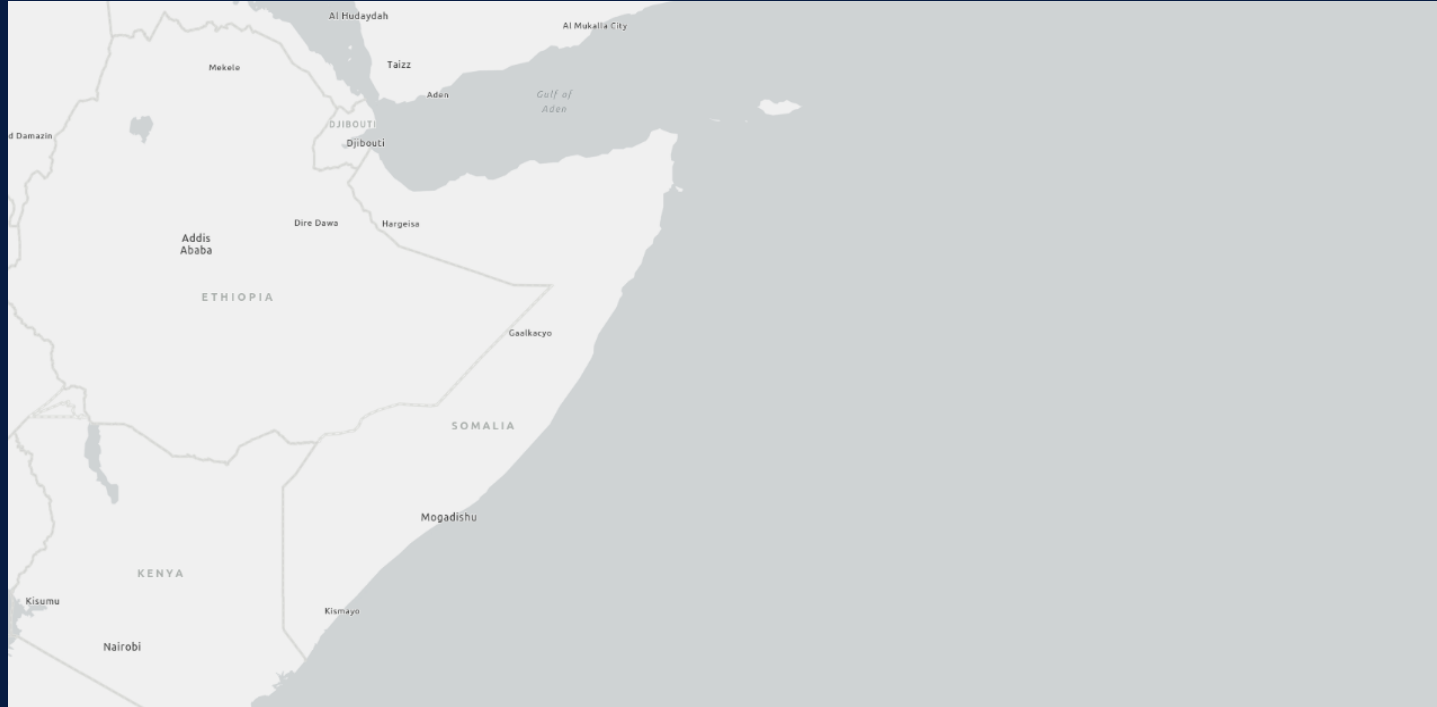
# Houthi related incidents reported by UKMTO: None



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



# Piracy incidents reported by UKMTO: None

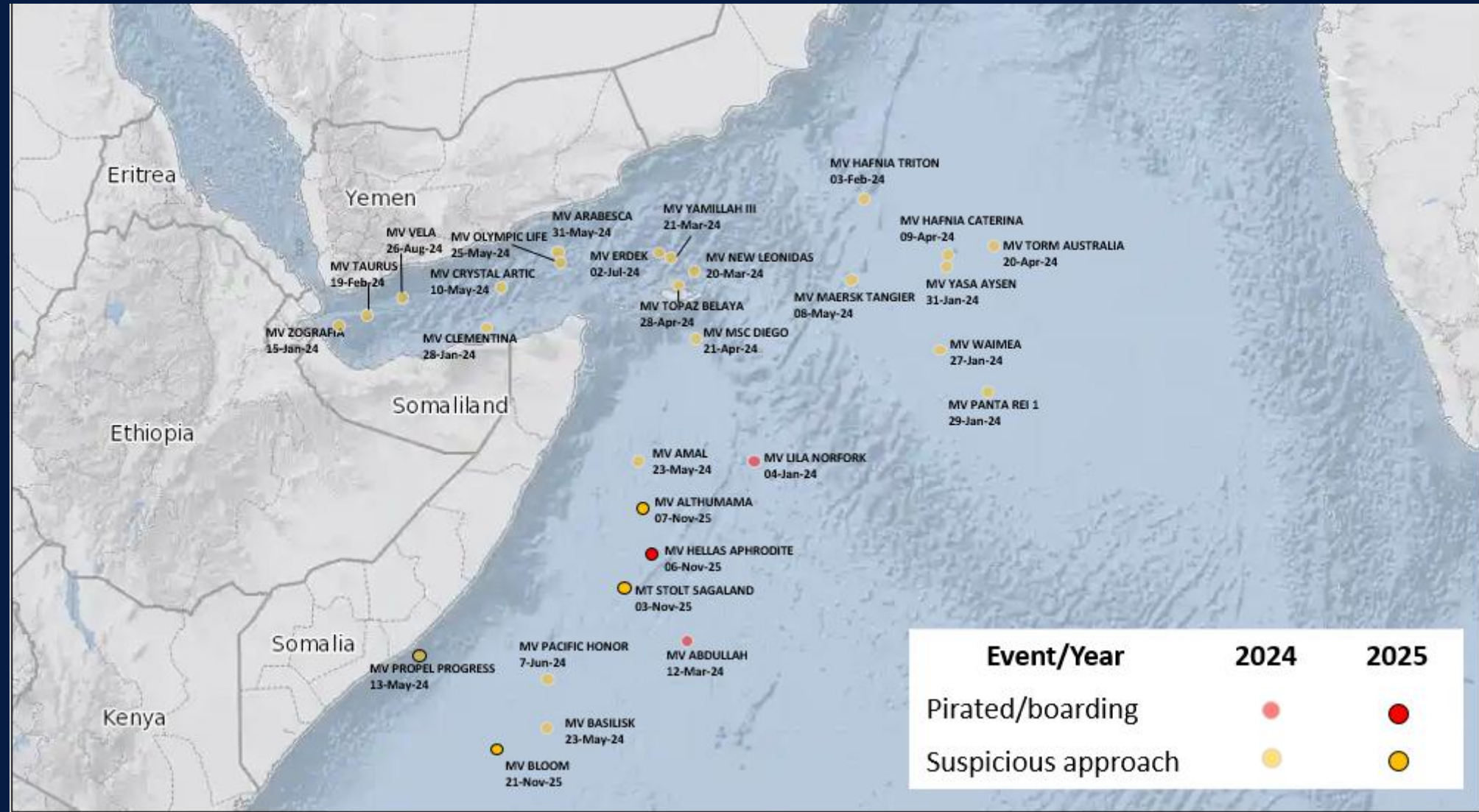


Date	Type of Incident Source	Vessel type / Flag	Location	Reports
NTR				





# Piracy incidents 2024 2025 comparison





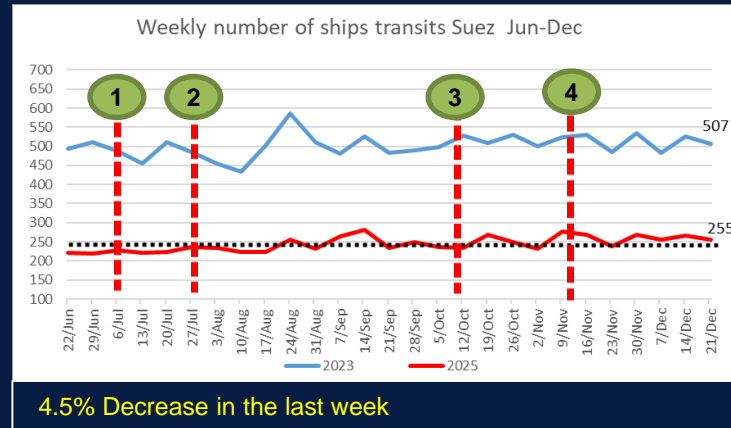
# JMIC Investigated Incidents Since 01 January 2025

Total number of Incidents <i>(excluding coalition engagements)</i>		127 (0 new this week)																											
Days since last incident / incident type		37 days / Suspicious Activities																											
<div>Red Sea / GoA Incidents</div> <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>		Incident Type	Count	Attack (Serious...	3	Attack (Minor Incident)	0	Attempted...	2	SOLAS-related Event	2	Suspicious Activities	4	Hijack	0	<div>Indian Ocean and Coast of Somalia</div> <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>		Incident Type	Count	Pirate Attack...	0	Attempted Pirate...	2	SOLAS-related...	0	Suspicious...	1	Hijack	0
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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																											

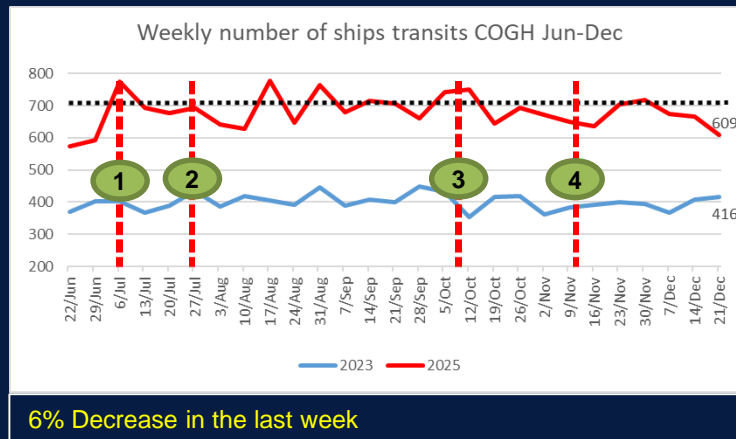


# Weekly Transits

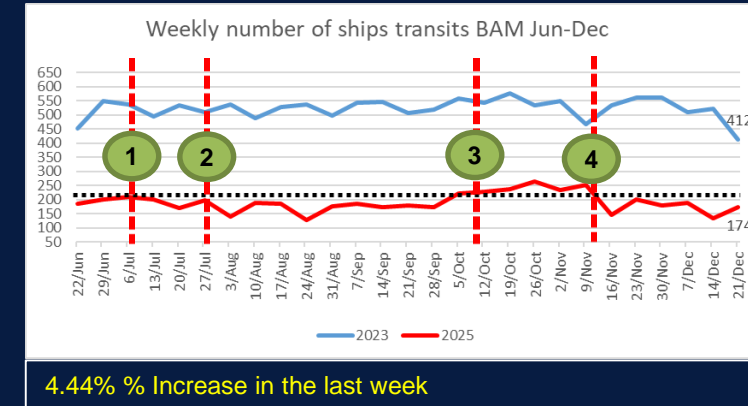
## Suez



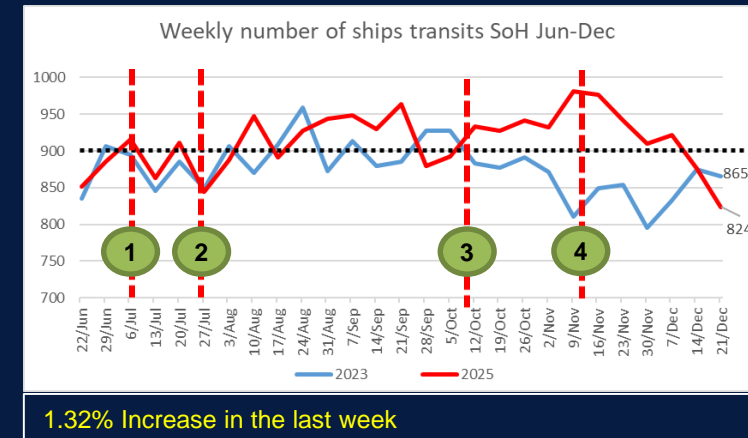
## Cape of Good Hope (CoGH)



## Bab al-Mandeb (BAM)



## Strait of Hormuz (SoH)



1

Resumption of attacks  
06 JULY 2025

2

Houthi announcement  
27 JULY 2025

3

Hamas-Israel ceasefire  
10 OCT 2025

4

Houthi statement  
11 NOV 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.

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 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/>

