JMIC Weekly Dashboard for the Middle East

Accurate and timely information for the protection of Mariners

Week 05 - 2026
(26 Jan to 1 Feb)

Combined Maritime Forces

JMIC Weekly Assessment for the Middle East Region

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 development in Gaza. Should the ceasefire collapse, the Houthis would HIGHLY LIKELY resume attacks against Israel and non Israel-affiliated interests. Houthi-linked rhetoric remains elevated, including threats to resume maritime attacks should Iran be targeted.

Iran transmitted a NAVTEX message noting intention to conduct exercises i.v.o. Strait of Hormuz from 01 to 02 Feb 26. Open source reporting has since indicated that there is no plan to conduct a naval exercise.

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 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.

Arabian Gulf, Strait of Hormuz and Central Red Sea

- **SUBSTANTIAL** 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

Houthi Threat

The threat level is **MODERATE** for any merchant vessel (MV) when transiting the RS, BAM and GoA. The axis of resistance group Hezbollah and Houthi have voiced strong support for Iran with an observed increase in rhetoric from the Houthis, warning that, any attack on Iran would turn all US ships and interests in the region into legitimate targets.

Given the increasing volatility in the region, Houthi intent to resume attacks against shipping they deem as a legitimate target could change quickly. The threat level currently reflects threats to all shipping in the region, irrespective of flag state, ownership or recent port calls, due to the time elapsed since the Gaza ceasefire.

Other Disruption Threats

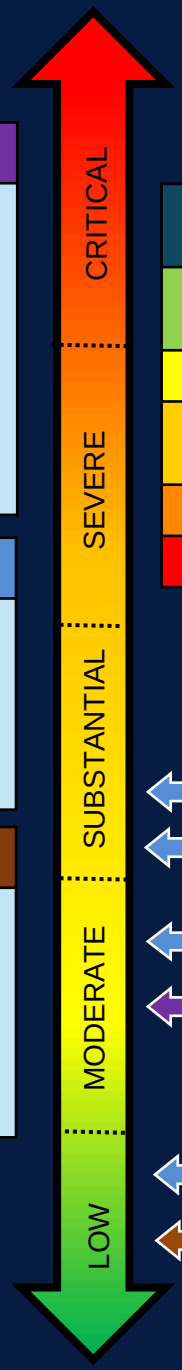
Levels of GNSS interference in the Arabian Gulf (AG) have presented as **SUBSTANTIAL** in the Arabian Gulf, Gulf of Oman and Central Red Sea.

There have been increased levels of interference in the Strait of Hormuz (SoH) over the past 7 days. However, this is not deemed to have a significant impact on ships navigation or safety.

CMF Assessment - Piracy Threat

The piracy threat is assessed as **LOW** with the Northeast Monsoon increasing sea states in the Arabian Gulf and Somali Basin. These conditions will likely continue throughout February.

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.



Attack Probability	Definition
Low	There is a remote chance of an attack. <10%
Moderate	An attack is unlikely. <25%
Substantial	There is a realistic possibly of an attack. ~50%
Severe	An attack is highly likely. ~75%
Critical	An attack is almost certain. >90%

CRS EMI ↑

SoH /AG EMI ↑

SoH HARASSMENT

HOUTHI THREAT TO MARINERS ↑

SoH BLOCKADE ↑

PIRACY ↓

CMF Regional Threat Level Assessment

Key Considerations

26 Jan 26 – Posting of a short video online by the Houthis included previously published images of a ship on fire, with the caption: “Soon.”

28 Jan 26 – Houthi spokesperson declared on the militia-run Al-Masirah channel, a warning that any attack on Iran would turn all US ships and interests in the region into legitimate targets.

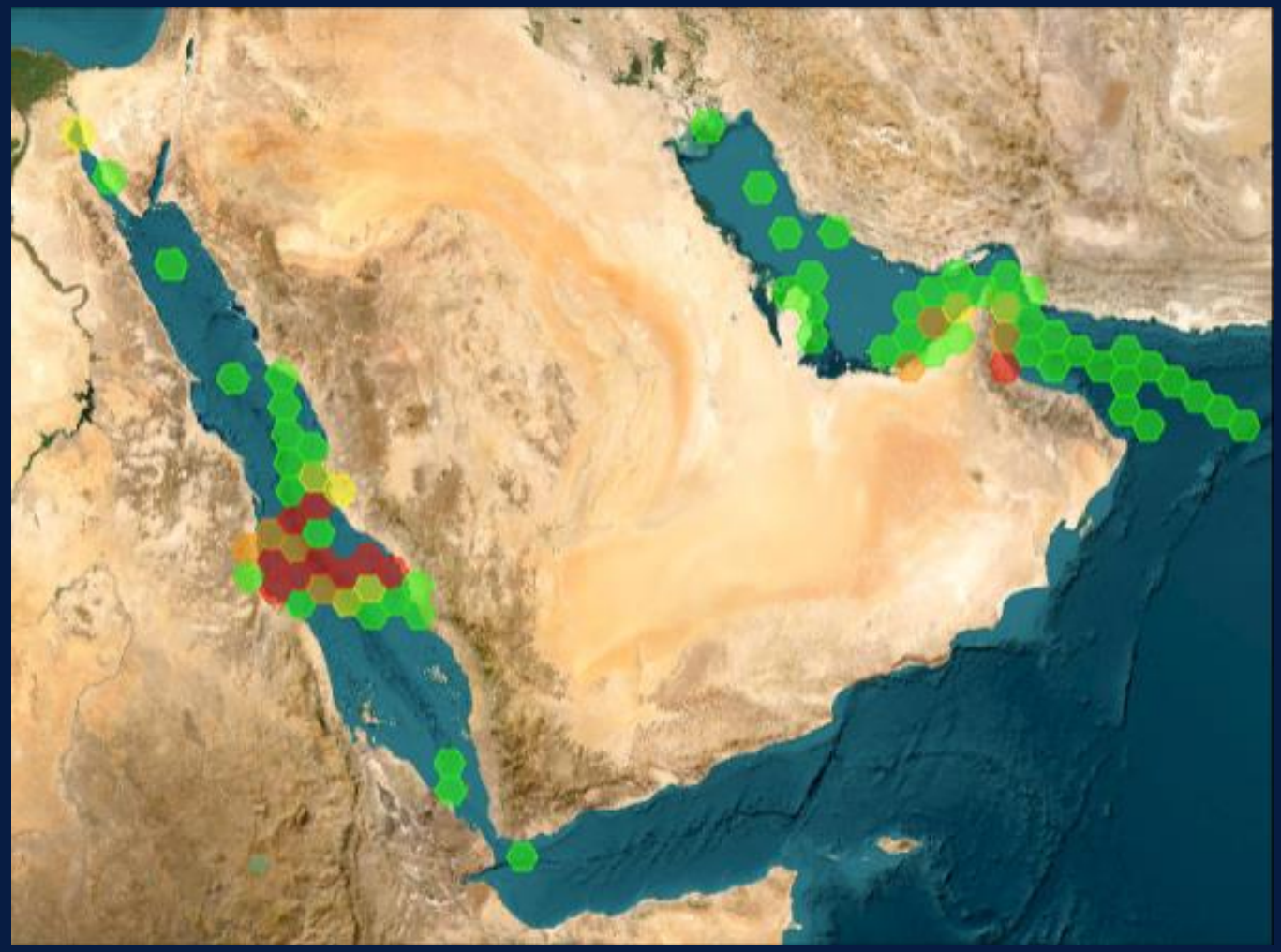
28 Jan 26 - Hezbollah official Nawaf al-Moussawi states that US strike on Iran due to "miscalculation" may "open volcano" in region.

29 Jan 26 - Iran issues Navarea warning in eastern Strait of Hormuz between February 1 and 2 due to "live firing“.

30 Jan 26 – UKMTO reports show increased EMI in the ports of Abu Dhabi, Dubai, and the ports along the coastline from Khor Fakkan to Sohar, Oman. As well as high levels of EMI from Port Sudan across to the western Saudi Arabian coastline.

01 Feb 26 – Wave heights are around 2-3 metres in the Somali basin, reducing the operability of small boats.

Electromagnetic Interference



- The heat-mapping graphic indicates the relative levels of electronic interference in the form of AIS anomalies during the period 21-28 Jan 2026

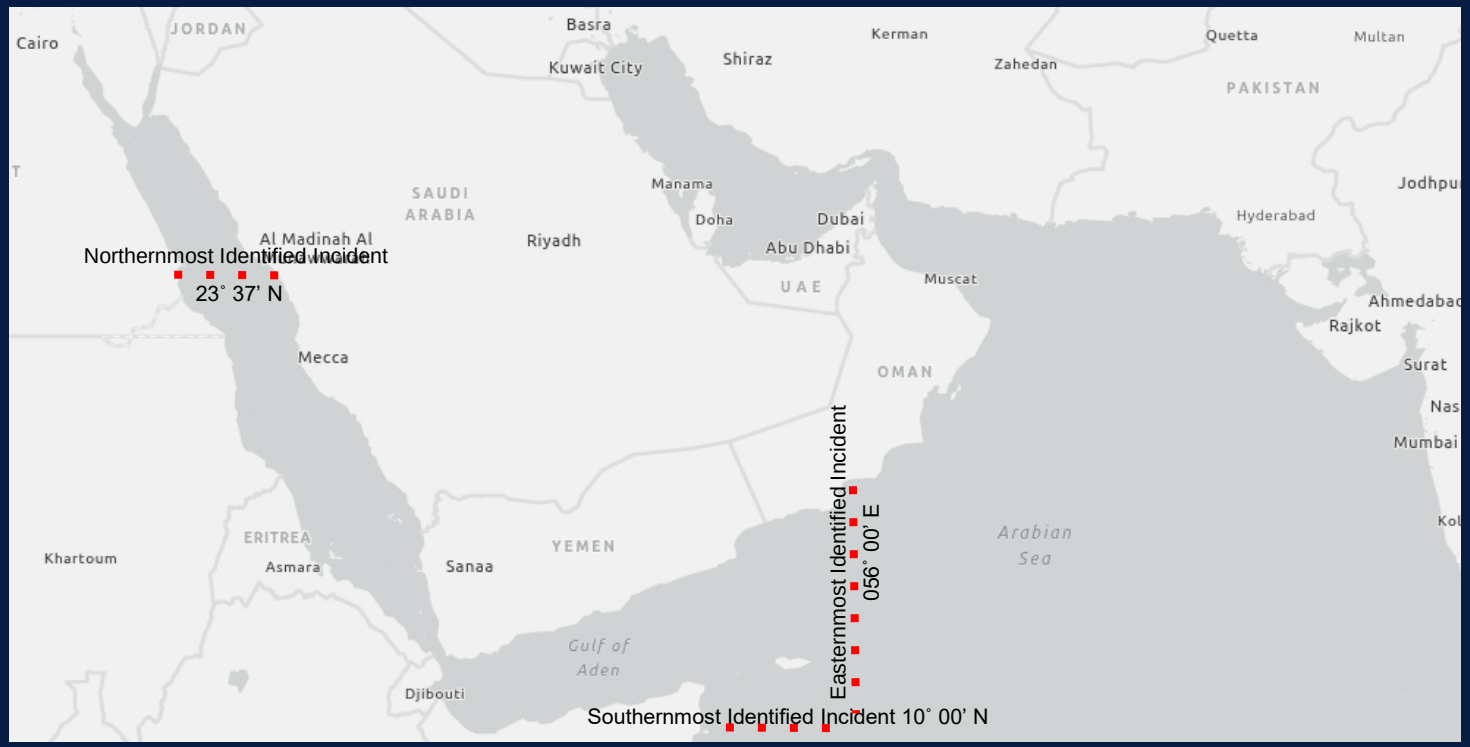
- Sustained low levels of Electronic Interference have been observed in Gulf of Oman, Arabian Gulf and throughout the Strait of Hormuz. The ports of Abu Dhabi, Dubai, and the ports along the coastline from Khor Fakkan to Sohar, Oman, have all seen increased levels of interference, ranging from moderate to critical.

- However, this is not deemed to have a significant impact on ships navigation or safety. In the Central Red Sea region, the highest levels of interference range from Port Sudan across to the western Saudi Arabian coastline, but in general, the Central Red Sea Region levels remain in the range of moderate and above. As per the past few weeks, there appears to be a lack of compliance in direct reporting from vessels.

- Vessels are requested to report experience of electronic interference to UKMTO, in support of keeping the broader community better informed.

Source: UKMTO

Houthi related incidents reported by UKMTO: None

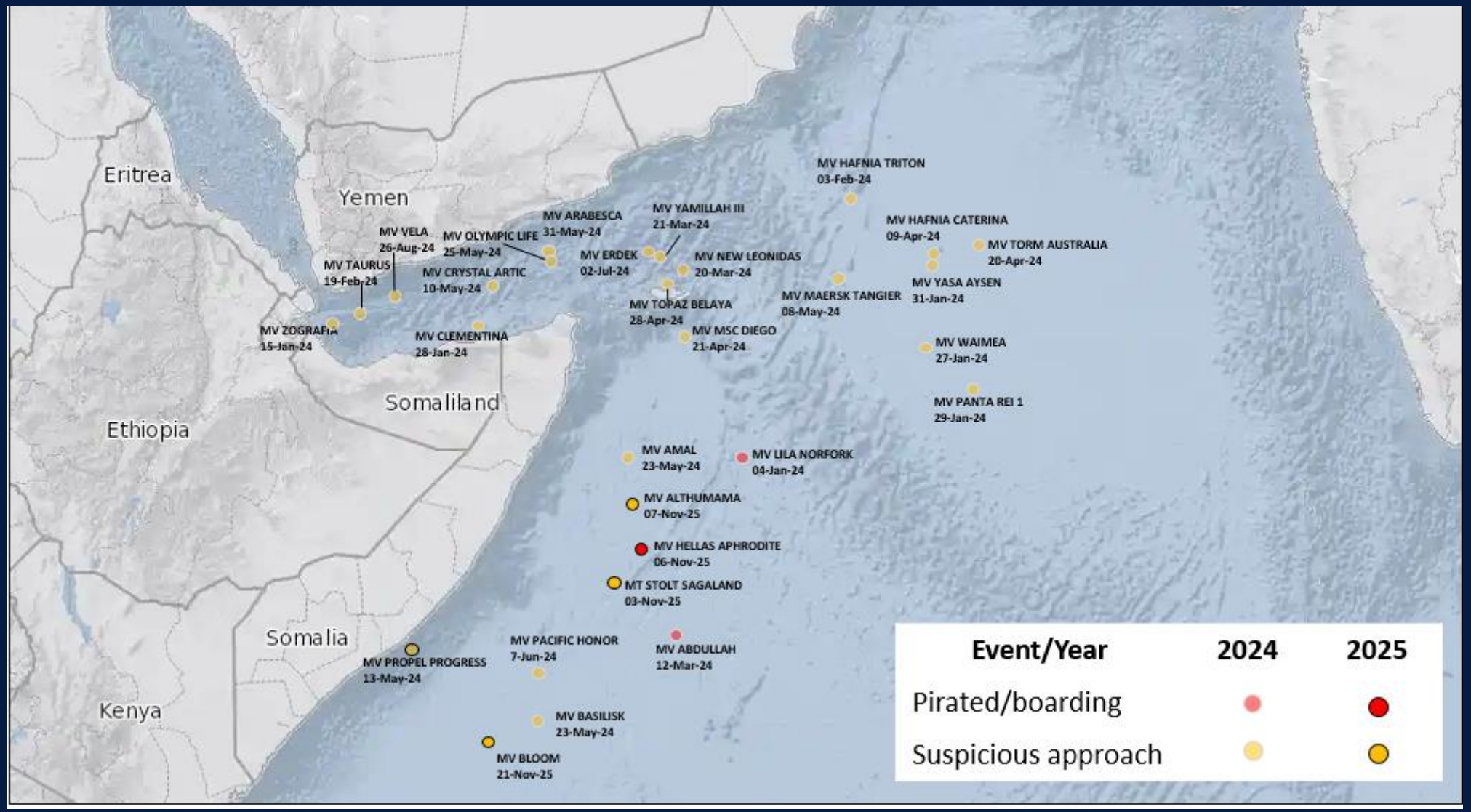


Date	Type of Incident Source	Vessel Name Flag / IMO / Location	Reports
NTR			

Piracy incidents reported by UKMTO: None

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

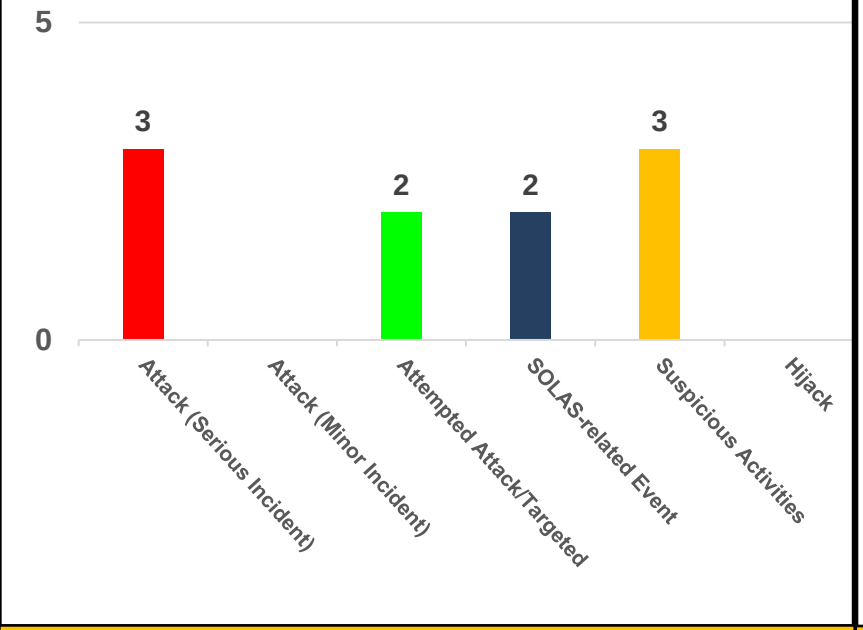
Piracy incidents 2024 2025 comparison



JMIC Investigated Incidents Since 01 January 2025

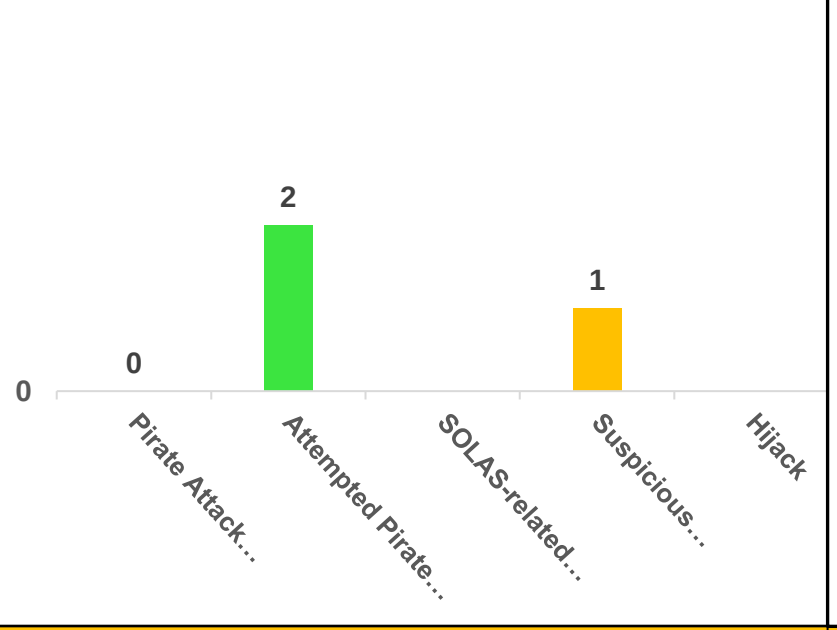
Total number of Incidents *(excluding coalition engagements)*	**127** (0 new this week)
Days since last incident / incident type	56 days / Suspicious Activities (since 06 Dec 25)

Red Sea / GoA Incidents



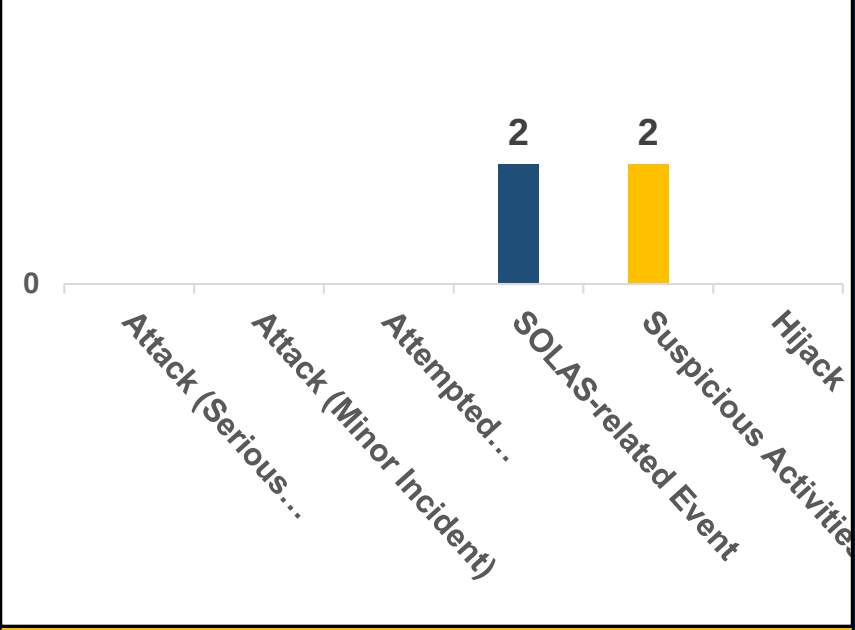
Last incident info:
Date: 06 DEC 2025
Type: SUSPICIOUS ACTIVITY
Ship: MV

Indian Ocean and Coast of Somalia



Last incident info:
Date: 07 NOV 2025
Type: ATTEMPTED PIRATE ATTACK
Ship: TANKER

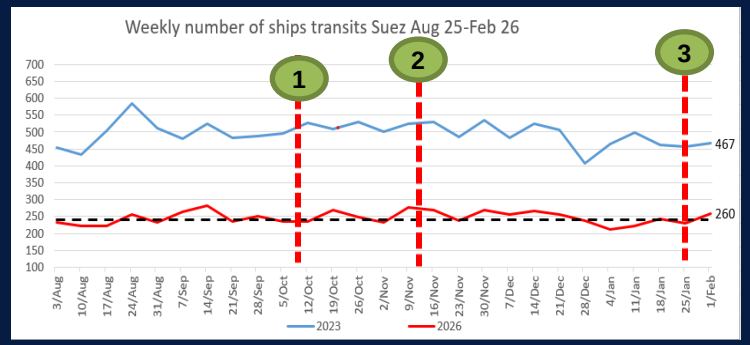
Arabian Gulf / SoH / GOO



Last incident info:
Date: 14 NOV 2025
Type: SUSPICIOUS ACTIVITY
Ship: TANKER

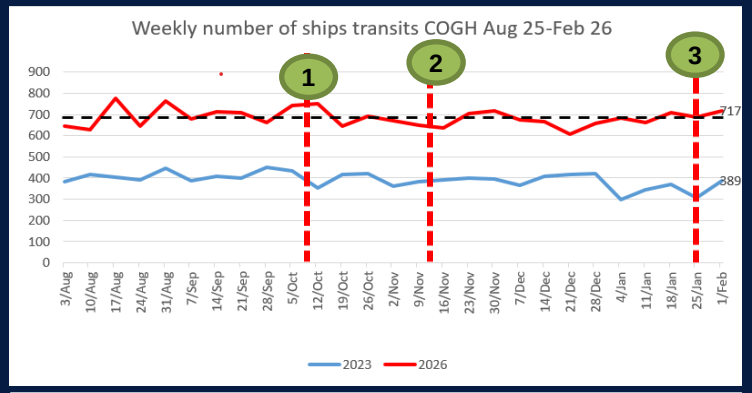
Weekly Transits

Suez



12.5% Increase in the last week

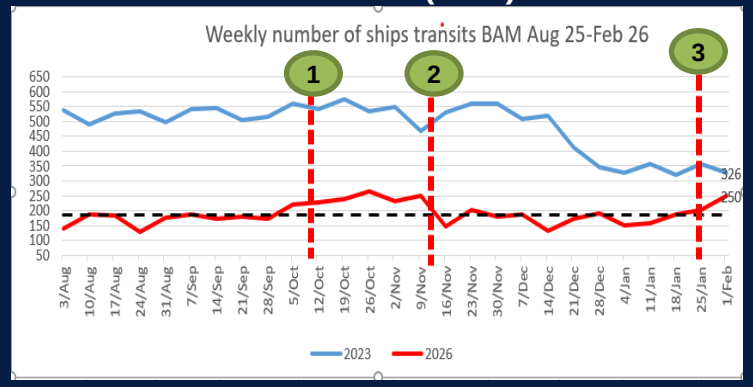
Cape of Good Hope (CoGH)



4.2% Increase in the last week

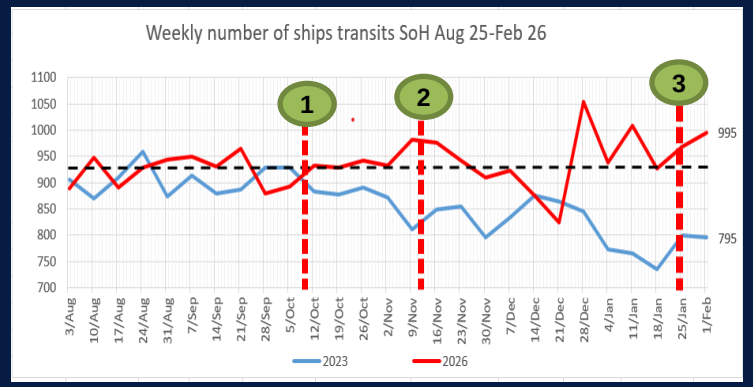
1	Hamas-Israel ceasefire 10 OCT 2025
2	Houthi statement 11 NOV 2025
3	Houthi announcement on the retalitionary maritime attack if strikes in the region 25 JAN 2026

Bab al-Mandeb (BAM)



23.1% Increase in the last week

Strait of Hormuz (SoH)



2.7% Increase in the last week

*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
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: 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/