

Joint Maritime Information Center

Update 007 to JMIC Advisory Note:

01 - 07 March 2026

Regional Tension - Impact on Maritime Security

Area of Concern:

Middle East Maritime Security Posture

JMIC# 001-26

Regional Threat Level: **CRITICAL**

1. Regional Risk Level Assessment

Overall Maritime Risk Level: ● **CRITICAL**

JMIC Threat Scale: ● Low | ● Moderate | ● Substantial | ● Severe | ● Critical

Threat remains assessed at CRITICAL, indicating attacks are likely and conditions remain highly hazardous for commercial shipping.

Confirmed attacks against commercial vessels continue across the regional operating area. Within the past 24 hours, incident reporting includes vessels and offshore energy infrastructure operating within Arabian Gulf waters, reinforcing that the threat environment extends beyond the immediate Strait of Hormuz approaches. Recent incident reporting further indicates that vessels providing assistance or salvage operations to previously targeted vessels may also face elevated risk of follow-on strikes.

The observed pattern of strikes against anchored vessels, drifting ships, and assistance vessels indicates a campaign focused on creating operational uncertainty and deterring routine commercial movement rather than a sustained attempt to sink vessels. The cumulative effect of these attacks, combined with electronic interference and insurance constraints, is producing a significant reduction in commercial traffic through the Strait of Hormuz despite the absence of a formally declared closure.

Mariners are reminded that AIS carriage and operation requirements are governed by SOLAS regulations. In the current security environment, companies and vessel operators should review their AIS transmission policies and risk management procedures to ensure they remain consistent with applicable regulations while accounting for the prevailing threat environment. Any adjustments to AIS operation should be carefully assessed and documented within the vessel's safety and security management framework.

Several recent attacks have resulted in unexploded ordnance (UXO) remaining on board affected vessels. Mariners should treat any suspected unexploded projectile as extremely hazardous and refer to BMP-MS guidance (page 44) for post-incident procedures.

The electronic footprint to include personal electronic devices should be considered a vulnerability for adversary targeting.

2. Industry Coordination & Maritime Security Planning Update (No Change)

Recent events are elevating maritime security concerns for commercial shipping transiting the Arabian Gulf, Strait of Hormuz, and Gulf of Oman.

When conditions permit, maritime industry stakeholders should anticipate a deliberate and methodical plan focused on ensuring safe and secure vessel movements. This planning effort will require time to



coordinate across military, interagency, and industry. Simultaneously, military operations work to achieve conditions conducive to safe transits.

Mariners should continue to exercise extreme caution when operating in the Arabian Gulf, Strait of Hormuz, and Gulf of Oman. Risk of adversary attacks against commercial shipping remains high in these areas.

3. Confirmed/known Vessel Incidents – Approximately Past 24 Hours

Incident	Vessel	Status	Damage	Location
016-26	Oil Rig	Damage Control	Yes	IVO Al Jubayl, SA

Crew status and environmental impacts remain under assessment.

Among incidents reported since 01 March, some affected vessels and offshore assets have potential Western commercial associations, including U.S. and UK links. However, multiple attacks have involved vessels with no confirmed affiliation to U.S. or Israeli ownership, indicating that current strike patterns extend beyond narrowly defined Western targets.

4. Confirmed/known Marine infrastructure attacks (No Change)

A reported drone strike targeted the Bahrain Petroleum Company (BAPCO) energy facility within the past 24 hours. Initial reporting indicates damage, while the assessment of disruption is ongoing. Authorities are continuing to assess the incident while monitoring for any follow-on activity targeting regional energy infrastructure.

5. Port & Anchorage Congestion Risk (No Change)

A high concentration of vessels remain at anchor, drifting and at berth in the Arabian Gulf ports. The congestion remains complicated by EMI, AIS spoofing and jamming. Increased congestion in these areas may contribute to secondary navigational hazards, such as limited maneuvering space, anchor dragging, and heightened risk of collision. It is recommended that bridge teams employ robust resource management practices and maintain disciplined VHF/AIS communication protocols.

U.S. and Israeli-affiliated or flagged vessels are advised to minimize time spent pier-side or at anchor within high-risk zones to reduce vulnerability of targeting. Maintaining movement and avoiding predictable patterns remains critical for mitigating the risk of targeted strikes or collateral damage.

6. Strait of Hormuz Traffic Assessment

Historical Average Daily Transit: ~138 vessels per 24-hour period.

Recent AIS review indicates transits continue at single-digit levels, with only **04** confirmed commercial transits observed in the past 24 hours.



This represents a near-total temporary pause in routine commercial traffic, resulting from ongoing regional conflict dynamics involving Iran, including warnings against transits by U.S., Israeli, European, and allied vessels.

VESSELS TRANSITS COMPARISON 28 FEB AND MARCH 6, 2026

CARGO VESSEL TRANSITS COMPARISON 28 FEB AND 6 MARCH 2026

Date	28 Feb	1 Mar	2 Mar	3 Mar	4 Mar	5 Mar	6 Mar
SoH E	55	12	5	1	1	2	3
SoH W	43	6	2	0	1	2	1
SoH Total	98	18	7	1	2	4	4
BAM NW	7	10	11	19	14	17	22
BAM SE	9	7	6	17	11	21	20
BAM Total	16	17	17	36	25	38	42

Source: S&P. Data based on cargo carrying vessels 1000 GT and above transmitting AIS

TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 28 FEB AND 6 MARCH 2026

Date	28 Feb	1 Mar	2 Mar	3 Mar	4 Mar	5 Mar	6 Mar
SoH E	30	2	3	0	0	2	1
SoH W	20	1	0	0	0	0	1
SoH Total	50	3	3	0	0	2	2
BAM NW	4	2	6	7	4	6	10
BAM SE	7	2	2	6	4	5	7
BAM Total	11	4	8	13	8	11	17

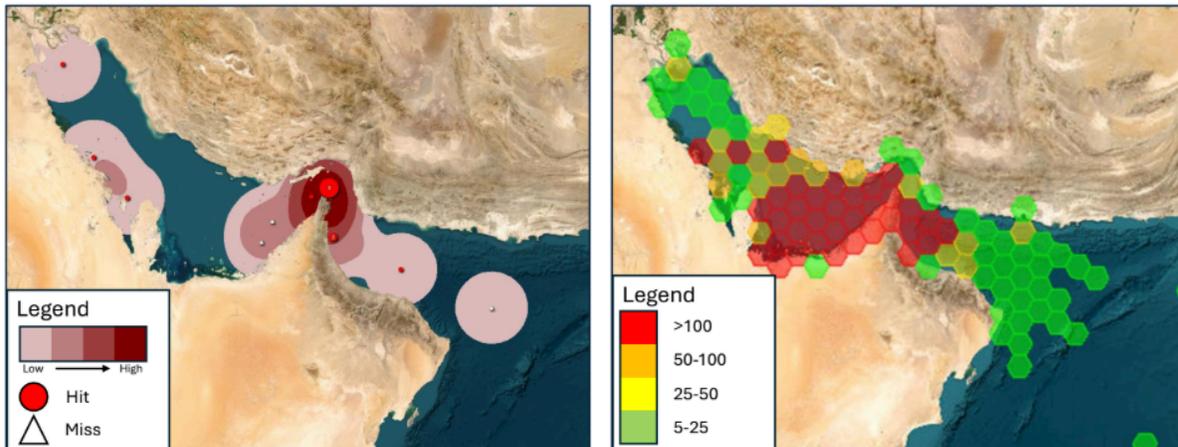
Source: S&P. Data based on cargo carrying vessels 1000 GT and above transmitting AIS

7. GNSS / GPS Interference Environment (No Change)

Significant GNSS interference continues across the Strait of Hormuz approaches, Gulf of Oman, and the Arabian Gulf. Observed impacts include positional offsets, AIS anomalies, and intermittent signal degradation. In the Eastern Mediterranean, experience heightened frequent electronic interference around naval activity. Following the commencement of regional security operations on February 28, 2026, mariners should expect a surge in GNSS/GPS inconsistencies.

Under current threat, the added navigational challenges due to congestion and degraded positional integrity acts as a risk amplifier, increasing probability of navigational incident or miscalculation.





Density Analysis of reported events 4 event classes, natural breaks of 100 NM

Heatmap of Anomalous AIS positions, 75KM Hexbin aggregation of points

Recommended Measures:

- Cross-check GPS position with radar ranges and visual bearings.
- Validate ECDIS with secondary navigation systems.
- Increase bridge manning in constrained waters.
- Treat anomalous VHF communications cautiously and verify identity.
- Include offshore activities and port operations in all threat and risk assessments.

8. War Risk Insurance Status – Elevated Market Posture (No Change)

The Joint War Committee (JWLA-033) expansion of Listed Areas across the Arabian Gulf, Gulf of Oman, and adjacent waters is expected to trigger voyage declarations and Additional Premium (AP) negotiations under most Hull War policies. Market conditions indicate tightening underwriting posture and elevated AP requirements for Gulf and Iran-adjacent waters.

While no blanket cancellation of cover has been formally declared, insurance terms may act as a practical gating factor for transit decisions independent of any legal navigational closure. According to open source, insurance remains available.

Current insurance market posture is consistent with a sustained ● CRITICAL maritime threat environment.



9. Outlook (24–48 Hours)

The regional maritime threat environment remains assessed at JMIC Threat Level: **CRITICAL**. Current reporting indicates no confirmed reduction in adversary intent or capability. Although the volume of newly reported maritime strike events may fluctuate, present conditions continue to reflect a sustained hostile operating environment rather than meaningful de-escalation.

Several public claims of vessel strikes circulating in regional media remain unverified at this time. Mariners should continue to rely on official reporting channels, including UKMTO, JMIC, flag-state advisories, and direct company reporting, when validating incident information.

Active threats from missiles, UAVs, stand-off projectiles, and associated collateral effects remain credible across the Arabian Gulf, Strait of Hormuz, and Gulf of Oman. Recent incident patterns continue to indicate elevated exposure for offshore energy infrastructure and vessels that are anchored, drifting, alongside, or otherwise operating predictably, as well as for vessels providing support or assistance to a recently affected ship.

At the same time, GNSS/GPS interference, AIS anomalies, spoofing, and communications disruption remain persistent regional hazards and continue to act as a risk amplifier in congested anchorages, port approaches, and chokepoint waters. Combined with reduced traffic flow and heightened military activity, these conditions increase the potential for misidentification, navigational error, and secondary maritime incidents.

No recognized authority has declared a formal legal closure of the Strait of Hormuz. However, operational conditions continue to reflect a severely restricted and highly sensitive transit environment, driven by:

- active kinetic threat conditions
- continued military presence and force posturing
- persistent electronic and communications disruption
- sharply reduced commercial traffic volumes
- war risk insurance tightening and other commercial gating factors

Over the next 24–48 hours, JMIC assesses:

- the aerial threat from missiles and UAVs will remain elevated
- follow-on or repeat strike risk remains credible, particularly near a recently affected vessel or incident location
- collateral risk will remain high in areas of concentrated military activity, port congestion, and navigational disruption
- covert or sabotage-style attack risk remains credible for stationary or predictably operating vessels and offshore energy infrastructure
- mining remains a key escalation indicator, though there are currently no verified reports of deployment or detonation



All merchant vessels, regardless of flag, ownership, or affiliation, should continue to operate under the assumption of sustained high-end threat exposure. Operational decision-making should prioritize exposure minimization, navigational redundancy, disciplined communications, validated reporting, and continuous liaison with UKMTO and other relevant maritime security authorities. The overall operating picture remains persistently high risk, with temporary fluctuations in reported incident volume not yet sufficient to indicate a reduction in threat.

A. Strait of Hormuz and Arabian Gulf (No Change)

The maritime security situation in the Strait of Hormuz and Arabian Gulf continues to reflect critical kinetic risk. While the number of newly reported vessel attacks over the last 24 hours appears lower than during the initial surge period, there are no confirmed indicators of de-escalation. Recent reporting continues to support the assessment that vessels which are anchored, drifting, or operating predictably may face elevated exposure, and that support or assistance vessels operating in close proximity to an affected ship may also be at risk.

Mariners continue to report severe GNSS/GPS spoofing, AIS anomalies, and electronic interference that significantly affect navigation and communications reliability. UKMTO transit statistics through 5 Mar continue to show a sharp reduction in Strait of Hormuz traffic, reinforcing that commercial operators remain in a highly cautious posture.

Beyond direct vessel targeting, the reported strike against the BAPCO facility in Bahrain highlights the continued exposure of regional energy infrastructure, although no sustained port-targeting campaign has yet been confirmed. Several major carriers continue to suspend or defer transits, and vessels remaining in the area are urged to maximize distance from military assets and avoid unnecessary time spent at anchor or alongside in high-risk zones.

B. Strait of Bab-el-Mandeb (No Change)

The situation remains substantial due to regional conflicts, with risk of Houthi actions in the Red Sea / Bab-el-Mandeb; however, no vessel attacks have been identified. Houthi forces have issued renewed threats against vessels perceived to have regional or Western affiliations, driving down commercial transits. Electronic interference is now being reported as a persistent factor, complicating navigation through the narrow chokepoints. Strict adherence to BMP-MS and use of the Maritime Security Transit Corridor (MSTC) is **strongly advised** for any vessel attempting transit, particularly if operating under naval escort.

C. Gulf of Oman and the Arabian Sea (No Change)

The security environment in the Gulf of Oman, the Strait of Hormuz, and the Arabian Sea remains at a critical level of operational risk. Incidents include unidentified projectiles striking ships while transiting eastbound in the Strait of Hormuz. Sophisticated GPS jamming and electronic interference persist across



the region, particularly in the Strait of Hormuz and adjacent waters, affecting navigational and communication systems. Beyond the kinetic threat, the risk of "limpet mine" or sea-drone attacks in regional terminals remains a significant concern for the energy sector. Limpet-style underwater attacks remain a historical risk pattern. International naval forces, including patrols by the Indian Navy under Operation Sankalp and U.S. assets, maintain a presence in the area. Vessels are advised to transit with caution, maintain a 24-hour visual and radar watch, and report any suspicious activity to relevant authorities such as UKMTO.

D. Eastern Mediterranean Sea (No Change)

In the Eastern Mediterranean heightened magnetic electronic interference (EMI) is reported around Cyprus and the Levant, coinciding with naval operations. Mariners report frequent GPS "blackouts" and false coordinates near naval task groups. Vessels operating near the Lebanese and Israeli coastlines continue to face an elevated risk of collateral damage due to ongoing cross-border kinetic exchanges and intensified drone activity. There is increased naval presence from NATO and regional task forces, with recent deployments including Greek frigates equipped with anti-drone systems to Cyprus; mariners should exercise extreme caution and avoid loitering near military exclusion zones. Mariners are advised that military exclusion zones are being strictly enforced and a 30 nm standoff from all naval units is recommended to mitigate the high risk of misidentification. An increased naval presence is expected to continue as regional tensions persist.

Several ports and operators are maintaining operations under heightened ISPS measures and enhanced access control. Additionally, IDF activities in Lebanon remain primarily land-focused, with ground incursions reported in southern border areas and continued air operations over Lebanon; however, these have not resulted in commercial maritime targeting in the Mediterranean.

There are no verified reports of:

- Missile strikes on Eastern Mediterranean ports
- Commercial vessel UAV strikes in Med waters
- Mining or chokepoint denial activity

Annex – Reference Material

- JMIC Regional Threat Levels
- UKMTO Incident Map
- Transit Statistics (AIS Derived)
- Maritime Risk Zones



JMIC Regional Threat Levels

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

OPERATION EPIC FURY SITREP 5-6 Mar 26

UK OFFICIAL

Maritime events reported to UKMTO ICOD: 06/03/2026 15:00UTC



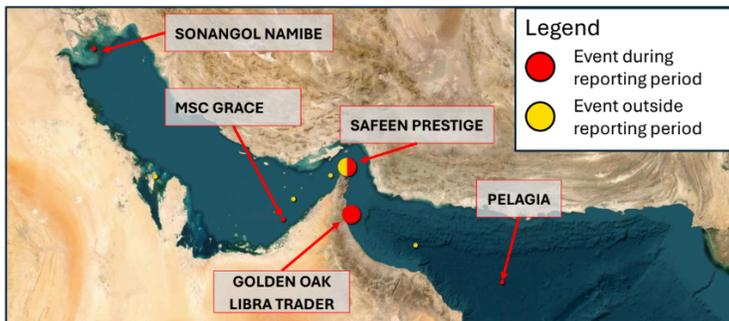
Notes

- Map reflects reported events to UKMTO since Saturday 28th Feb 2026
- No reported events on 5 Mar 2026
- No reported events before 1 Mar 2026

OPERATION EPIC FURY SITREP 3-4 Mar 26

UK OFFICIAL

Maritime events reported to UKMTO ICOD: 06/03/2026 11:00UTC



Notes

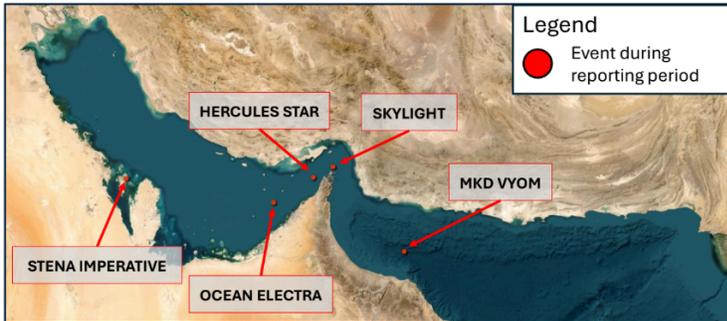
- Map reflects reported events to UKMTO between the dates 1-4 Mar 2026.
- Names vessels on map reflect events reported between 2-4 Mar (RED)
- Unamed events on map reflect events from previous time period since the start of Operation Epic Fury.
- No reported events before 1 Mar 2026



OPERATION EPIC FURY SITREP 1-2 Mar 26

OFFICIAL UKMTO REPORT

Maritime events reported to UKMTO ICOD: 05/03/2026 10:00UTC



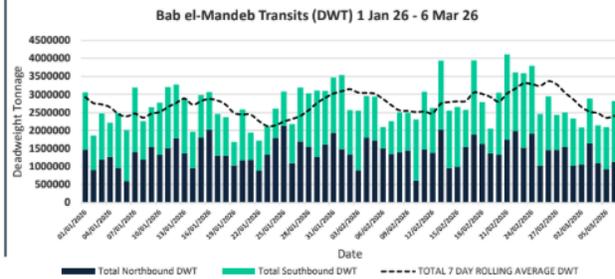
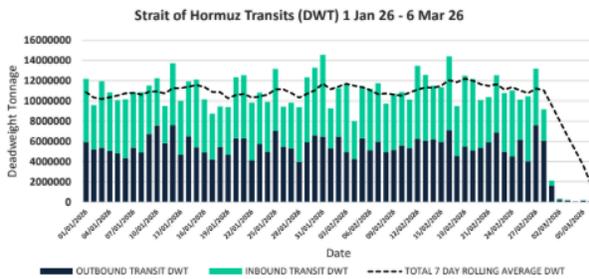
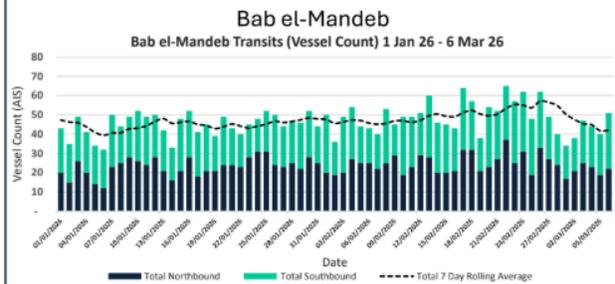
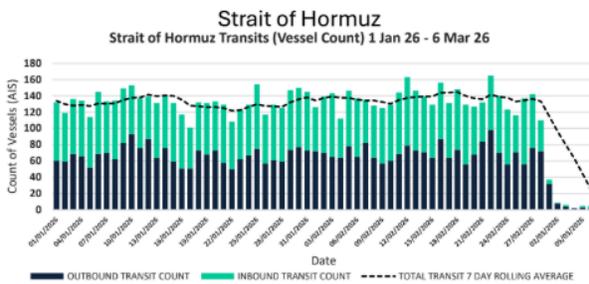
Notes

- Map reflects reported events to UKMTO between the dates 1-2 Mar 2026.
- No reported events before 1 Mar 2026

OPERATION EPIC FURY SITREP

UK OFFICIAL

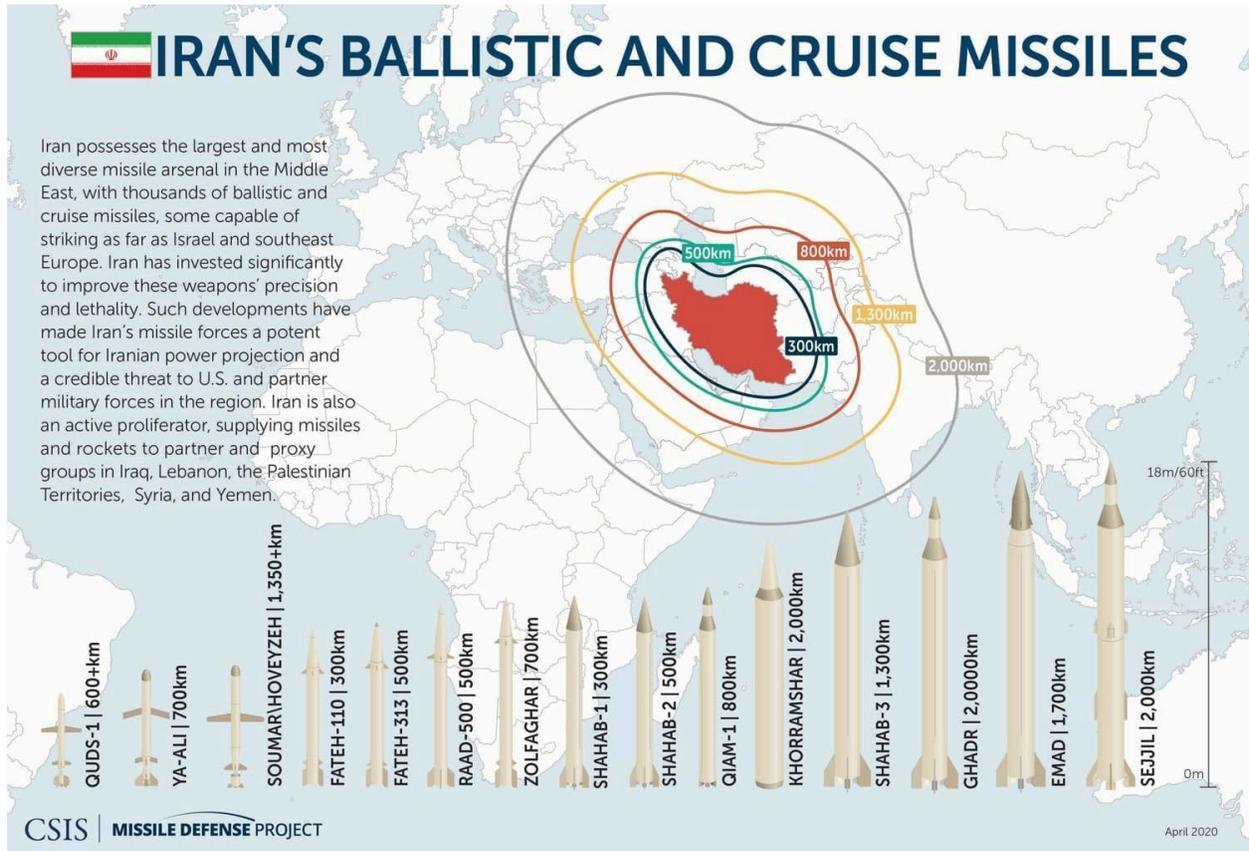
Transit Statistics ICOD: 07/03/2026 12:00UTC



AIS analysis and UKMTO transit monitoring confirm a sharp collapse in routine vessel traffic beginning 28 February, with transit volumes dropping from typical levels of over 130 vessels per day to single-digit movements.



Iranian Weapons Capability Range



JMIC will continue monitoring and issue updates as the situation warrants. The next JMIC updates will be on **08** March.

Issued by: Joint Maritime Information Center (JMIC) in consultation with UKMTO & MSCIO

