

Joint Maritime Information Center

Update 009 to JMIC Advisory Note: 01 - 09 March 2026

Regional Tension - Impact on Maritime Security ^c

Area of Concern:

Middle East Maritime Region

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

The regional maritime threat environment remains **CRITICAL**, indicating that attacks against commercial shipping remain likely and operating conditions remain highly hazardous.

Commercial vessels operating within the critical threat area are strongly encouraged to **register with and maintain reporting contact with UKMTO**, regardless of AIS transmission status. Direct reporting enables rapid contact with vessels or company security officers should urgent safety or security information need to be passed.

No confirmed attacks against commercial vessels have been reported during the past **48** hours. **However, credible threats persist against merchant shipping, offshore energy, and port infrastructure operating within the Arabian Gulf, Strait of Hormuz, Gulf of Oman, Red Sea, Bab el-Mandeb, and Gulf of Aden.**

Recent incident patterns suggest a campaign focused on **creating operational disruption and uncertainty** rather than exclusively attempting to sink vessels. Strikes have targeted vessels at anchor, drifting ships, and support vessels responding to incidents.

AIS carriage and operation remain governed by **SOLAS regulations**. In the current security environment, operators should review AIS transmission policies within their risk management frameworks to ensure compliance with regulatory requirements while accounting for the prevailing threat environment.

Several recent incidents have resulted in **unexploded ordnance (UXO)** remaining aboard affected vessels. Any suspected unexploded projectile should be treated as extremely hazardous and handled in accordance with **BMP-MS guidance (see page 44)**.

The absence of new attacks in the past 48 hours should be interpreted as a temporary lull rather than a change in adversary intent. Maritime operators should anticipate that threat activity may resume with little warning following operational pauses, which historically have preceded follow-on attacks.



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 48 Hours (No New Confirmed Vessel Attacks)

UKMTO reporting for 7–8 March reflects no new confirmed attacks against commercial vessels; the only reported event in that period was the 07 March strike against offshore drilling rig ARABIA III in the Arabian Gulf.

Among incidents reported since 01 March, some affected vessels and offshore assets have potential Western commercial associations, including U.S., UK, and other Western commercial associations. 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 (07 March) targeted offshore energy infrastructure near Al Jubayl, Saudi Arabia, including the drilling rig ARABIA III. Initial reporting indicates localized structural damage; the extent of operational disruption remains under assessment.

Incident reporting reflects currently available information and remains subject to confirmation as additional reporting and investigation occur.

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 GNSS interference. 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 **01** confirmed commercial transits observed in the past 24 hours.

This represents a near-total temporary pause in routine commercial traffic through the Strait of Hormuz, reflecting both security risk and insurance-driven transit hesitation.

VESSELS TRANSITS COMPARISON

CARGO VESSEL TRANSITS COMPARISON 2 to 8 MARCH 2026

Date	2 Mar	3 Mar	4 Mar	5 Mar	6 Mar	7 Mar	8 Mar
SoH E	5	1	1	2	3	0	1
SoH W	2	0	1	2	1	1	0
SoH Total	7	1	2	4	4	1	1
BAM NW	11	19	14	17	22	29	29
BAM SE	6	17	11	21	20	22	28
BAM Total	17	36	25	38	42	51	57

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

TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 2 to 8 MARCH 2026

Date	2 Mar	3 Mar	4 Mar	5 Mar	6 Mar	7 Mar	8 Mar
SoH E	3	0	0	2	1	0	0
SoH W	0	0	0	0	1	0	0
SoH Total	3	0	0	2	2	0	0
BAM NW	6	7	4	6	10	12	12
BAM SE	2	6	4	5	7	7	10
BAM Total	8	13	8	11	17	19	22

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

Note: AIS-derived transit figures represent only vessels actively transmitting AIS and may not capture vessels operating with AIS disabled or affected by GNSS disruption. Actual transit volumes may therefore vary from observed figures.

7. GNSS / GPS Interference Environment (Graphic Updated)



Significant **GNSS interference, spoofing, and jamming** continue across the Strait of Hormuz approaches, Gulf of Oman, and the Arabian Gulf.

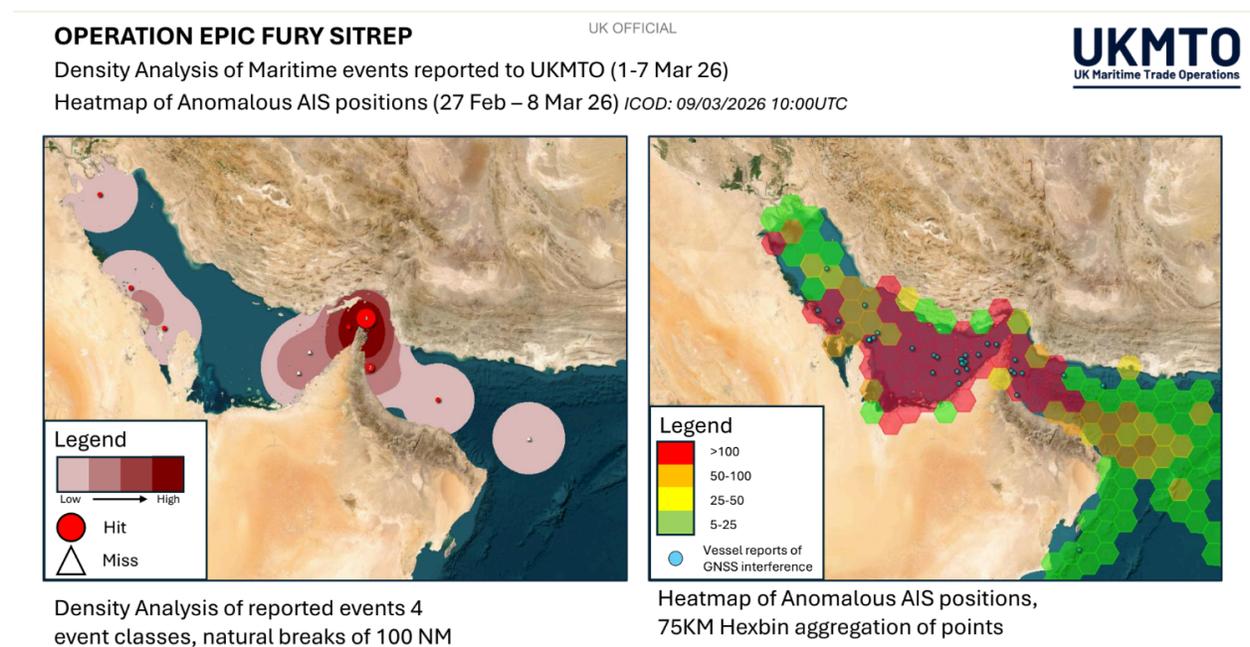
Over the past 24 hours, more than **600 GNSS disruption events** have been reported within the operational area based on aggregated open-source monitoring and maritime reporting. Documented impacts include:

- positional offsets
- AIS anomalies
- intermittent signal degradation

These effects are impacting several hundred maritime assets.

In the Eastern Mediterranean, similar disruptions are reported near naval activity and task groups. In the Red Sea, interference remains concentrated near the **Bab el-Mandeb Strait**.

Given the degraded positional integrity environment, mariners should consider **increased reliance on traditional navigation methods**, including radar ranges, visual bearings, and cross-checking ECDIS inputs with secondary navigation systems.



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.

Insurance market conditions remain fluid and may change rapidly depending on the security environment and underwriter risk tolerance.

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

9. Outlook (24–48 Hours)

The operational tempo of attacks has temporarily ceased; however, the absence of new confirmed strikes during the past 48 hours should not be interpreted as a reduction in adversary intent.

The maritime threat environment across the Arabian Gulf, Strait of Hormuz, and Gulf of Oman remains assessed at CRITICAL, with no confirmed indicators of de-escalation. Although no new confirmed attacks against commercial vessels were reported during the past 48 hours, current conditions reflect a sustained hostile operating environment rather than a meaningful reduction in risk. UKMTO reporting for 7–8 March indicates no new vessel attacks, but does confirm a 07 March strike against offshore drilling rig ARABIA III, underscoring that offshore energy infrastructure remains exposed. Recent incident patterns continue to indicate elevated risk for vessels that are anchored, drifting, operating predictably, or engaged in support/assistance activity near a prior incident. Persistent GNSS interference, AIS anomalies, and communications disruption continue to degrade situational awareness and increase navigational risk in congested waters. Over the next 24–48 hours, JMIC assesses that aerial strike risk from UAVs and missiles will remain elevated, repeat or follow-on strike risk near recent incident locations remains credible, sabotage-style attacks against stationary vessels or offshore infrastructure remain plausible, and mining remains a key escalation indicator despite no confirmed deployments. Merchant vessels should maintain direct liaison with UKMTO, maximize navigational redundancy, minimize time stationary in high-risk areas, and apply disciplined voyage and contingency planning.

A. Strait of Hormuz and Arabian Gulf (Graphic Updated)

The maritime security situation in the Strait of Hormuz and Arabian Gulf continues to reflect critical kinetic risk. While there are no new reports of vessel attacks, there are no confirmed indicators of



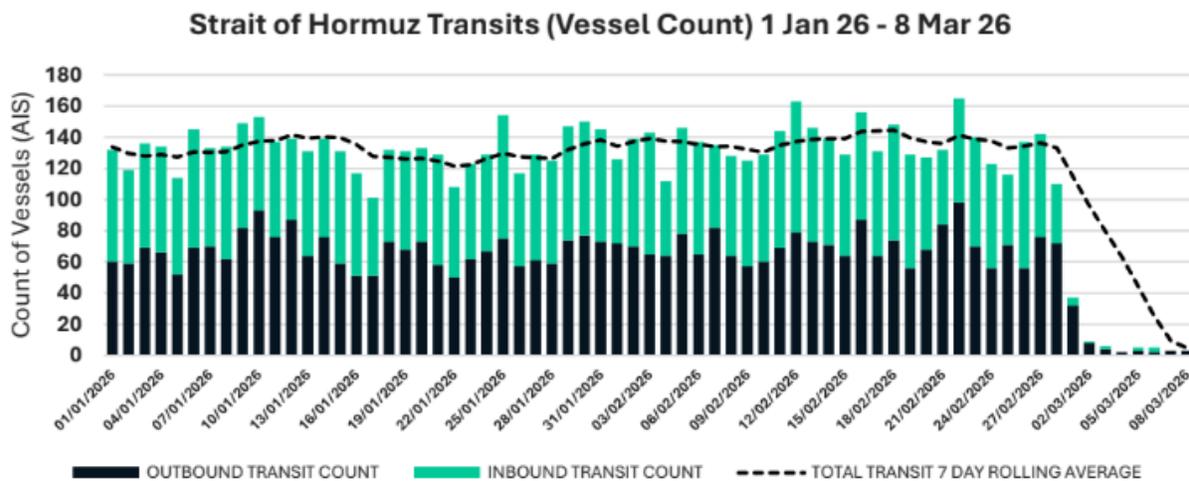
de-escalation. Recent reporting continues to support the assessment that vessels which are anchored, drifting, or operating predictably may face elevated exposure, and that support or assistance vessels operating in close proximity to an affected ship may also be at risk.

Mariners continue to report severe GNSS/GPS spoofing, AIS anomalies, and electronic interference that significantly affect navigation and communications reliability. Recent AIS-derived transit statistics through 8 March 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.

Transit Statistics *ICOD: 09/03/2026 10:00UTC*

Strait of Hormuz



OPERATION EPIC FURY SITREP
 Transit Statistics *ICOD: 08/03/2026 11:00UTC*

UK OFFICIAL



Traffic observations are derived from AIS-based monitoring and should be interpreted as indicative rather than exhaustive.

B. Red Sea, Strait of Bab-el-Mandeb and Gulf of Aden (Graphic Updated)

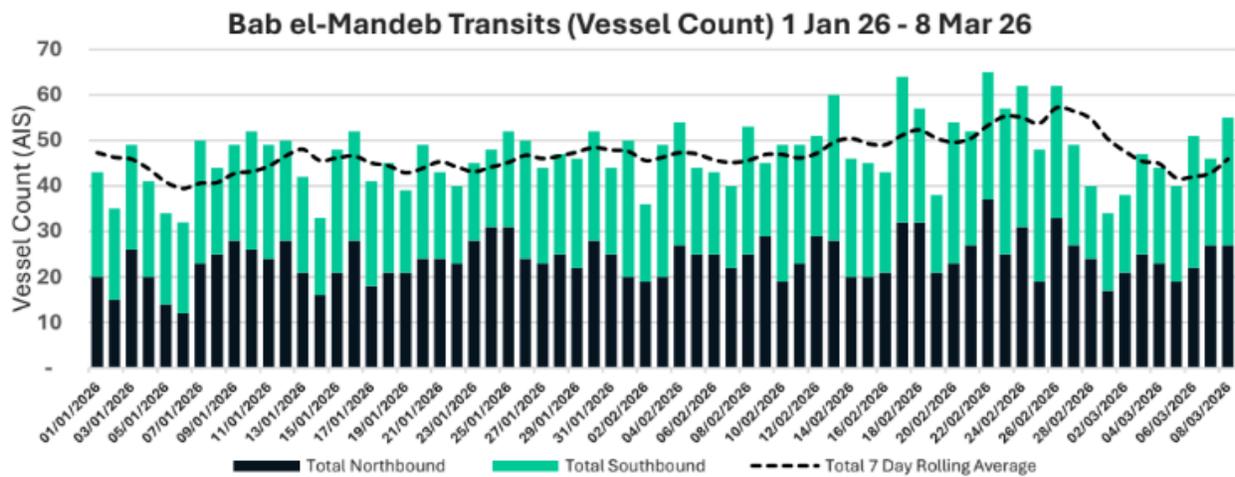
The situation remains substantial due to the ongoing regional conflict and the continued hostile posture of the Houthis toward commercial shipping. No verified Houthi attacks against commercial vessels have



been confirmed since the escalation of hostilities beginning on 28 February, although threat capability remains intact. However, intelligence and open-source reporting indicate that Houthi forces retain the capability and intent to conduct maritime attacks in the Red Sea, Bab al-Mandeb Strait, and Gulf of Aden, including the use of anti-ship missiles, one-way attack UAVs, and uncrewed surface vessels (USVs).

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.

Bab el-Mandeb



OPERATION EPIC FURY SITREP

Transit Statistics ICOD: 08/03/2026 11:00UTC

UK OFFICIAL



Traffic observations are derived from AIS-based monitoring and should be interpreted as indicative rather than exhaustive.

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)
- Iranian Strike Systems

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 7-8 Mar 26

UK OFFICIAL

Maritime events reported to UKMTO ICOD: 07/03/2026 15:30UTC

UKMTO
UK Maritime Trade Operations



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 5-6 Mar 26

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

UKMTO
UK Maritime Trade Operations



Notes

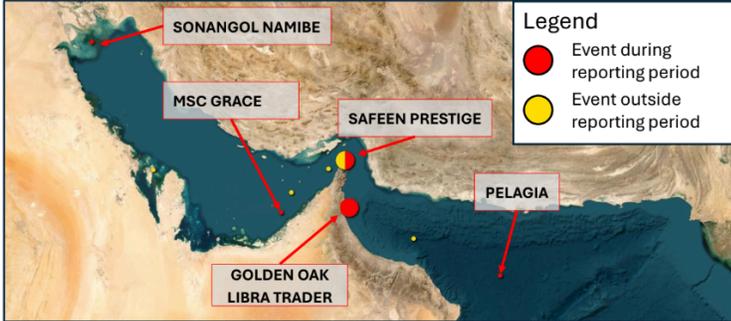
- Map reflects reported events to UKMTO since Saturday 28th Feb 2026
- No reported events on 5 Mar 2026
- No reported events before 1 Mar 2026



OPERATION EPIC FURY SITREP 3-4 Mar 26

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



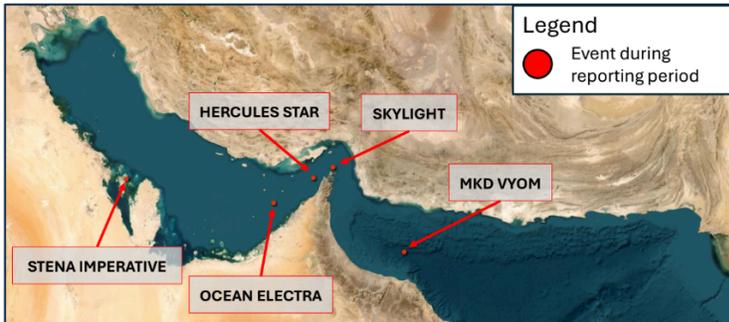
Notes

- 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

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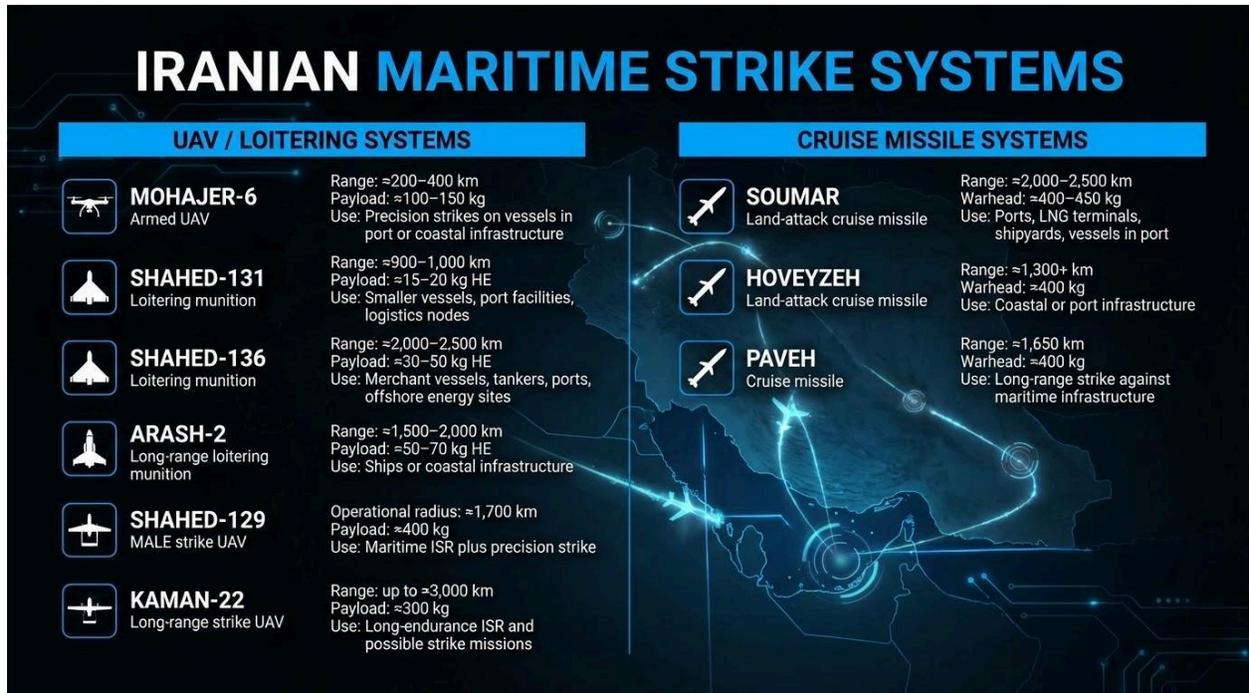
Maritime events reported to UKMTO ICOD: 05/03/2026 10:00UTC



Notes

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





Disclaimer: Weapon ranges depicted represent approximate open-source assessments and may vary depending on launch location, payload configuration, and operational conditions.

Analytical Note: //DISCLAIMER//

This advisory is based on currently available reporting, including maritime industry observations, open-source intelligence, and aggregated operational reporting from regional maritime stakeholders. Information remains subject to verification as additional data becomes available. Observed patterns and threat assessments represent the best current analytical judgment and should be interpreted as indicative of prevailing risk conditions rather than definitive prediction of future events.

JMIC will continue monitoring and issue updates as the situation warrants. The next JMIC updates will be on 10 March.

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

