

Joint Maritime Information Center

Update 010 to JMIC Advisory Note: 01 - 10 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**, with attacks against commercial shipping still assessed as likely and operating conditions highly hazardous.

In practical terms, the **Strait of Hormuz remains functionally disrupted** for routine commercial shipping. Current traffic levels, owner behavior, and insurance posture indicate a sustained breakdown in normal merchant transit confidence.

No confirmed attacks against commercial vessels have been reported during the past **72 hours**. However, credible threats persist across the **Arabian Gulf, Strait of Hormuz, Gulf of Oman, Red Sea, Bab el-Mandeb, and Gulf of Aden**. On 10 March, UKMTO Incident Report 017-26 documented a loud detonation and water splash approximately one nautical mile from the bulk carrier **GH KAHLO** while anchored 36 nm off Abu Dhabi. The vessel was not struck and sustained no damage.

Recent incident patterns suggest a campaign focused on **operational disruption and uncertainty**, with strikes targeting vessels at anchor, drifting ships, and support vessels responding to incidents.

Commercial vessels operating within the critical threat area are strongly encouraged to maintain reporting contact with **UKMTO**. The absence of attacks during the past 72 hours should be interpreted as a **temporary operational pause rather than a reduction in adversary capability or intent**.

AIS carriage remains governed by **SOLAS regulations**. Operators should review AIS transmission policies within their risk management frameworks while maintaining compliance with regulatory requirements. Mariners should also remain alert to the possibility of **unexploded ordnance (UXO)** aboard affected vessels and treat any suspected projectile as extremely hazardous in accordance with **BMP-MS guidance**.

Beyond the immediate maritime security threat, continued disruption of Strait traffic is also contributing to **second-order effects across energy, freight, bunker fuel, fertilizer, and broader supply-chain costs**.



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
017-26	GH KAHLO / Bulker	Anchored	No	36nm off Abu Dhabi

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)

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, or alongside in Arabian Gulf ports. Congestion is further complicated by **EMI, AIS anomalies, and persistent GNSS interference**, increasing the risk of navigational hazards such as limited maneuvering space, anchor dragging, and collision.

Bridge teams should apply disciplined **bridge resource management**, maintain effective **VHF/AIS communications**, and cross-check navigation systems where interference is suspected.

Vessels with Western commercial associations are advised to minimize time spent pier-side or at anchor within high-risk areas. Maintaining movement and avoiding predictable patterns remains an important mitigation measure.

6. Strait of Hormuz Traffic Assessment

Historical average daily transit through the Strait of Hormuz is approximately **138 vessels per day**.



Recent AIS-derived monitoring indicates that **commercial traffic remains heavily suppressed**, with only **single-digit transits observed during recent reporting periods and one confirmed commercial transits during the past 24 hours**.

This represents a **near-total temporary pause in routine commercial traffic through the Strait of Hormuz**, reflecting both elevated security risk and continued operator and insurance caution.

VESSELS TRANSITS COMPARISON

CARGO VESSEL TRANSITS COMPARISON 3 to 9 MARCH 2026

Date	3 Mar	4 Mar	5 Mar	6 Mar	7 Mar	8 Mar	9 Mar
SoH E	1	1	2	3	0	1	1
SoH W	0	1	2	1	1	0	0
SoH Total	1	2	4	4	1	1	1
BAM NW	19	14	17	22	29	29	11
BAM SE	17	11	21	20	22	28	16
BAM Total	36	25	38	42	51	57	27

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

TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 3 to 9 MARCH 2026

Date	3 Mar	4 Mar	5 Mar	6 Mar	7 Mar	8 Mar	9 Mar
SoH E	0	0	2	1	0	0	0
SoH W	0	0	0	1	0	0	0
SoH Total	0	0	2	2	0	0	0
BAM NW	7	4	6	10	12	12	5
BAM SE	6	4	5	7	7	10	6
BAM Total	13	8	11	17	19	22	11

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.

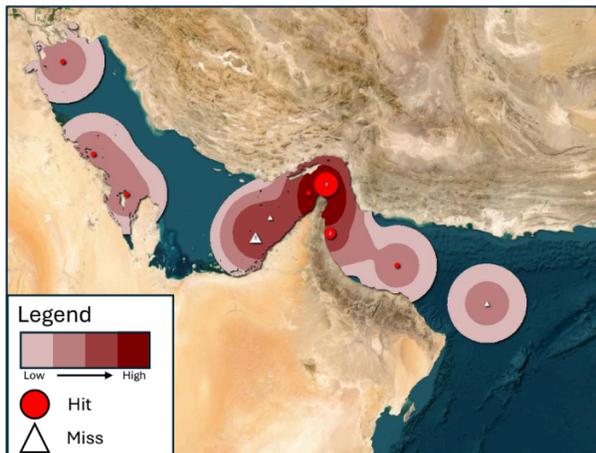
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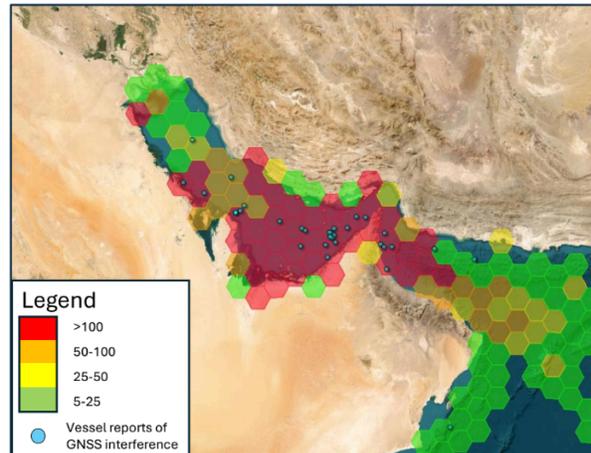
UKMTO
UK Maritime Trade Operations

Density Analysis of Maritime events reported to UKMTO (1-10 Mar 26)

Heatmap of Anomalous AIS positions (27 Feb – 8 Mar 26) ICOD: 10/03/2026 10:30UTC



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

The Joint War Committee (JWLA-033) expansion of Listed Areas across the Arabian Gulf, Gulf of Oman, and adjacent waters continues to trigger voyage declarations and Additional Premium negotiations under most Hull War policies. While commercial war risk insurance remains available, premiums have increased significantly and underwriting posture has tightened.

Open-source trade reporting indicates that war-risk premiums on a notional \$100 million vessel may now range from roughly \$500,000 to \$1 million per voyage depending on underwriting posture, reinforcing that insurance is not merely available, but increasingly a practical transit-limiting factor.

The U.S. government has indicated that additional war-risk insurance support mechanisms may be activated if required to sustain commercial shipping flows in the region. These mechanisms are intended to supplement the private insurance market and ensure continuity of maritime trade during periods of elevated conflict risk.

9. Outlook (24–48 Hours)

The maritime threat environment across the **Arabian Gulf, Strait of Hormuz, and Gulf of Oman** remains **CRITICAL**. Although no confirmed successful attacks against commercial vessels have been reported during the past **72 hours**, current conditions continue to reflect a **hostile and functionally disrupted operating environment** rather than a meaningful reduction in risk.

Recent reporting indicates adversary **capability and intent remain credible**. **UKMTO Incident 017-26** on 10 March, involving a loud detonation and water splash near the anchored bulk carrier **GH KAHLO** off Abu Dhabi, reinforces that **suspicious kinetic activity continues in proximity to commercial shipping** even where no vessel is struck. **Offshore energy infrastructure and selected port areas remain exposed**.

Over the next **24–48 hours**, JMIC assesses the most credible risks to include:

- Continued **UAV and missile activity** across the wider Gulf region
- **Follow-on incidents** near recent maritime event locations
- **Stand-off or sabotage-style attacks** against stationary vessels, offshore infrastructure, and port areas
- Persistent **GNSS interference, AIS anomalies, and communications disruption** degrading navigational reliability and increasing congestion-related hazard

Naval mining remains a key escalation indicator, although no confirmed deployments have been reported.

The Strait of Hormuz traffic is expected to remain heavily suppressed in the near term. **Any vessel transiting the Strait of Hormuz does so at their own risk.**



Merchant vessels should maintain direct liaison with UKMTO, maximize **navigational redundancy**, minimize time spent **stationary in high-risk areas**, avoid unnecessary proximity to naval units or recent incident locations, and apply **disciplined voyage and contingency planning**.

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

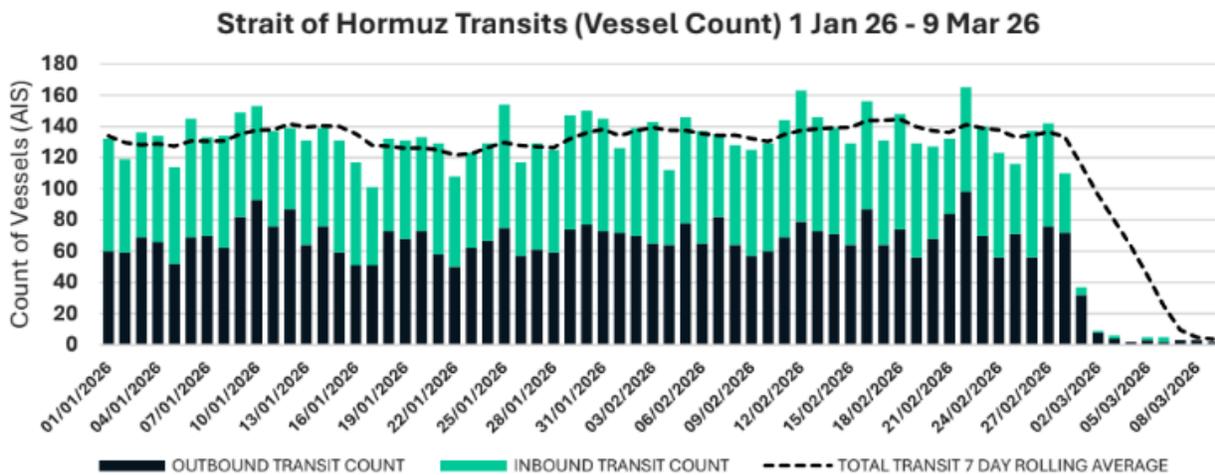
The maritime security situation in the Strait of Hormuz and Arabian Gulf continues to reflect critical kinetic risk. While there are no new reports of vessel attacks, there are no confirmed indicators of de-escalation. Recent reporting continues to support the assessment that vessels which are anchored, 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: 00/03/2026 10:00UTC

Strait of Hormuz



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

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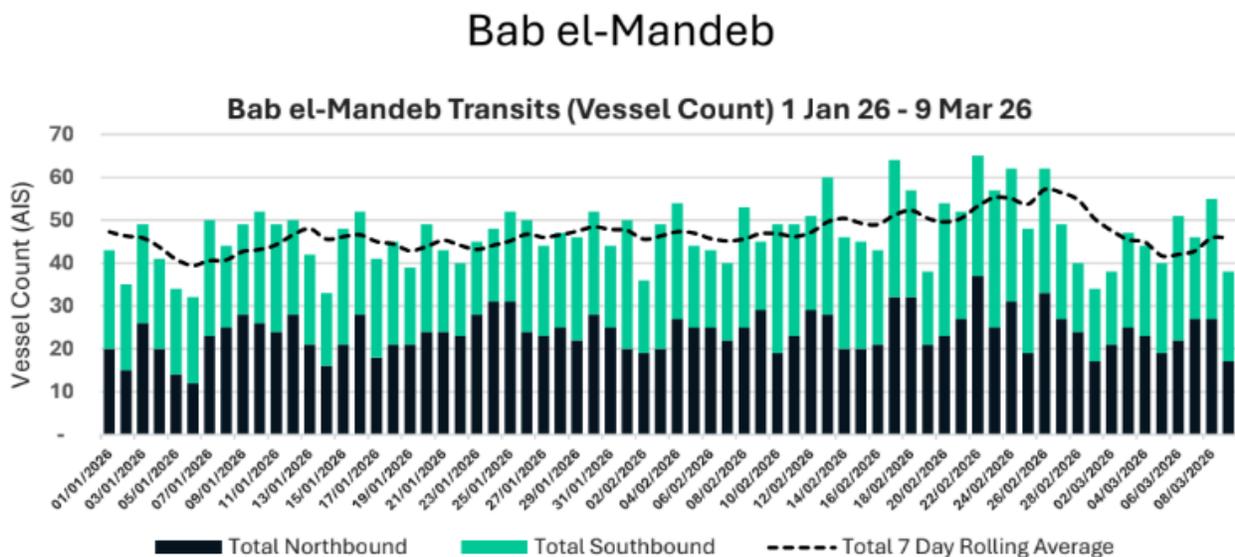


Traffic observations are derived from AIS-based monitoring and should be interpreted as indicative rather than exhaustive.

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.



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

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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

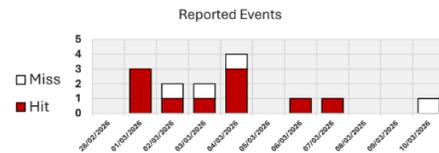
OPERATION EPIC FURY SITREP 9-10 Mar 26 UK OFFICIAL

Maritime events reported to UKMTO ICOD: 10/03/2026 10:30UTC



Notes

- Map reflects reported events to UKMTO since Saturday 28th Feb 2026
- No reported events on 5,8,9 Mar 2026
- No reported events before 1 Mar 2026



OPERATION EPIC FURY SITREP 7-8 Mar 26 UK OFFICIAL

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



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



Notes

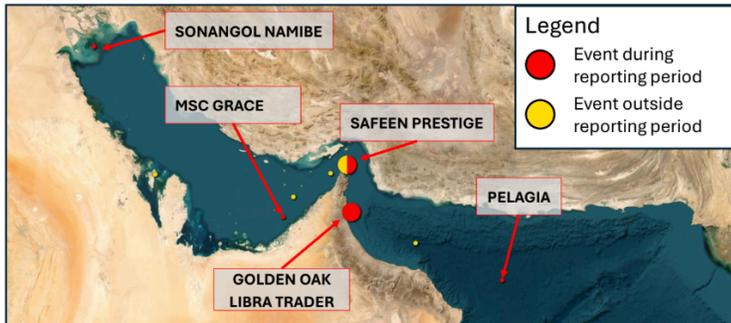
- Map reflects reported events to UKMTO since Saturday 28th Feb 2026
- No reported events on 5 Mar 2026
- No reported events before 1 Mar 2026

OPERATION EPIC FURY SITREP 3-4 Mar 26

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



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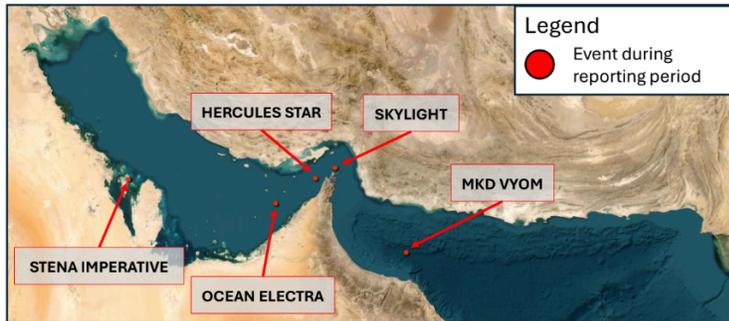
- Map reflects reported events to UKMTO between the dates 1-4 Mar 2026.
- Names vessels on map reflect events reported between 2-4 Mar (RED)
- Unnamed events on map reflect events from previous time period since the start of Operation Epic Fury.
- No reported events before 1 Mar 2026

OPERATION EPIC FURY SITREP 1-2 Mar 26

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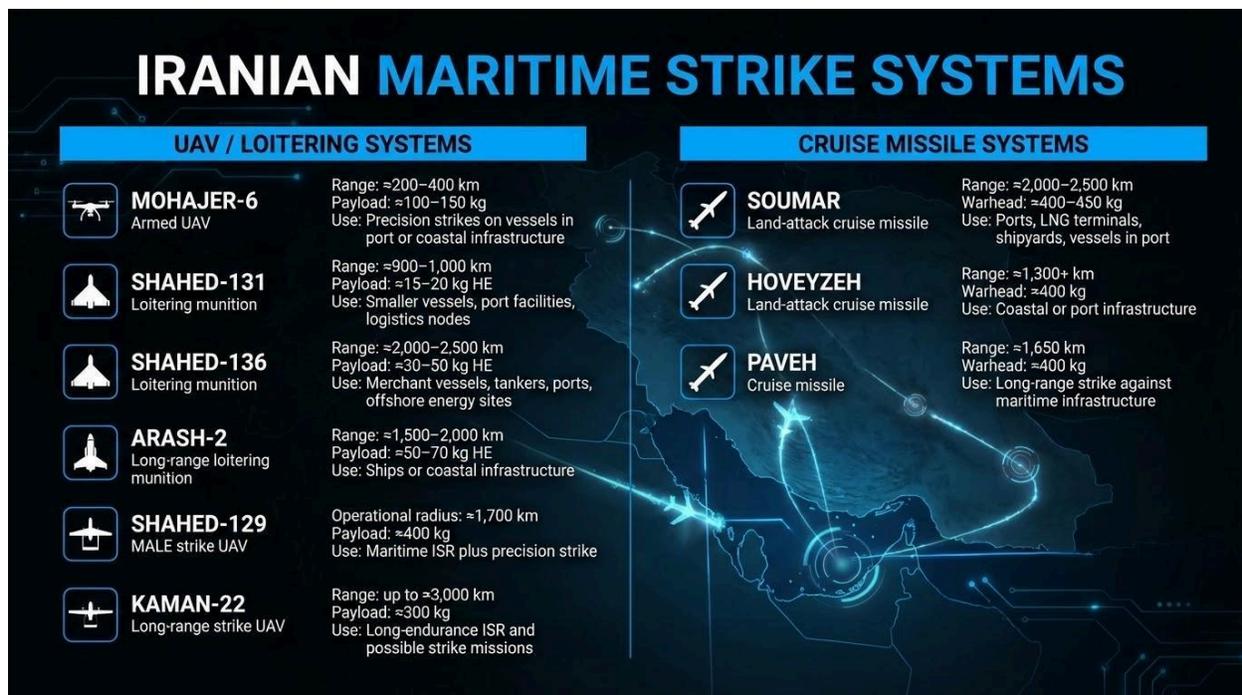
Maritime events reported to UKMTO ICOD: 05/03/2026 10:00UTC



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 update will be on 11 March.

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

