

Joint Maritime Information Center

Update 011 to JMIC Advisory Note: 01 - 11 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**. Three commercial vessels were struck within the Strait of Hormuz transit corridor between **10–11 March**, reinforcing that merchant vessels operating throughout the region remain exposed to stand-off kinetic threats. Although persistent open-source reporting continues to speculate about possible naval mining, there remains **no confirmed evidence of mine deployment or detonation** in regional shipping lanes. Imagery associated with the attack on **MAYUREE NAREE** suggests a severe explosive event at or near the waterline; however, the precise attack mechanism remains unconfirmed.

Recent incident patterns suggest a campaign focused on **operational disruption and the creation of uncertainty across maritime traffic flows**.

Commercial vessels operating within the critical threat area are strongly encouraged to maintain reporting contact with **UKMTO**. The recent cluster of attacks followed a brief lull (72-hours) in activity.

AIS usage 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 of Hormuz traffic is also contributing to **second-order impacts across energy markets, freight rates, bunker fuel costs, fertilizer supply chains, and broader global trade flows**.

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
018-26	ONE MAJESTY / Container / Laden	Underway / departed incident area	Yes - Projectile - Minor damage- Crew safe	50nm northwest of Dubai
019-26	MAYUREE NAREE / Bulk Carrier / Ballast	Disabled / crew abandonment reported - support ongoing	Yes - Severe hull damage and engine room fire following unidentified explosive attack; attack mechanism unconfirmed	Omani TTW, approx. 11 nm off Oman, Strait of Hormuz
020-26	STAR GWYNETH / Bulker / Ballast	Anchored	Yes - hull damage reported following strike by unidentified projectile - crew safe and vessel remains afloat	Approx. 50nm NW of Dubai

Among incidents reported since 01 March, some affected vessels and offshore assets have potential Western commercial associations, including U.S., UK, and other Western-linked interests. 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 and may affect a broader range of international commercial shipping**.

4. Confirmed/known Marine infrastructure attacks

On 11 March, multiple fuel storage tanks at the **Port of Salalah, Oman** were reportedly struck by **uncrewed aerial systems (UAS)**, resulting in fires within the port’s fuel storage area. Initial reporting from maritime security sources and regional media indicates that **several drones impacted fuel storage infrastructure**, though no damage to merchant vessels has been reported and casualty information remains limited. The incident highlights the continued exposure of **regional port and energy infrastructure beyond the Strait of Hormuz itself**, reinforcing the broader risk environment for maritime logistics, fuel storage, and port operations across the Arabian Sea and Gulf approaches.



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**.

AIS-derived monitoring indicates that commercial traffic through the Strait of Hormuz remains extremely limited, with **seven confirmed commercial cargo transits recorded during the past 24 hours**.

This continues to represent 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 4 to 10 MARCH 2026

Date	4 Mar	5 Mar	6 Mar	7 Mar	8 Mar	9 Mar	10 Mar
SoH E	1	2	3	0	1	1	6
SoH W	1	2	1	1	0	0	1
SoH Total	2	4	4	1	1	1	7
BAM NW	14	17	22	29	29	11	12
BAM SE	11	21	20	22	28	16	11
BAM Total	25	38	42	51	57	27	23

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



TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 4 to 10 MARCH 2026

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

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.



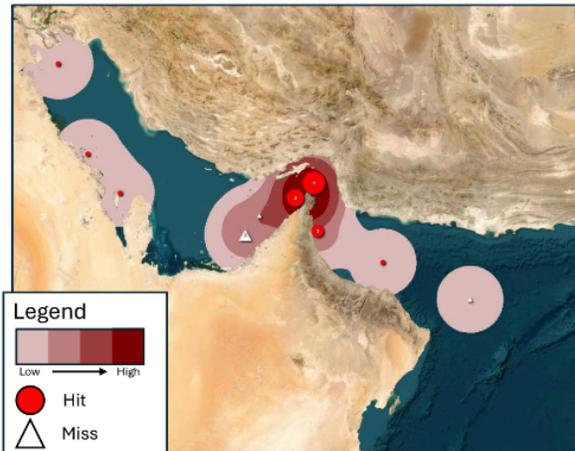
OPERATION EPIC FURY SITREP

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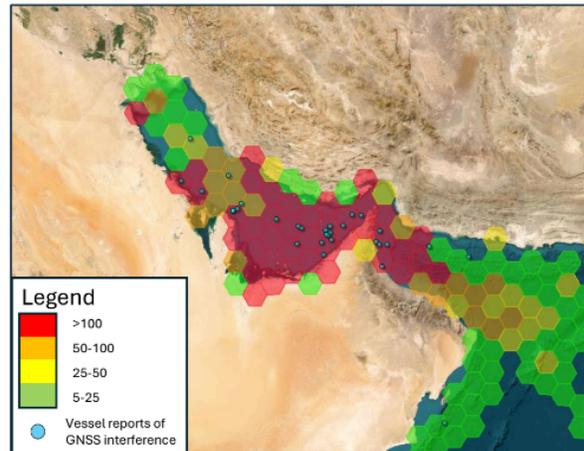
UKMTO
UK Maritime Trade Operations

Density Analysis of Maritime events reported to UKMTO (1-11 Mar 26)

Heatmap of Anomalous AIS positions (27 Feb – 9 Mar 26) /ICOD: 11/03/2026 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 (No Change)

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.

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**. Three commercial vessels were struck within the Strait of Hormuz transit corridor between 10–11 March, reinforcing that merchant vessels operating throughout the region remain exposed to kinetic attack.

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

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 environment in the **Strait of Hormuz and the Arabian Gulf remains at a critical level of kinetic risk**. Three commercial vessels were struck within the Strait of Hormuz transit corridor between **10–11 March**, and there are **no confirmed indicators of de-escalation**. Recent reporting continues to suggest that vessels which are **anchored, drifting, or operating in predictable patterns** may face elevated exposure. Support or assistance vessels operating near an affected ship may also be at increased risk.

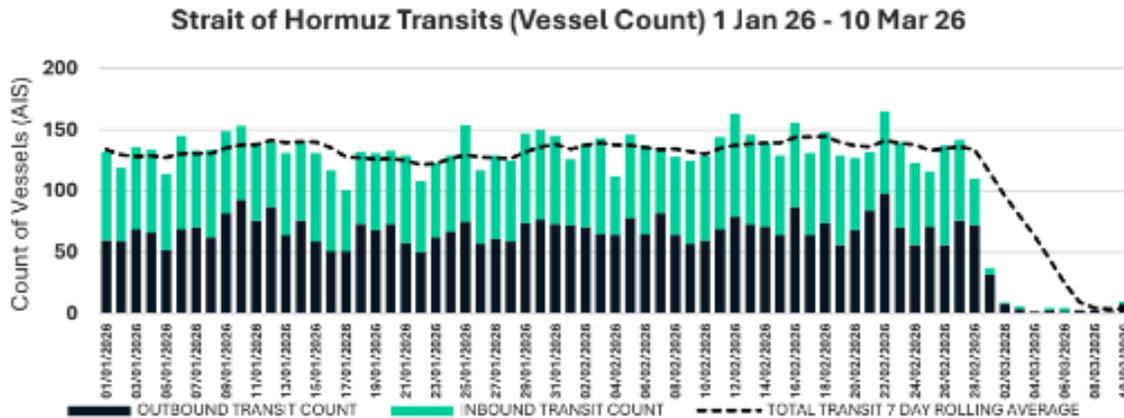
Mariners continue to report **severe GNSS/GPS spoofing, AIS anomalies, and electronic interference** affecting navigation and communications reliability across the region. AIS-derived monitoring indicates that **commercial traffic through the Strait of Hormuz remains heavily suppressed**, reflecting continued operator caution and elevated war-risk conditions.

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 strongly encouraged to **maximize distance from military assets and minimize time spent stationary at anchor or alongside in high-risk zones**.



Transit Statistics ICOD: 11/03/2026 10:30UTC

Straits 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)**

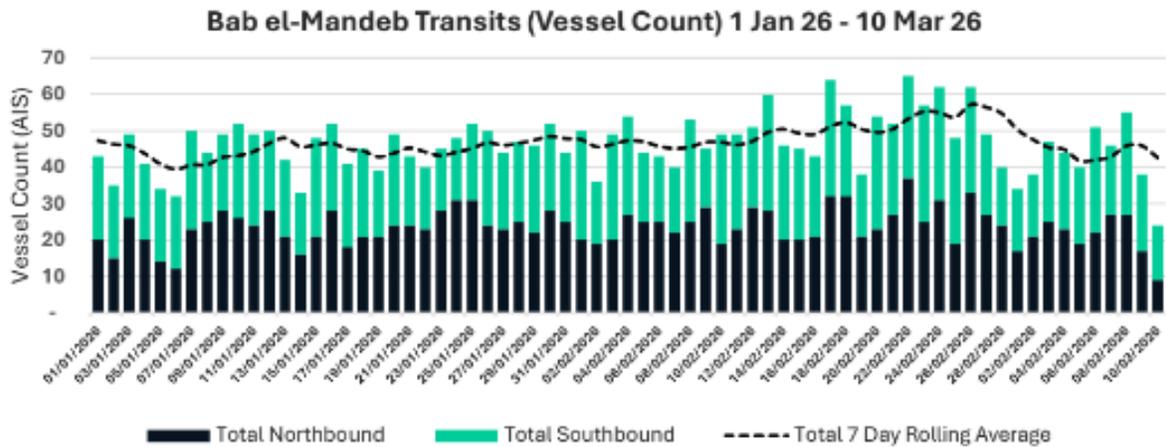
The situation across the **Red Sea, Bab el-Mandeb Strait, and Gulf of Aden remains at a substantial threat level** due to the ongoing regional conflict and the continued hostile posture of Houthi forces toward commercial shipping. **No verified Houthi attacks against commercial vessels have been confirmed since the escalation of hostilities on 28 February**, though the group retains both the **capability and demonstrated intent** to conduct maritime attacks in the region. Known threat vectors include **anti-ship missiles, one-way attack UAVs, and uncrewed surface vessels (USVs)**.

Commercial traffic through the **Red Sea and Bab el-Mandeb Strait remains significantly reduced**, with approximately **23 vessel transits recorded during the past 24 hours**, indicating that many operators continue to avoid the route despite the absence of recent attacks. No new public statements or operational indicators suggesting imminent Houthi maritime activity have been identified; however, maritime industry concern remains elevated given the group's previous targeting patterns and demonstrated strike capabilities.

Strict adherence to **BMP-MS guidance** and use of the **Maritime Security Transit Corridor (MSTC)** is strongly advised for any vessel attempting transit, particularly when operating in coordination with naval forces or under escort.



Bab el-Mandeb



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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 presence from regional militaries, with recent deployments of Dutch, French, German, Greek, Italian, Turkish, Spanish and UK vessels and aircraft.



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.

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:

- Successful missile or UAV strikes on Eastern Mediterranean sea ports
- Missile or UAV attacks on commercial vessels in Mediterranean waters
- Mining or chokepoint denial activity



Annex – Reference Material

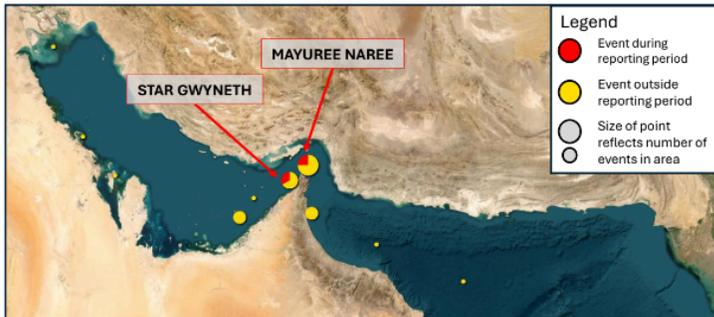
- JMIC Regional Threat Levels
- UKMTO Incident Map
- Transit Statistics (AIS Derived)
- Iranian Strike Systems

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 11-12 Mar 26 UK OFFICIAL

Maritime events reported to UKMTO *ICOD: 11/03/2026 10:30UTC*



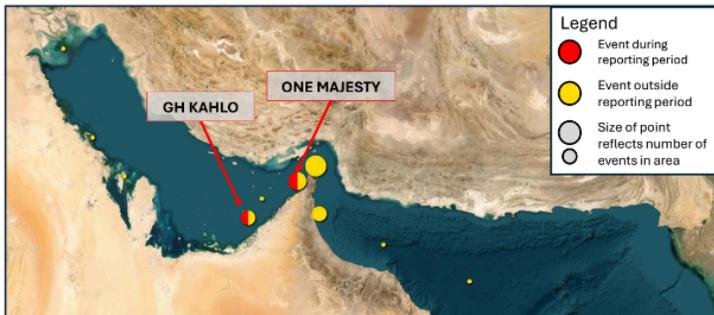
Notes

- 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 9-10 Mar 26 UK OFFICIAL

Maritime events reported to UKMTO *ICOD: 11/03/2026 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

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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

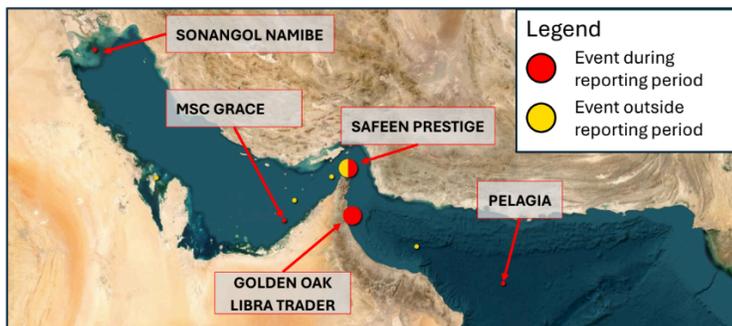
- Map reflects reported events to UKMTO since Saturday 28th Feb 2026
- No reported events on 5 Mar 2026
- No reported events before 1 Mar 2026

OPERATION EPIC FURY SITREP 3-4 Mar 26

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



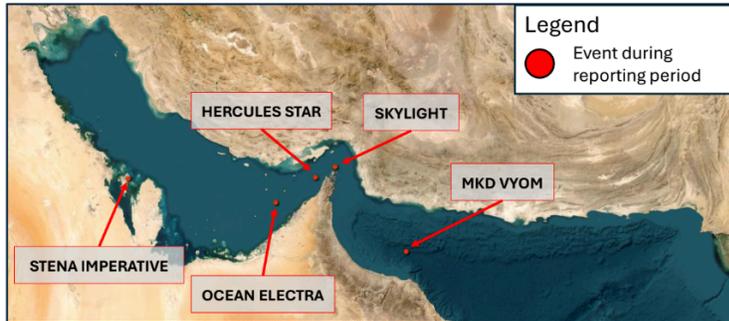
Notes

- 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)
- 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 OFFICIAL

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

IRANIAN MARITIME STRIKE SYSTEMS

UAV / LOITERING SYSTEMS		CRUISE MISSILE SYSTEMS	
	MOHAJER-6 Armed UAV Range: ≈200–400 km Payload: ≈100–150 kg Use: Precision strikes on vessels in port or coastal infrastructure		SOUMAR Land-attack cruise missile Range: ≈2,000–2,500 km Warhead: ≈400–450 kg Use: Ports, LNG terminals, shipyards, vessels in port
	SHAHED-131 Loitering munition Range: ≈900–1,000 km Payload: ≈15–20 kg HE Use: Smaller vessels, port facilities, logistics nodes		HOVEYZEH Land-attack cruise missile Range: ≈1,300+ km Warhead: ≈400 kg Use: Coastal or port infrastructure
	SHAHED-136 Loitering munition Range: ≈2,000–2,500 km Payload: ≈30–50 kg HE Use: Merchant vessels, tankers, ports, offshore energy sites		PAVEH Cruise missile Range: ≈1,650 km Warhead: ≈400 kg Use: Long-range strike against maritime infrastructure
	ARASH-2 Long-range loitering munition Range: ≈1,500–2,000 km Payload: ≈50–70 kg HE Use: Ships or coastal infrastructure		
	SHAHED-129 MALE strike UAV Operational radius: ≈1,700 km Payload: ≈400 kg Use: Maritime ISR plus precision strike		
	KAMAN-22 Long-range strike UAV Range: up to ≈3,000 km Payload: ≈300 kg Use: Long-endurance ISR and possible strike missions		

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 **12** March.

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

