

# Joint Maritime Information Center

## Update 012 to JMIC Advisory Note: 01 - 12 March 2026

Regional Tension - Impact on Maritime Security <sub>c</sub>

### 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 across the **Arabian Gulf, Strait of Hormuz, and Gulf of Oman remains CRITICAL**. Within the past 24 hours, **three additional commercial vessels were struck within the Arabian Gulf**, including the laden tanker **ZEFYROS**, laden tanker **SAFESEA VISHNU**, and the container vessel **SOURCE BLESSING**. The attacks underscore the continued risk to merchant mariners operating in the region.

Since the start of hostilities on 01 March, **more than twenty maritime incidents involving commercial vessels and offshore infrastructure have been reported across the Arabian Gulf, Strait of Hormuz, and Gulf of Oman**. The incidents involve a wide range of vessel types and flag states, with **no consistent pattern of Western ownership linkage**, suggesting that the current strike pattern reflects a campaign aimed at **broad maritime disruption rather than selective vessel targeting**. Recent incidents indicate that attacks are no longer confined to transit corridors and may occur across a **broad operating area of the Arabian Gulf**, including anchorages, Ship-to-Ship (STS) operations, and port approaches.

Commercial vessels operating within the critical threat area are strongly encouraged to maintain reporting contact with **UKMTO**.

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                                    |
|----------|---------------------------------------|----------|---|---|
| 021-26   | ZEFYROS / Tanker/<br>Laden            | Adrift   | Struck by unknown projectiles during STS transfer. Crew abandoned.                  | 5 nm South of Al Basrah, Iraq               |
| 021-26   | SAFESEA VISHNU / Tanker / Laden       | Adrift   | Struck by unknown projectiles during STS transfer. Crew abandoned and one casualty. | 5 nm South of Al Basrah, Iraq               |
| 022-26   | SOURCE BLESSING/<br>Container / Laden | Anchored | Ship struck by an unknown projectile, causing a small fire. Crew safe               | Approximately 35 nm North of Jebel Ali, UAE |

On 11–12 March, **three commercial vessels were struck by unidentified projectiles in incidents across the Arabian Gulf**. Two laden tankers were struck while conducting **ship-to-ship (STS) operations approximately 5 nm south of Al Basrah, Iraq**, while a laden container vessel was struck while **anchored approximately 35 nm north of Jebel Ali, UAE**. Initial reporting indicates fires onboard the affected vessels, with tanker crews evacuated.

### 4. Confirmed/known Marine infrastructure attacks

Recent drone strikes against fuel storage infrastructure at the **Port of Salalah, Oman** highlight the continued vulnerability of maritime energy and logistics infrastructure across the wider region. While no merchant vessels were damaged in the incident, the targeting of port fuel storage demonstrates the potential for attacks to disrupt **bunkering operations, port logistics, and regional energy supply chains**. The ability of unmanned systems to strike infrastructure at extended ranges reinforces that maritime risk is **not limited to vessel transits or chokepoints**, but may also affect **port facilities, offshore energy infrastructure, and maritime logistics hubs throughout the Arabian Gulf and Arabian Sea 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 **one confirmed commercial cargo transit recorded during the past 24 hours**. Dark (No AIS) SoH transits can be expected.

### VESSELS TRANSITS COMPARISON

#### CARGO VESSEL TRANSITS COMPARISON 5 to 11 MARCH 2026

| Date             | 5 Mar     | 6 Mar     | 7 Mar     | 8 Mar     | 9 Mar     | 10 Mar    | 11 Mar    |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| SoH E            | 2         | 3         | 0         | 1         | 1         | 6         | 1         |
| SoH W            | 2         | 1         | 1         | 0         | 0         | 1         | 0         |
| <b>SoH Total</b> | <b>4</b>  | <b>4</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>7</b>  | <b>1</b>  |
| BAM NW           | 17        | 22        | 29        | 29        | 11        | 12        | 27        |
| BAM SE           | 21        | 20        | 22        | 28        | 16        | 11        | 15        |
| <b>BAM Total</b> | <b>38</b> | <b>42</b> | <b>51</b> | <b>57</b> | <b>27</b> | <b>23</b> | <b>42</b> |

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



## TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 5 to 11 MARCH 2026

| Date             | 5 Mar     | 6 Mar     | 7 Mar     | 8 Mar     | 9 Mar     | 10 Mar    | 11 Mar    |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| SoH E            | 2         | 1         | 0         | 0         | 0         | 1         | 0         |
| SoH W            | 0         | 1         | 0         | 0         | 0         | 0         | 0         |
| <b>SoH Total</b> | <b>2</b>  | <b>2</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>1</b>  | <b>0</b>  |
| BAM NW           | 6         | 10        | 12        | 12        | 5         | 6         | 14        |
| BAM SE           | 5         | 7         | 7         | 10        | 6         | 6         | 8         |
| <b>BAM Total</b> | <b>11</b> | <b>17</b> | <b>19</b> | <b>22</b> | <b>11</b> | <b>12</b> | <b>22</b> |

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.



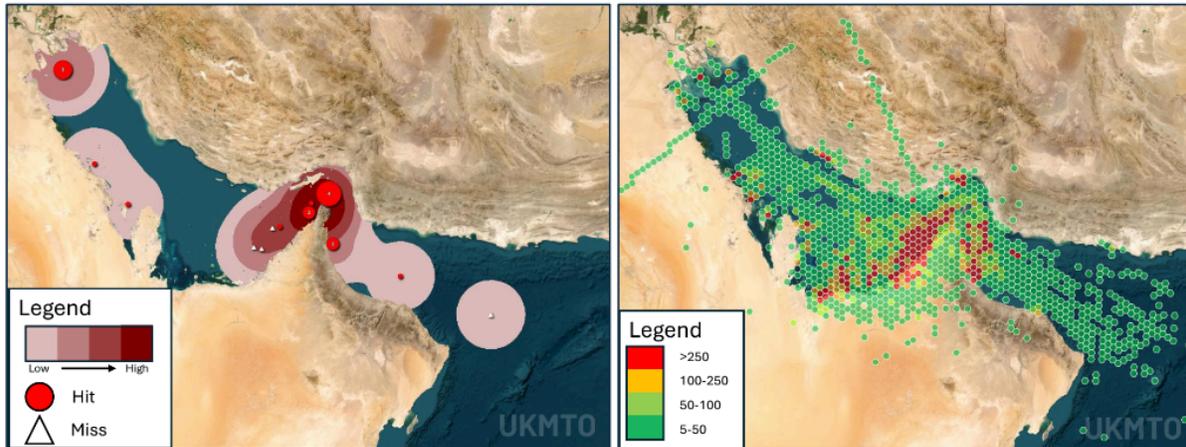
## OPERATION EPIC FURY SITREP

UK OFFICIAL

**UKMTO**  
UK Maritime Trade Operations

Density Analysis of Maritime events reported to UKMTO (1-12 Mar 26)

Heatmap of Anomalous AIS positions (1-10 Mar 26) ICOD: 12/03/2026 10:30UTC



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

Heatmap of Anomalous AIS positions, 20NM 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**. Recent attacks demonstrate that the **threat is not confined to the Strait of Hormuz** transit corridor and may affect vessels across a wider operating area of the Arabian Gulf,



including northern Gulf offshore transfer areas, anchorages, and UAE port approaches. Offshore energy infrastructure and selected port areas remain exposed.

Offshore energy facilities, bunkering terminals, and port fuel storage infrastructure across the region remain exposed to potential follow-on drone or missile strikes.

**Over the next 24–48 hours**, JMIC assesses the most credible risks to include continued UAV and missile activity, follow-on strikes near recent maritime event locations, attacks against stationary vessels or offshore operations such as STS transfers, and persistent GNSS interference, AIS anomalies, and communications disruption degrading navigational reliability and increasing congestion-related hazard.

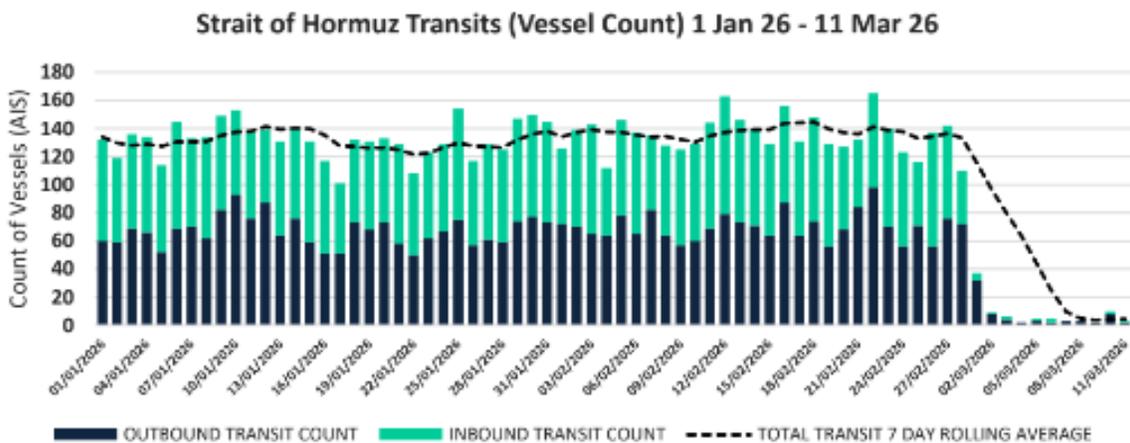
### A. Strait of Hormuz and Arabian Gulf

The maritime security environment across the **Arabian Gulf and Strait of Hormuz region** remains at a **critical level of kinetic risk**. Recent incidents indicate that attacks are occurring across a **broader geographic area of the Arabian Gulf**, rather than being limited to the Strait of Hormuz transit corridor. The latest reporting includes attacks on two tankers near **Al Basrah, Iraq** during **STS operations**, and on a container vessel north of **Jebel Ali, UAE** while stationary. This pattern continues to suggest that vessels which are **anchored, drifting, or operating predictably** may face elevated exposure.

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 **Strait of Hormuz traffic remains heavily suppressed**, while recent attacks elsewhere in the Gulf reinforce that the wider Arabian Gulf operating environment remains highly volatile.

## Transit Statistics *ICOD: 12/03/2026 10:30UTC*

### Strait of Hormuz



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

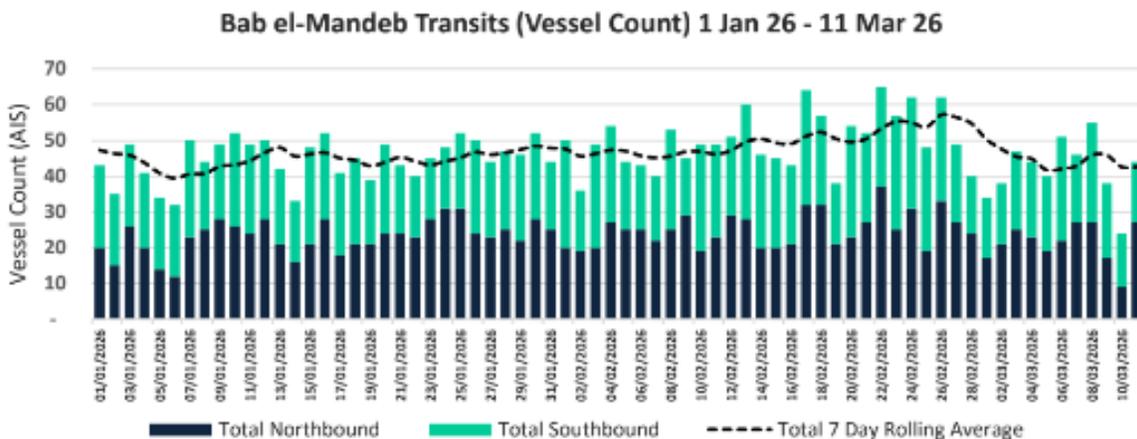
B. Red Sea, Strait of Bab-el-Mandeb and Gulf of Aden

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 42 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



*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

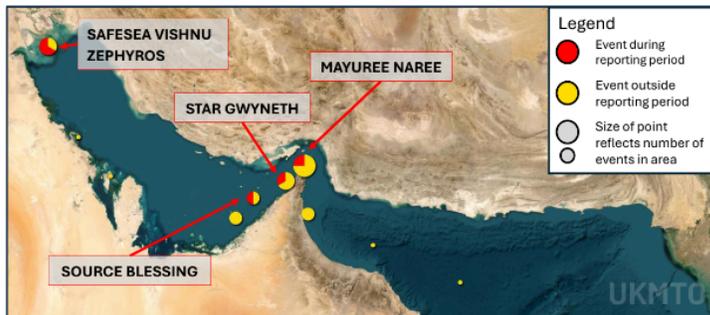
- JMIC Regional Threat Levels
- UKMTO Incident Map
- Transit Statistics (AIS Derived)
- Iranian Strike Systems
- **Confirmed Maritime Security Incidents List (new)**

### 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          |

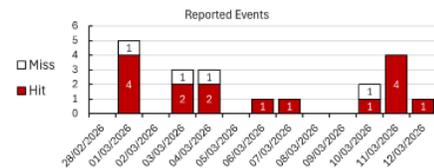
#### OPERATION EPIC FURY SITREP 11-12 Mar 26 UK OFFICIAL

Maritime events reported to UKMTO *ICOD: 12/03/2026 10:30UTC*



#### Notes

- Map reflects reported events to UKMTO since Saturday 28<sup>th</sup> Feb 2026
- No reported events on 2,5,8,9 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 28<sup>th</sup> 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 28<sup>th</sup> Feb 2026
- No reported events on 5 Mar 2026
- No reported events before 1 Mar 2026

### OPERATION EPIC FURY SITREP 5-6 Mar 26

UK OFFICIAL



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



#### Notes

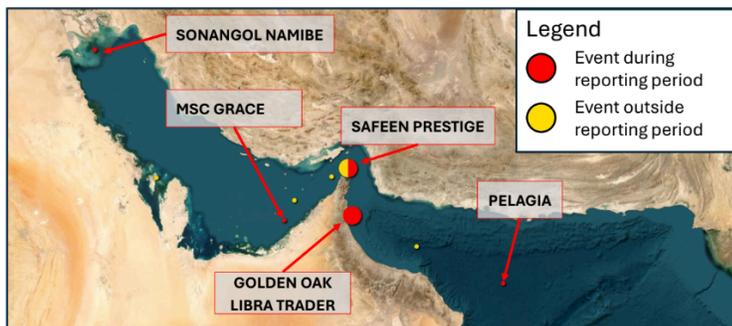
- Map reflects reported events to UKMTO since Saturday 28<sup>th</sup> Feb 2026
- No reported events on 5 Mar 2026
- No reported events before 1 Mar 2026

### OPERATION EPIC FURY SITREP 3-4 Mar 26

UK OFFICIAL



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



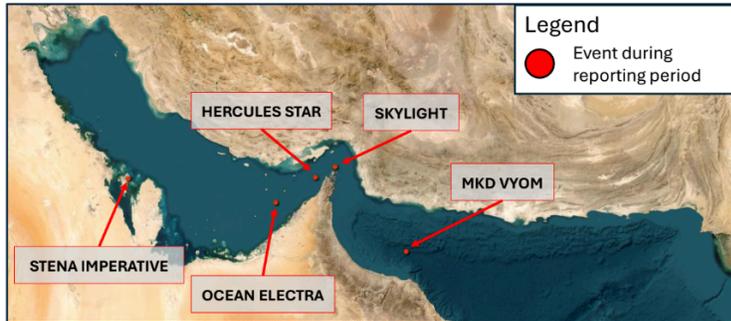
#### Notes

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



## Confirmed Maritime Security Incidents (01–12 March 2026)

Since 01 March 2026, at least 19 maritime security incidents involving commercial vessels and offshore infrastructure have been reported across the Arabian Gulf, Strait of Hormuz, and Gulf of Oman.

| Date                                   | Vessel           | Vessel Type | Event Type       | Location         | Summary  |
|--|------------------|-------------|------------------|------------------|--|
| 01 Mar 2026 - UKMTO 004-36             | SKYLIGHT         | Tanker      | Attack (serious) | Strait of Hormuz | Vessel struck by projectile while at anchor causing fire; crew evacuated with injuries reported.   |
| 01 Mar 2026 - UKMTO 006-36UKMTO 005-26 | HERCULES STAR    | Tanker      | Attack (serious) | Strait of Hormuz | Vessel struck by projectile while transiting outbound; fire reported onboard.                      |
| 01 Mar 2026 - UKMTO 006-26             | OCEAN ELECTRA    | Bulk        | Attack           | Arabian Gulf     | Projectile detonated in close proximity while vessel was transiting westbound; no damage reported. |
| 01 Mar 2026 - UKMTO 007-36             | MKD VYOM         | Tanker      | Attack (serious) | Gulf of Oman     | Vessel struck by projectile (USV) while transiting northbound causing fire; one fatality reported. |
| 01 Mar 2026 - UKMTO 008-26             | STENA IMPERATIVE | Tanker      | Attack (serious) | Bahrain          | Vessel struck by two projectiles while in drydock causing fire and damage.                         |
| 03 Mar 2026 - UKMTO 009-26             | PELAGIA          | Bulk        | Near Miss        | Gulf of Oman     | UAV observed near vessel before impacting water nearby; no damage reported.                        |
| 03 Mar 2026 - UKMTO 010-26             | GOLD OAK         | Bulk        | Attack (serious) | Gulf of Oman     | Vessel struck by projectile while at anchor causing structural damage; crew safe.                  |



|                            |                 |              |                  |                       |  |
|----------------------------|-----------------|--------------|------------------|-----------------------|--|
| 03 Mar 2026 - UKMTO 011-26 | LIBRA TRADER    | Tanker       | Attack (serious) | Gulf of Oman          | Vessel struck by projectile while anchored; damage reported.                                       |
| 04 Mar 2026 - UKMTO 012-26 | SAFEEN PRESTIGE | Container    | Attack (serious) | Strait of Hormuz      | Explosion reported near stern following approach by small craft; crew abandoned vessel.            |
| 04 Mar 2026 - UKMTO 013-26 | MSC GRACE       | Container    | Near Miss        | Arabian Gulf          | Projectile detonated approximately 1 NM from vessel while drifting.                                |
| 04 Mar 2026 - UKMTO 014-26 | SONANGOL NAMIBE | Tanker       | Attack (serious) | Northern Arabian Gulf | Explosion onboard causing cargo hold damage and oil leakage.                                       |
| 06 Mar 2026 - UKMTO 015-26 | MUSSAFAH 2      | Tug          | Attack (serious) | Strait of Hormuz      | Vessel struck by projectiles while supporting operations with SAFEEN PRESTIGE.                     |
| 07 Mar 2026 - UKMTO 016-26 | ARABIA III      | Offshore Rig | Attack (serious) | Arabian Gulf          | Drilling rig struck by UAV causing injuries and evacuation of personnel.                           |
| 10 Mar 2026 - UKMTO 017-26 | GH KAHLO        | Bulk         | Near Miss        | Arabian Gulf          | The Master reports witnessing a splash and heard a loud bang in close proximity of a bulk carrier. |
| 10 Mar 2026 - UKMTO 018-26 | ONE MAJESTY     | Container    | Attack (serious) | Arabian Gulf          | Vessel struck by projectile at stern causing possible structural damage.                           |



|                            |                 |              |                  |                                   |  |
|----------------------------|-----------------|--------------|------------------|-----------------------------------|--|
| 11 Mar 2026 - UKMTO 019-26 | MAYUREE NAREE   | Bulk Carrier | Attack (serious) | Strait of Hormuz                  | Projectile strike resulted in engine room fire; crew evacuated by Omani Coast Guard.           |
| 11 Mar 2026 - UKMTO 020-26 | STAR GWYNETH    | Bulk Carrier | Attack (serious) | Arabian Gulf                      | Projectile strike caused breach in cargo hold and adjacent ballast tanks resulting in listing. |
| 11 Mar 2026 - UKMTO 021-26 | SAFESEA VISHNU  | Tanker       | Attack (serious) | Northern Arabian Gulf (STS area)  | Struck by projectile while conducting STS operations; fire onboard and casualty reported.      |
| 11 Mar 2026 - UKMTO 021-26 | ZEFYROS         | Tanker       | Attack (serious) | Northern Arabian Gulf (STS area)  | Struck by projectile during STS operations causing significant fire.                           |
| 12 Mar 2026 - UKMTO 022-26 | SOURCE BLESSING | Container    | Attack           | Arabian Gulf (North of Jebel Ali) | Projectile struck accommodation block causing fire; crew safe.                                 |

**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 13 March.

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

