

# Joint Maritime Information Center

## Update 013 to JMIC Advisory Note: 01 - 13 March 2026

Regional Tension - Impact on Maritime Security

### 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**. No confirmed vessel attacks have been reported during the past 24 hours; however, the overall maritime threat environment remains at a critical level due to recent attack patterns, continued navigation interference, and persistent operational disruption across the region.

#### Operational Indicators (13 March)

- Confirmed maritime incidents since 1 March: **20**
- Vessel attacks past 24 hours: **0**
- Historical SoH traffic: **~138/day**
- Current observed SoH cargo traffic: **5 vessels/day**
- GNSS interference: **widespread**

Since the start of hostilities on 01 March, **at least 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 transmission remains governed by **SOLAS regulations**. Operators should review AIS transmission policies within their internal 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 Vessel Incidents – Past 24 Hours

Incident	Vessel	Status	Damage	Location
None				

No confirmed vessel attacks reported during this reporting period.

## 4. Confirmed/known Marine infrastructure attacks (No change)

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 **5 confirmed commercial cargo transits recorded during the past 24 hours**. Dark (No AIS) SoH transits can be expected. This continues to represent a dramatic reduction in maritime traffic compared to historical averages and reflects widespread commercial operator avoidance of the Strait of Hormuz during the current crisis period.

### VESSEL TRANSITS COMPARISON

#### CARGO VESSEL TRANSITS COMPARISON 6 to 12 MARCH 2026

Date	6 Mar	7 Mar	8 Mar	9 Mar	10 Mar	11 Mar	12 Mar
SoH E	3	0	1	1	6	1	1
SoH W	1	1	0	0	1	0	4
<b>SoH Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>5</b>
BAM NW	22	29	29	11	12	27	26
BAM SE	20	22	28	16	11	15	19
<b>BAM Total</b>	<b>42</b>	<b>51</b>	<b>57</b>	<b>27</b>	<b>23</b>	<b>42</b>	<b>45</b>

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

#### TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 6 to 12 MARCH 2026

Date	6 Mar	7 Mar	8 Mar	9 Mar	10 Mar	11 Mar	12 Mar
SoH E	1	0	0	0	1	0	0
SoH W	1	0	0	0	0	0	0
<b>SoH Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
BAM NW	10	12	12	5	6	14	13
BAM SE	7	7	10	6	6	8	10
<b>BAM Total</b>	<b>17</b>	<b>19</b>	<b>22</b>	<b>11</b>	<b>12</b>	<b>22</b>	<b>23</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

Significant **GNSS/GPS interference, spoofing, and jamming** continue across the **Strait of Hormuz approaches, Gulf of Oman, and Arabian Gulf**, degrading positional reliability and contributing to **AIS anomalies, false tracks, and intermittent signal loss**.

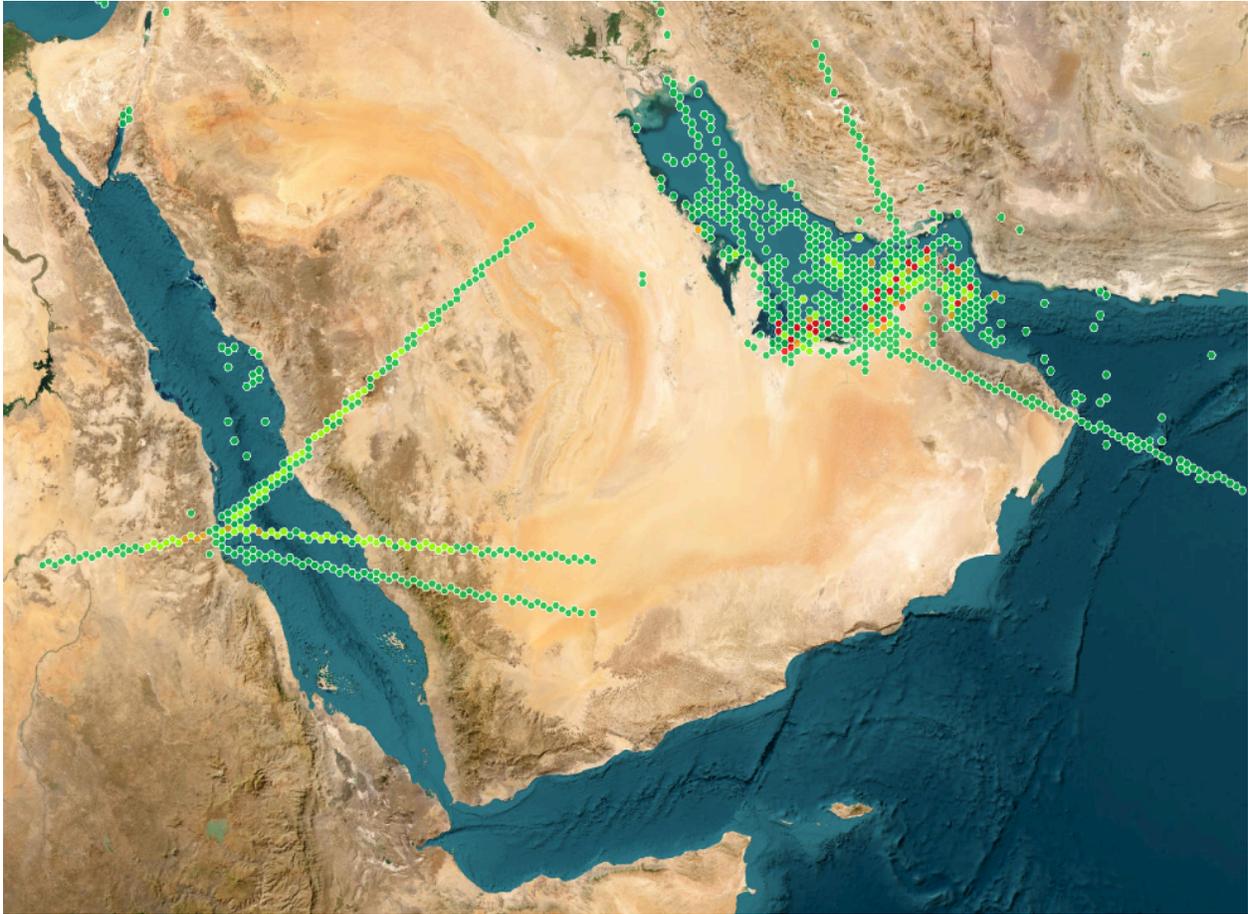
Recent maritime monitoring using AIS anomaly detection (commercial vessels >1000 GT exceeding estimated speeds of 30 knots) indicates **several hundred vessels exhibiting abnormal positional behavior across the wider Gulf operating area**. The highest concentration of anomalous AIS positions remains clustered near the **Strait of Hormuz approaches and adjacent Omani/UAE waters**.

AIS anomaly mapping also indicates **secondary interference patterns extending into the Red Sea**, particularly near the **Bab el-Mandeb Strait**, though the density of disruption appears lower than in the Arabian Gulf.

These effects may produce **artificial vessel tracks, unrealistic speed readings, and sudden positional displacement**, potentially creating the appearance of vessels transiting across land or moving at physically impossible speeds.

Mariners should anticipate associated degradation in communications reliability, including congested or anomalous VHF reporting, and should treat **all electronic navigation inputs with increased caution**.





**AIS Anomaly Density Map (28 Feb – 13 Mar 2026)**

**Commercial vessels >1000 GT exhibiting estimated speeds exceeding 30 knots.**

**20 km hexbin aggregation used to identify likely GNSS spoofing or positional corruption events.**

**Source: UKMTO operational monitoring.**



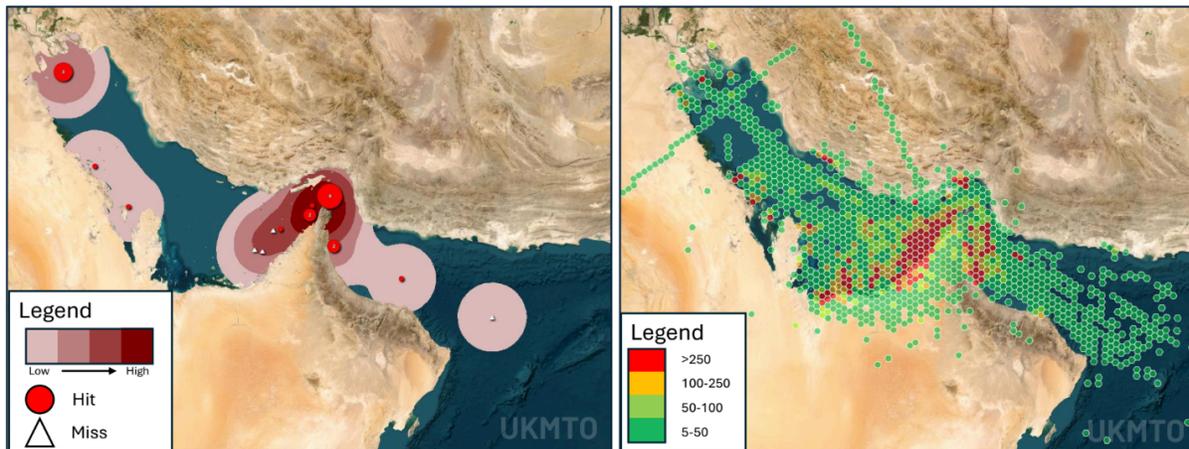
## OPERATION EPIC FURY SITREP

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**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 GNSS position with radar ranges, visual bearings, echo sounder trends, and parallel indexing where appropriate.
- Validate ECDIS and AIS inputs against secondary navigation sources and manual plotting where required.
- Increase bridge manning and enhanced vigilance in constrained waters, near anchorages, and during port approaches.
- Treat anomalous VHF calls, reported closures, or unexpected routing instructions cautiously and verify through recognized authorities.
- Include offshore infrastructure, anchorages, and port approaches in voyage threat and risk assessments, not only open-water transit lanes.

### 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.

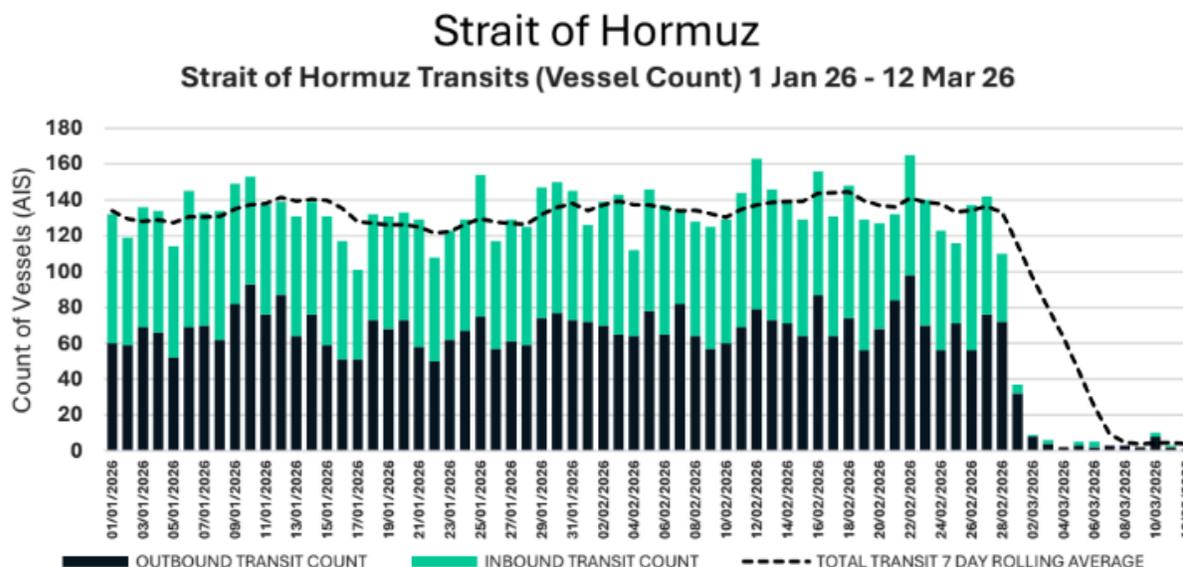
### A. Strait of Hormuz and Arabian Gulf

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. As of this report, there is no confirmation of mining in the SoH.

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: 13/03/2026 10:30UTC*



### OPERATION EPIC FURY SITREP

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.*

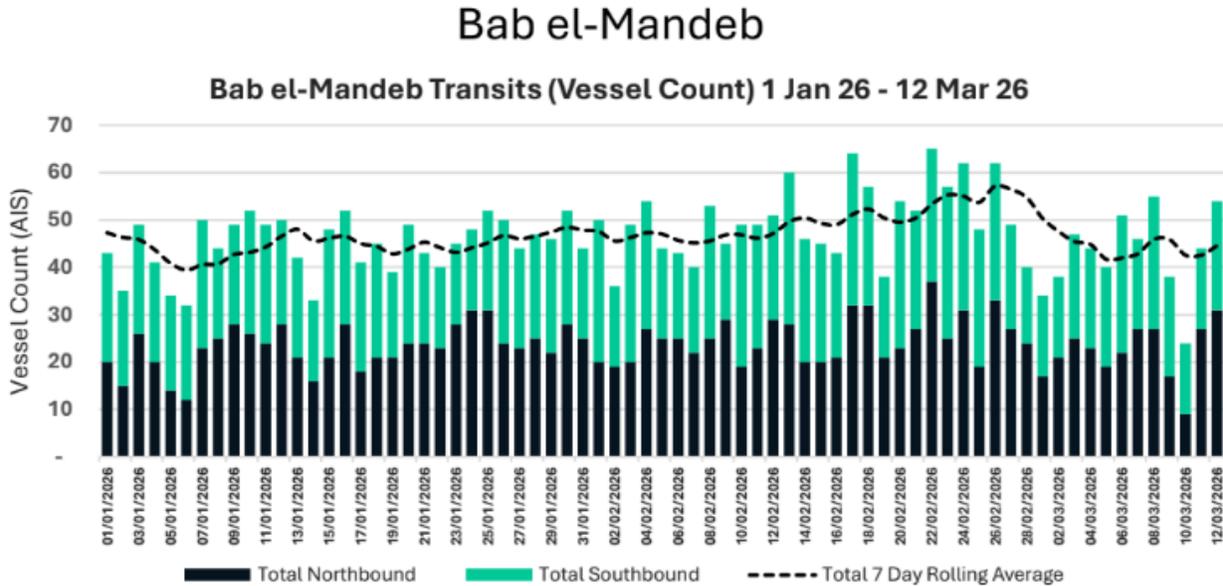
### B. Red Sea, Strait of Bab-el-Mandeb and Gulf of Aden

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 **45 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.



**OPERATION EPIC FURY SITREP**  
 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.

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

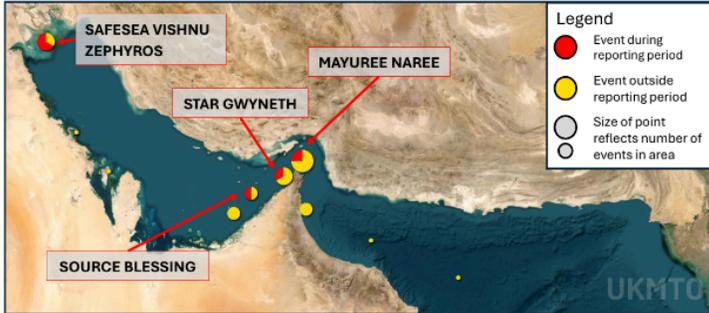
- JMIC Regional Threat Levels
- UKMTO Incident Map
- Transit Statistics (AIS Derived)
- Iranian Strike Systems
- Confirmed Maritime Security Incidents List

### 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

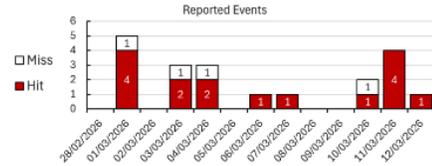


**OPERATION EPIC FURY SITREP 11-12 Mar 26** UK OFFICIAL  
 Maritime events reported to UKMTO *ICOD: 12/03/2026 10:30UTC*

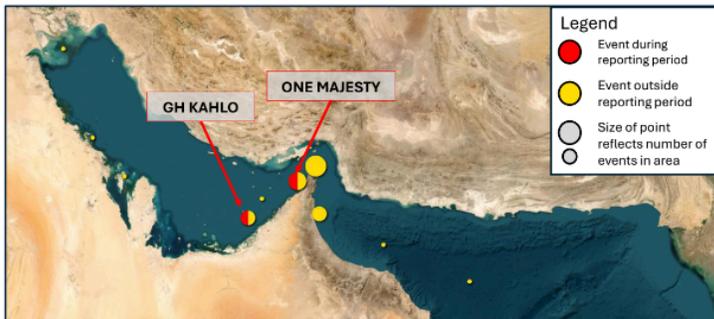


**Notes**

- 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

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



#### Notes

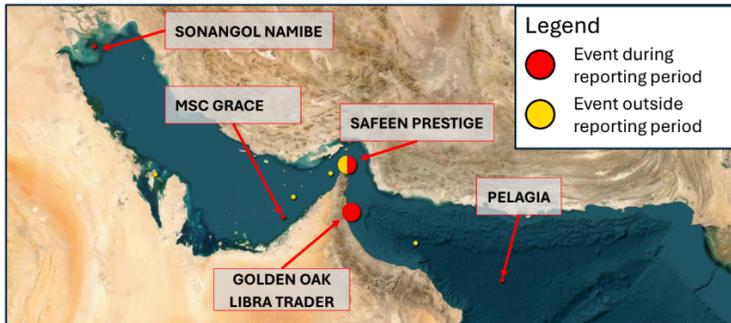
- Map reflects reported events to UKMTO since Saturday 28<sup>th</sup> Feb 2026
- No reported events on 5 Mar 2026
- No reported events before 1 Mar 2026

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

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



#### Notes

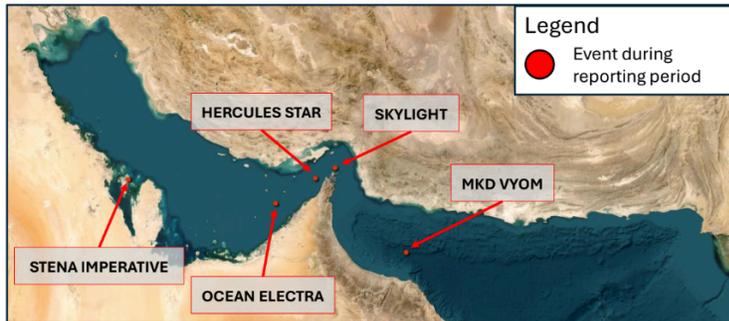
- Map reflects reported events to UKMTO between the dates 1-4 Mar 2026.
- Names vessels on map reflect events reported between 2-4 Mar (RED)
- Unnamed events on map reflect events from previous time period since the start of Operation Epic Fury.
- No reported events before 1 Mar 2026

### OPERATION EPIC FURY SITREP 1-2 Mar 26

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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



# IRANIAN MARITIME STRIKE SYSTEMS

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

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 20 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 - <a href="#">UKMTO 004-36</a>	SKYLIGHT	Tanker	Attack (serious)	Strait of Hormuz	Vessel struck by projectile while at anchor causing fire; crew evacuated with injuries reported.
01 Mar 2026 - <a href="#">UKMTO 006-36UK MTO 005-26</a>	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 14 March.

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

