

Joint Maritime Information Center

Update 016 to JMIC Advisory Note: 01 - 16 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 across the **Arabian Gulf, Strait of Hormuz, and Gulf of Oman remains CRITICAL**. No confirmed vessel attacks have been reported since 12 March; however, the overall maritime threat environment remains at a critical level due to recent attack patterns, continued navigation interference, and persistent operational disruption, to include port facilities, across the region.

Operational Indicators (15 March)

- Confirmed maritime incidents since 1 March: **20**
- Vessel attacks past 24 hours: **0**
- Historical SoH traffic: **~138/day**
- Current observed SoH cargo traffic: **3 vessel/day**
- GNSS interference: **widespread and consistent**

Since the start of hostilities on 28 February, 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. Attacks 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**.



2. Industry Coordination & Maritime Security Planning Update

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

The Port of Fujairah has been attacked numerous times. Commercial vessels should verify the latest port status and operational conditions with agents and relevant authorities before calling ports in the region.

The incident highlights the continued threat to port fuel storage and maritime energy infrastructure, with potential disruption to bunkering operations, port logistics, and regional energy supply chains. It also demonstrates that long-range unmanned systems can target critical maritime infrastructure, extending risk beyond vessel transits and chokepoints to include port facilities, offshore energy facilities, and maritime logistics hubs across 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



Historically 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 **three 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 9 to 15 MARCH 2026

Date	9 Mar	10 Mar	11 Mar	12 Mar	13 Mar	14 Mar	15 Mar
SoH E	1	6	1	1	0	1	2
SoH W	0	1	0	4	1	1	1
SoH Total	1	7	1	5	1	2	3
BAM NW	11	12	27	26	18	10	6
BAM SE	16	11	15	19	8	5	3
BAM Total	27	23	42	45	26	15	9

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

TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 9 to 15 MARCH 2026

Date	9 Mar	10 Mar	11 Mar	12 Mar	13 Mar	14 Mar	15 Mar
SoH E	0	1	0	0	0	1	0
SoH W	0	0	0	0	1	0	0
SoH Total	0	1	0	0	1	1	0
BAM NW	5	6	14	13	7	4	9
BAM SE	6	6	8	10	3	3	2
BAM Total	11	12	22	23	10	7	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 (Graphics updated)

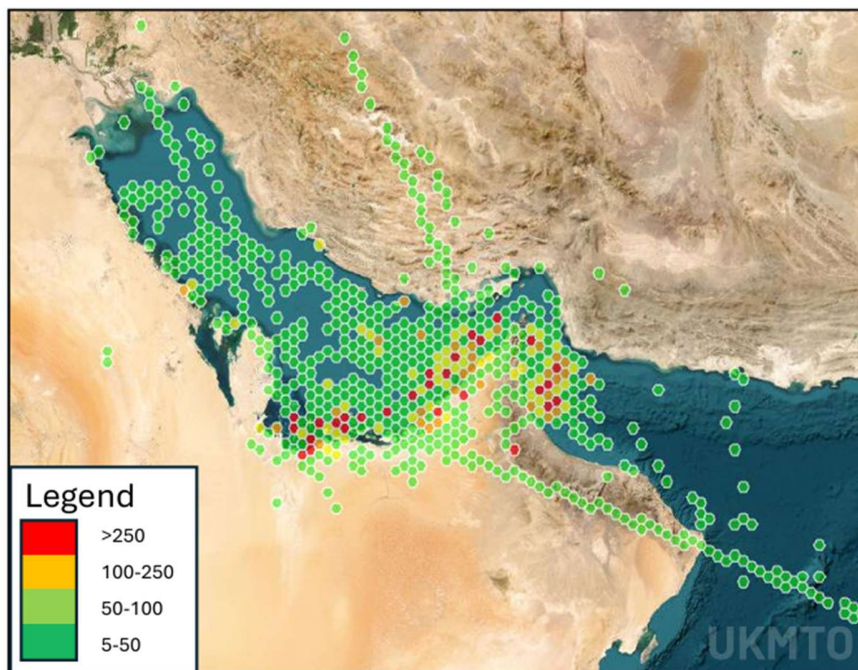
Significant GNSS/GPS interference, spoofing, and jamming continue across the **Strait of Hormuz approaches, Gulf of Oman, and Arabian Gulf**, degrading positional reliability and contributing to **AIS anomalies, false tracks, and intermittent signal loss**.

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**.



Heatmap of Anomalous AIS positions,
20KM Hexbin aggregation of points

Heatmap of Anomalous AIS positions (28 Feb - 16 Mar 26) ICOD: 16/03/2026 12:00UTC



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) (No Change)

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.

Over the next 24–48 hours, JMIC assesses the most credible risks to include continued UAV, USV, 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 may degrade navigational reliability and increased congestion-related hazard.

A. Strait of Hormuz and Arabian Gulf (Graphics updated)

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. While there has been no confirmed attacks last Arabian Gulf and Strait of Hormuz region in the last 96 hours, previous attacks suggest that vessels which are **anchored, drifting, or operating predictably** may face elevated exposure. There remains no confirmation of mining in the SoH.



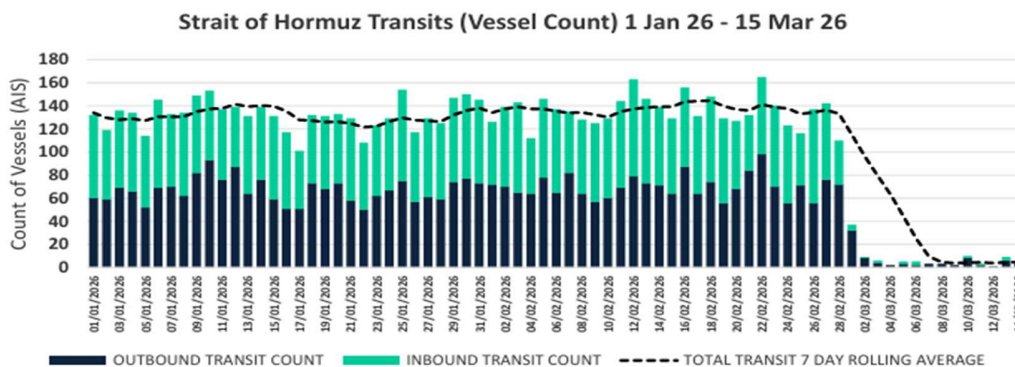
Mariners continue to report severe GNSS/GPS spoofing, AIS anomalies, and electronic interference affecting navigation and communications reliability across the region. AIS-derived monitoring indicates that **Strait of Hormuz traffic remains heavily suppressed**, while recent attacks elsewhere in the Gulf reinforce that the wider Arabian Gulf operating environment remains highly volatile.

OPERATION EPIC FURY SITREP

UK OI

Transit Statistics ICOD: 16/03/2026 12:00UTC

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 (Graphics 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)**.

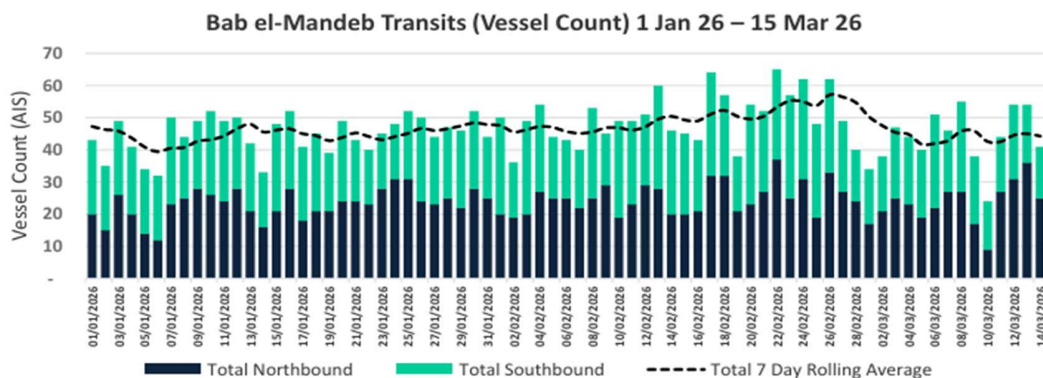
Commercial traffic through the **Red Sea and Bab el-Mandeb Strait remains significantly reduced**, with approximately **20 vessel transits recorded during the past 24 hours**, indicating that many operators continue to avoid the route despite the absence of recent attacks. No new public statements or 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.

There are no known active Pirate Action Groups (PAGs) operating in the Gulf of Aden or adjacent waters at present. General piracy risk in the broader region is assessed as low. Vigilance to guard against opportunistic armed robbery remains prudent.



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. The risk of "limpet mine" or USV attacks in regional terminals remains a significant concern for the energy sector. Limpet-style underwater attacks remain a historical risk pattern. International naval forces 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

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 UAV activity. New reporting indicates intensified engagements in southern Lebanon within the last 24 hours, alongside indications of potential expansion of ongoing operations. While the overall risk to commercial shipping in the Eastern Mediterranean remains stable, vessels operating close to shore should consider their proximity to ongoing kinetic activity on land.

There is increased naval presence in the region expected to continue as regional tensions persist. 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.

There are no verified reports of:

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

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 **17** March.

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

Annex – Reference Material

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

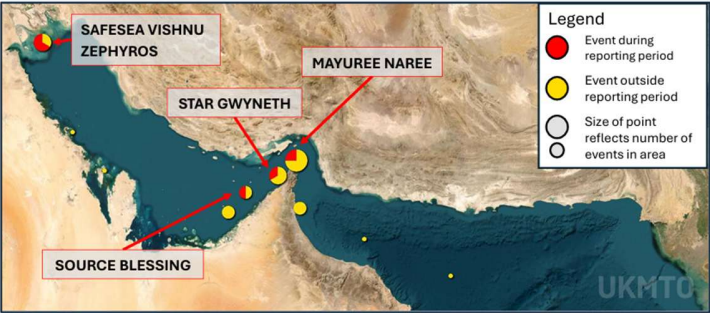
JMIC Regional Threat Levels

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: 16/03/2026 11:35UTC



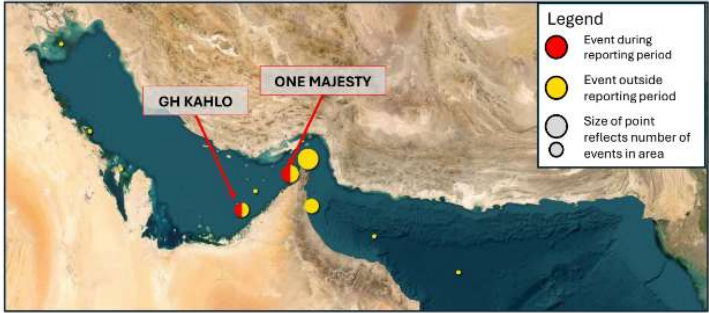
Notes

- Map reflects reported events to UKMTO since Saturday 28th Feb 2026
- No reported events on 2,5,8,9,13,14,15, 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

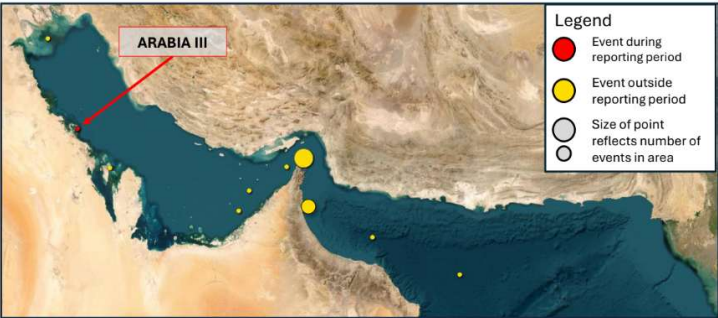


Notes

- 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 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

UK OFFICIAL

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

UKMTO
UK Maritime Trade Operations



Notes

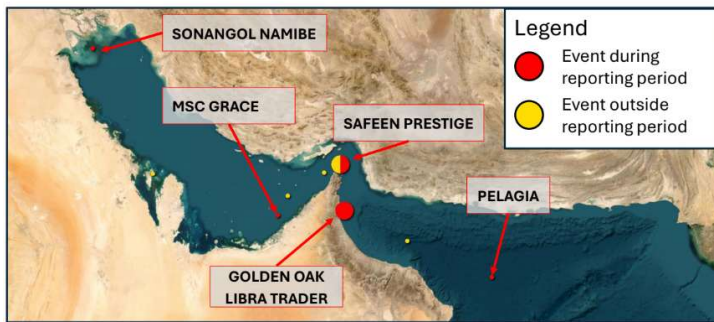
- Map reflects reported events to UKMTO since Saturday 28th Feb 2026
- No reported events on 5 Mar 2026
- No reported events before 1 Mar 2026

OPERATION EPIC FURY SITREP 3-4 Mar 26

UK OFFICIAL

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

UKMTO
UK Maritime Trade Operations



Notes

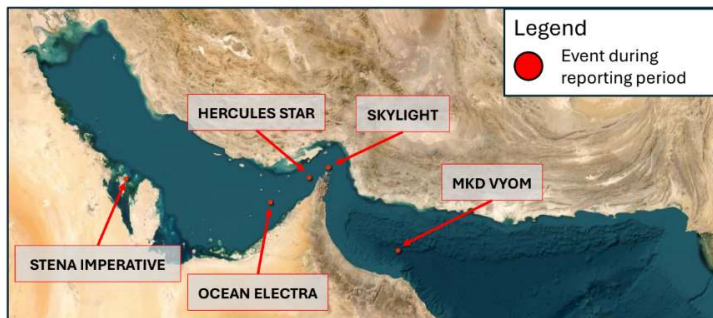
- Map reflects reported events to UKMTO between the dates 1-4 Mar 2026.
- Names vessels on map reflect events reported between 2-4 Mar (RED)
- Unnamed events on map reflect events from previous time period since the start of Operation Epic Fury.
- No reported events before 1 Mar 2026

OPERATION EPIC FURY SITREP 1-2 Mar 26

OFFICIAL

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

UKMTO
UK Maritime Trade Operations



Notes

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



Confirmed Maritime Security Incidents (01–15 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 - 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 006-36UKMT O 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 hearing 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.

