

# Joint Maritime Information Center

## Update 030 to JMIC Advisory Note: 01 March – 9 April 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**. 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.

The 8 Apr 2026 US–Iran two-week conditional ceasefire has not resulted in a meaningful increase in traffic. Iran has stated that transits require prior coordination with its armed forces. Iran has also issued alternative routing graphics that reflect a hazard area encompassing the traffic separation scheme.

The **Bab el-Mandeb Strait and Gulf of Aden** remain at a **MODERATE** threat level. While regional tensions and Houthi rhetoric toward commercial shipping continue, there have been no confirmed incidents affecting maritime traffic in the area. JMIC continues to monitor for any changes in the threat environment

#### Operational Indicators (7 April)

- Confirmed maritime attacks/incidents/suspicious activity since 1 March: **29**
- Vessel attacks past 48 hours: **0**
- Historical SoH traffic: **~138/day**
- Current observed SoH vessel traffic last 24 hours: **5 vessels**
- GNSS interference: **localized and sporadic; further decrease in the Arabian Gulf last 42 hours**



Since the start of hostilities on 28 February, more than thirty 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 at 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 (No Change)

Kinetic events persist in 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 48 Hours

| Incident | Vessel | Status | Damage | Location |
|----------|--------|--------|--------|----------|
| NTR      |        |        |        |          |

0 confirmed vessel attack reported during this reporting period.

Caution is advised, as several reported vessel attacks on social media have later proven false; unverified claims should be treated carefully and not considered credible without confirmation from reliable sources.

## 4. Confirmed/known Marine infrastructure attacks last 48 hours

**SUBSTANTIAL** threats persist to port infrastructure in countries bordering the Arabian Gulf, Strait of Hormuz and Gulf of Oman. Maritime threat level remains driven by sustained missile/drone activity. There have been one reported attack/incident on ports or maritime infrastructure in the last 48 hours.

Commercial operators should ensure they obtain the latest port status updates and operational advisories from local agents, terminal operators, and relevant authorities prior to planning or executing port calls in the region.



- **Bahrain:** April 8, 2026 (morning): Bahrain suspended operations at Khalifa Bin Salman Port due to threats/interceptions (no direct damage reported).

## 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 GNSS interference, increasing the risk of navigational hazards such as limited maneuvering space, anchor dragging, and collision.

Vessels 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 **twelve (12) transits on 7th April and six (6) transits on 8th April**.

### VESSEL TRANSITS COMPARISON

#### CARGO VESSEL TRANSITS COMPARISON 2 April to 8 April 2026

| Date             | 2 April   | 3 April   | 4 April   | 5 April   | 6 April   | 7 April   | 8 April  |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|----------|
| SoH E            | 4         | 0         | 3         | 2         | 3         | 2         | 4        |
| SoH W            | 1         | 0         | 0         | 2         | 0         | 0         | 1        |
| <b>SoH Total</b> | <b>5</b>  | <b>0</b>  | <b>3</b>  | <b>4</b>  | <b>3</b>  | <b>2</b>  | <b>5</b> |
| BAM NW           | 14        | 10        | 10        | 8         | 10        | 6         | 3        |
| BAM SE           | 11        | 7         | 9         | 15        | 9         | 8         | 3        |
| <b>BAM Total</b> | <b>25</b> | <b>17</b> | <b>19</b> | <b>23</b> | <b>19</b> | <b>14</b> | <b>6</b> |

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



## TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 2 April to 8 April 2026

| Date             | 2 April   | 3 April   | 4 April   | 5 April   | 6 April   | 7 April   | 8 April   |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| SoH E            | 6         | 4         | 3         | 3         | 3         | 5         | 1         |
| SoH W            | 2         | 3         | 2         | 1         | 4         | 5         | 0         |
| <b>SoH Total</b> | <b>8</b>  | <b>7</b>  | <b>5</b>  | <b>4</b>  | <b>7</b>  | <b>10</b> | <b>1</b>  |
| BAM NW           | 9         | 6         | 9         | 8         | 14        | 6         | 6         |
| BAM SE           | 9         | 8         | 10        | 6         | 7         | 12        | 5         |
| <b>BAM Total</b> | <b>18</b> | <b>14</b> | <b>19</b> | <b>15</b> | <b>21</b> | <b>18</b> | <b>11</b> |

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

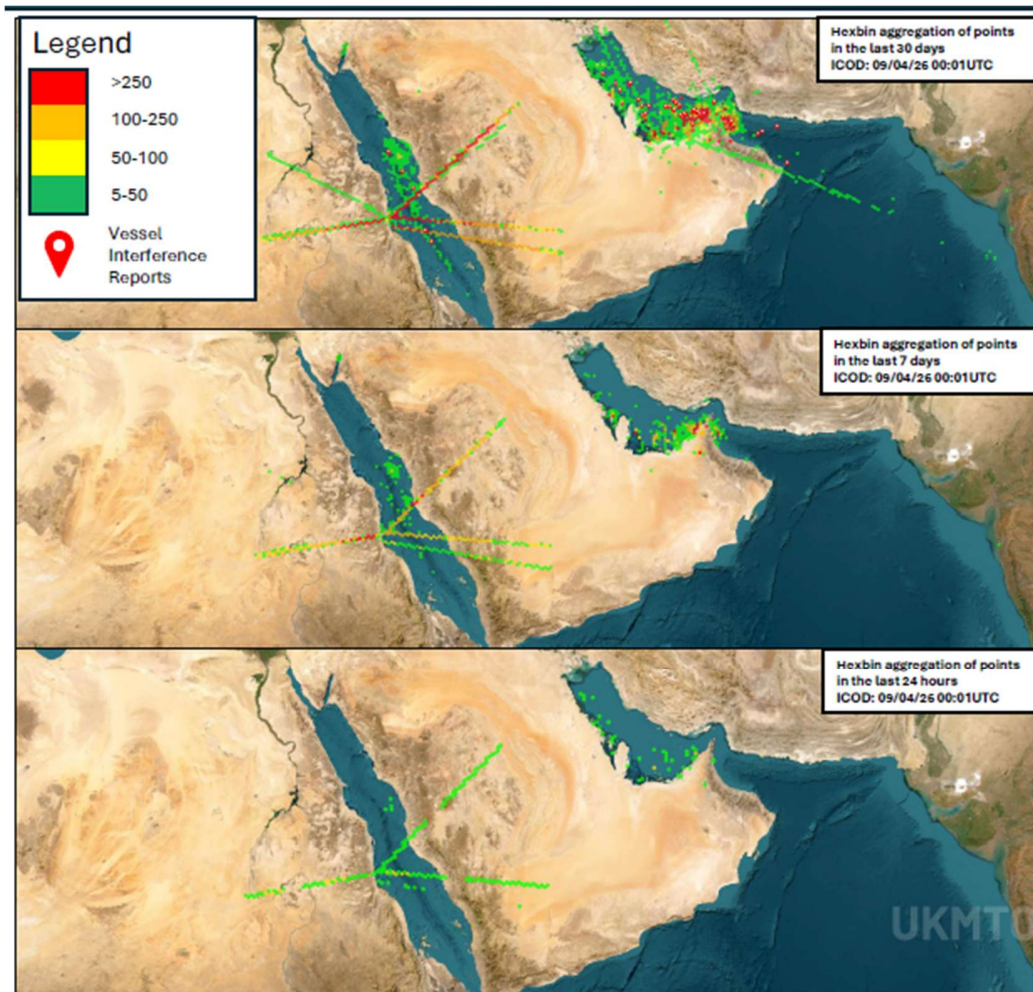
Note: AIS-derived transit figures represent only vessels actively transmitting AIS and may not capture vessels operating with AIS disabled or affected by GNSS disruption. Actual transit volumes may therefore vary from observed figures.

### 7. GNSS / GPS Interference Environment (Graphics updated)

GNSS, GPS, and AIS interference has moderated and is currently sporadic and localised. Interference is periodically observed in key areas including the Strait of Hormuz approaches, Gulf of Oman, and Arabian Gulf. Anomalous AIS positions in the Suez Canal approaches, and in the vicinity of Port Sudan, remain consistent. However, a notable decrease in anomalous AIS activity has been observed in the Arabian Gulf since 15 March 2026. Interference in the Gulf of Aden and Bab el-Mandeb remains intermittent with limited operational impact.

**Outlook:** Interference is demonstrated as a persistent regional condition, not indicative of escalation. Disruptions will continue at varying intensity across key chokepoints (Hormuz, Central Red Sea, Suez). Mariners should maintain vigilance, use alternative positioning methods, and report anomalies to UKMTO. No significant change in level of activity is expected.





### Mobile Device OPSEC Risks

Personal mobile phone use in the Middle East conflict environment presents a significant OPSEC vulnerability. Devices continuously generate geolocation and metadata through cellular networks and applications, which can be exploited via network-level weaknesses or compromised commercial apps. Vessels operating in or near conflict zones should treat all mobile devices as potential exposure points.

#### Actions for consideration:

- Disable non-essential services (Bluetooth, Wi-Fi, location services).
- Restrict or remove location-enabled applications.
- Limit app permissions and background activity.
- Keep devices in airplane mode when not required for operations.
- Assume any connected device may leak positional information.

### 8. Outlook (24–48 Hours)

The maritime threat environment **across the Arabian Gulf, Strait of Hormuz, and Gulf of Oman**



remains at **CRITICAL** threat level. While no new kinetic shipping incidents have been reported since 7 April 2026, the overall threat level remains high due to the uncertainty associated with the cease fire agreement. Traffic near Iranian waters, anchorages, and predictable routes faces increased exposure to rapid hostile actions. Regarding **Bab el-Mandeb Strait and Gulf of Aden**, despite current developments in Houthi rhetoric and attacks against on shore targets in Israel, there is no confirmed shift in the maritime threat environment. There is no verified evidence that Houthi forces have resumed attacks on commercial shipping; however, their direct entry into the conflict increases the likelihood of renewed maritime disruption across the Red Sea, Bab el-Mandeb Strait, and Gulf of Aden.

**Over the next 24–48 hours**, The Arabian Gulf should be treated as a high-risk operating environment over the next 24–48 hours, with residual risks of renewed kinetic actions and broader regional impact.

### 9A. Strait of Hormuz and Arabian Gulf

**The Strait of Hormuz and Arabian Gulf remain at a critical risk level.** As of 9 April 2026, the regional threat posture remains critical notwithstanding the recent announcement of a two-week US-Iran ceasefire. No new kinetic incidents have been reported in the past 24 hours. However, Iran’s Islamic Revolutionary Guard Corps has directed all vessels intending to transit the Strait of Hormuz to utilise designated routing to avoid potential hazards in the primary TSS. There have been reports of bridge-to-bridge VHF hailing warning against unauthorized transits.

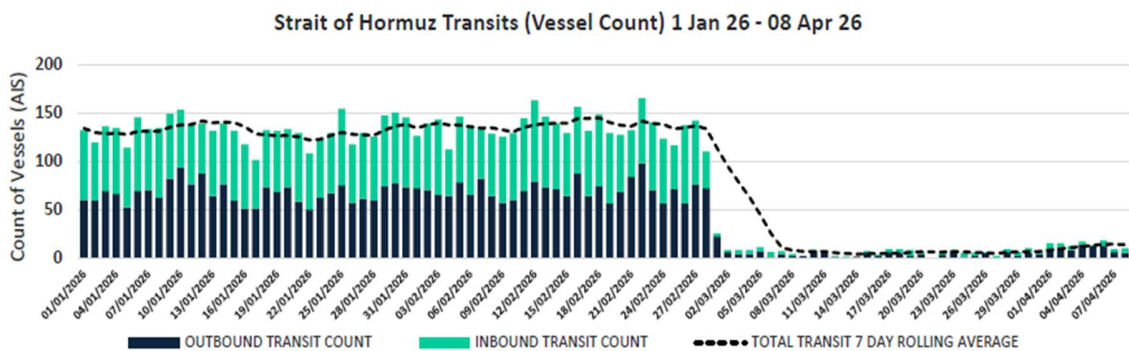
Merchant traffic through the Strait of Hormuz remains severely constrained. In the last 24 hours there has not been a meaningful change in traffic volume. Anchorages remain congested and overall conditions remain the same. Shipowners report insufficient clarity on transit protocols.

There is open-source reporting of mining in the Strait of Hormuz **however, there remains no confirmation of mines present in the SoH.**

## OPERATION EPIC FURY SITREP

Transit Statistics

ICOD: 09/04/2026 13:00UTC



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



## 9B. Gulf of Oman and the Arabian Sea (No Change)

**The Gulf of Oman and the Arabian Sea remain at CRITICAL threat level.** Incidents include unidentified projectiles striking ships while transiting the region, particularly in the Strait of Hormuz and adjacent waters, affecting navigational and communication systems. There have been no reports of USV's or limpet style mines but JMIC continues to monitor if threat evolves. Naval forces maintain a presence in the area.

## 9C. Strait of Bab-el-Mandeb and Gulf of Aden

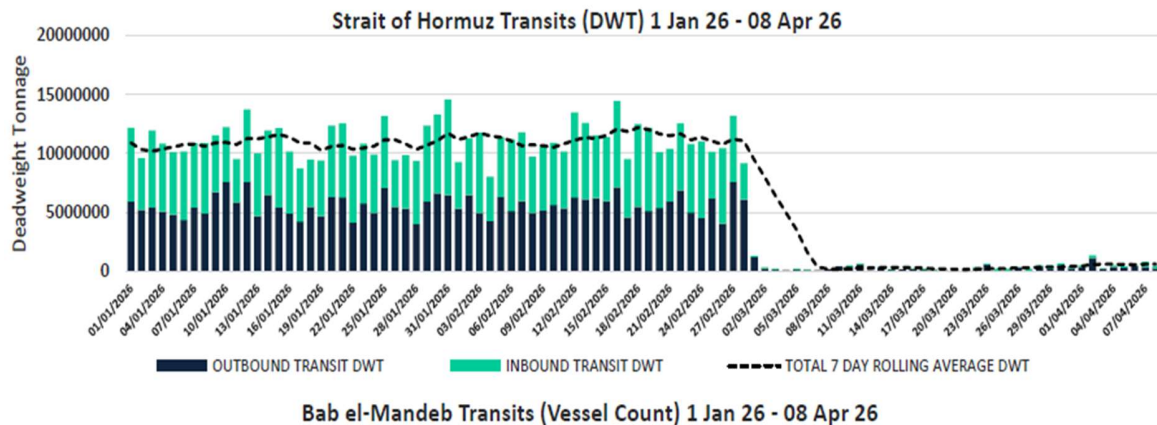
**Bab el-Mandeb Strait and Gulf of Aden remain at MODERATE threat level.** While the broader regional conflict continues to drive elevated tensions and Houthi forces maintain hostile rhetoric toward commercial shipping, there are no confirmed maritime attacks or security incidents reported in these areas during the reporting period. No new official Houthi statements on maritime threats have been released in the reporting period. This is consistent with the established pattern observed since early March 2026 in which the Houthis exhibit periodic rhetorical escalation in response to strikes against Iran. Current indicators reflect intent without demonstrated operational activity, warranting increased vigilance and continued monitoring, but do not meet the threshold for further threat level escalation at this time.

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 intent to conduct maritime attacks in the region. Known threat vectors include anti-ship missiles, one-way attack UAVs, and uncrewed surface vessels (USVs). Houthi anti-ship missile, uncrewed aerial vehicle (UAV), and uncrewed surface vessel (USV) capabilities remain unchanged.

At present there is emerging reporting of a possible Pirate Action Group (PAG) active in the vicinity of the Horn of Africa. Mariners are advised to maintain a lookout and report any suspicious activity. Standard vigilance against opportunistic armed robbery or piracy remains the best management practice.

Commercial traffic through the Red Sea and Bab el-Mandeb Strait has returned to historical trends, with approximately 49 vessel transits recorded during the past 48 hours. Current BAM transits follow recent historical trends but remain reduced well below the historical baseline prior to Houthi attacks in November 2023.





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

### 9D. Southern Red Sea (No Change)

**Southern Red Sea is at MODERATE threat level** No confirmed attacks, suspicious approaches, or reported incidents involving commercial vessels in the southern Red Sea, Bab el-Mandeb Strait, or adjacent Yemen/Saudi waters. Houthi posture remains threatening but with no indications of kinetic action, reaffirming intent rather than executing new action. Houthi leadership continues to communicate potential resumption of strikes on US/Israel-linked shipping amid the broader Iran conflict.

GNSS/GPS jamming and spoofing remain a consistent hazard across the region, with secondary interference patterns extending into the central Red Sea but lower intensity. GNSS interference remains a persistent residual risk.

### 9E. Northern Red Sea and Suez Canal (No change)

**Northern Red Sea is at MODERATE threat level** No confirmed attacks, suspicious approaches, vessel strikes or reported incidents involving commercial shipping in the Northern Red Sea (including Gulf of Suez approaches), Suez Canal, or adjacent Egyptian waters has been reported. The Suez Canal Authority confirms operations continuing normally in both directions with no security incidents or disruptions to transit.

### 9F. Eastern Mediterranean Sea (No change)

**The Eastern Mediterranean remains at MODERATE threat level.** Electromagnetic interference (EMI) and associated GNSS disruptions continue to be reported in the vicinity of Cyprus and the Levant, frequently coinciding with naval operations and military activities in the region.

While the overall risk to commercial shipping in the Eastern Mediterranean remains low, vessels operating close to shore should remain vigilant regarding potential spillover effects from ongoing kinetic activity on land in adjacent areas.



Naval presence in the region has increased and is expected to persist amid continuing regional tensions. Mariners should exercise extreme caution, avoid loitering near military exclusion zones or naval task groups, and maintain an appropriate standoff distance from all naval units to mitigate the risk of misidentification.

No significant new incidents affecting commercial shipping have been reported in the Eastern Mediterranean within the last 24 hours. The situation remains stable but requires continued vigilance due to the elevated military footprint and local persistent electronic interference.

**There are no verified reports of:**

- 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 **12** April.

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

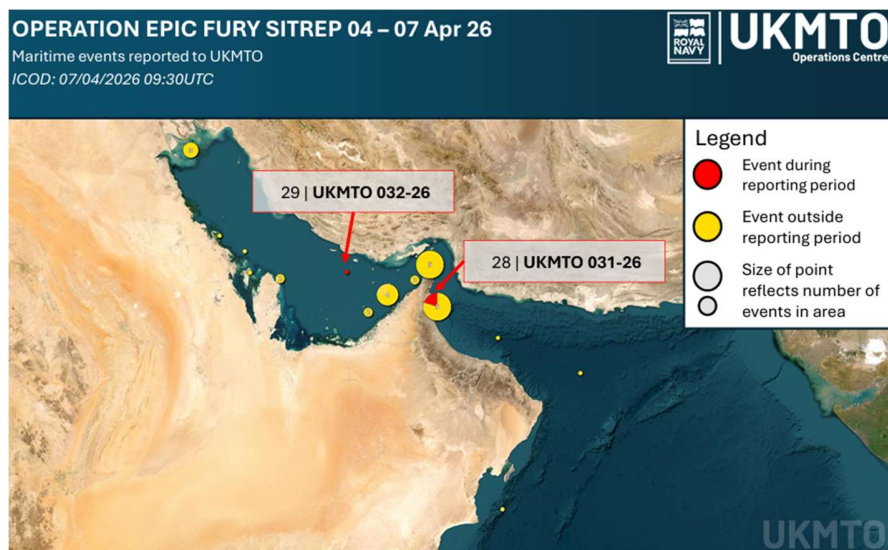
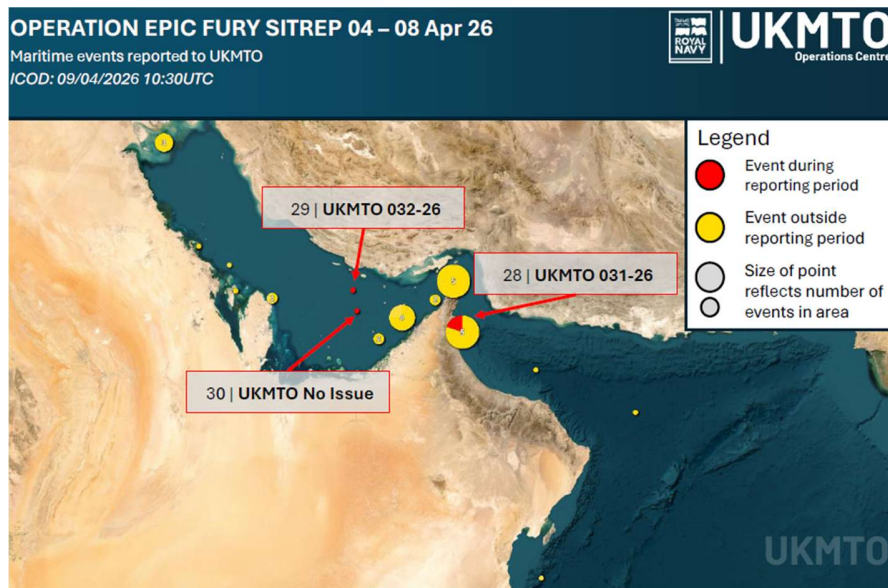
**Annex – Reference Material**

- JMIC Regional Threat Levels
- UKMTO Incident Map
- 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          |



## Confirmed Maritime Security Incidents since 28 February

Since 01 March 2026, at least 25 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 -<br><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 -<br><a href="#">UKMTO 006-36UKMT O 005-26</a> | HERCULES STAR    | Tanker      | Attack (serious) | Strait of Hormuz | Vessel struck by projectile while transiting outbound; fire reported onboard.                      |
| 01 Mar 2026 -<br><a href="#">UKMTO 006-26</a>              | OCEAN ELECTRA    | Bulk        | Attack           | Arabian Gulf     | Projectile detonated in close proximity while vessel was transiting westbound; no damage reported. |
| 01 Mar 2026 -<br><a href="#">UKMTO 007-36</a>              | MKD VYOM         | Tanker      | Attack (serious) | Gulf of Oman     | Vessel struck by projectile (USV) while transiting northbound causing fire; one fatality reported. |
| 01 Mar 2026 -<br><a href="#">UKMTO 008-26</a>              | STENA IMPERATIVE | Tanker      | Attack (serious) | Bahrain          | Vessel struck by two projectiles while in drydock causing fire and damage.                         |
| 03 Mar 2026 -<br><a href="#">UKMTO 009-26</a>              | 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 was 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.   |
| 17 Mar 2026 - UKMTO 023-26 | Name withheld UFN | LPG Carrier              | Suspicious activity | Approx 23 NM of the coast of UAE         | Vessel was subjected to falling debris from drone or Missile Interception minor structural damage, no fire; crew safe. |
| 18 Mar 2026 UKMTO 024-26   | Name withheld UFN | Chemical products tanker | Attack              | Vessel in TTW of UAE, 11NM off the coast | Hit by unknown projectile and caught fire. Crew of 16, 15 rescued and one crew member unaccounted for.                 |



|                                |                      |   |                        |  |  |
|--------------------------------|----------------------|---|------------------------|--|--|
| 19 Mar 2026<br>UKMTO<br>025-26 | Name withheld<br>UFN | Tug,<br>Multipurpose Offshore<br>vessel | Suspicious<br>activity | Inner<br>anchorage at<br>Ras Laffan<br>Port, approx 4<br>NM out.                                     | Debris from a drone impacted on board, resulting in damage to the bridge window. No injuries to personnel and no structural damage to the vessel have been reported. |
| 21 Mar 2026<br>UKMTO<br>026-26 | Name withheld<br>UFN | Bulk<br>carrier                         | Suspicious<br>activity | Arabian Gulf,<br>approx 12<br>NM from the<br>coast of UAE.   | Vessel crew heard an explosion and observed a fire for a short period approx 1300 meters from vessel, crew of 24 safe.   |
| 30 Mar 2026<br>UKMTO<br>028-26 | EXPRESS<br>ROME      | Container                               | Suspicious<br>activity | Transiting<br>eastbound<br>through the<br>Arabian Gulf,<br>22NM from<br>the coast of<br>Saudi Arabia | 2 missiles splash into the water approximately 50 – 100 meters on the starboard side of the vessel. No damage and all crew are safe                                  |
| 30 Mar 2026<br>UKMTO<br>029-26 | AI SALMI             | Crude oil<br>Tanker                     | Suspicious<br>activity | Stationary,<br>31NM from<br>the coast of<br>UAE, Arabian<br>Gulf.                                    | Vessel was hit by an unknown projectile. There was a fire located in the STBD side cargo tank, fire was extinguished. Crew safe.                                     |
| 31 Mar 2026<br>UKMTO<br>030-26 | AQUA 1               | Tanker                                  | Suspicious<br>activity | Stationary<br>12NM from<br>the coast of<br>Qatar.  | Vessel was hit by 2 unknown projectiles. As a result, a small fire started but was extinguished. Crew safe.  |
| 5 Apr 2026<br>UKMTO<br>031-26  | Name withheld<br>UFN | Container                               | Suspicious<br>activity | Alongside in<br>Khorfakkan<br>port, UAE  | Three unknown projectiles impacted in close proximity, no damage. Crew safe.   |
| 7 Apr 2026<br>UKMTO<br>032-26  | Name withheld<br>UFN | Container                               | Attack                 | In transit<br>westbound<br>Arabian Gulf,<br>25 NM off the<br>cost of Iran.                           | The vessel was struck by an unknown projectile causing damage above the waterline. The crew are safe.  |

