

Joint Maritime Information Center

Update 031 to JMIC Advisory Note: 01 March – 12 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 continues to assert 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. Media reports the presence of mines in the Strait of Hormuz. Careful consideration should be applied to status of the Strait of Hormuz, routing, and risk assessment prior to any transit of the Strait of Hormuz.

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 (12 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: **4 vessels**
- GNSS interference: **localized and sporadic; no change in the Arabian Gulf last 72 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 72 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 72 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 no reported attacks or incidents on ports or maritime infrastructure in the last 72 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.

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 **eight transits on 09 April, two transits on 10 April, and four transits on 11 April**.

VESSEL TRANSITS COMPARISON

CARGO VESSEL TRANSITS COMPARISON 5 April to 11 April 2026

Date	5 April	6 April	7 April	8 April	9 April	10 April	11 April
SoH E	2	3	2	4	2	1	2
SoH W	2	0	0	1	1	0	1
SoH Total	4	3	2	5	3	1	3
BAM NW	8	10	6	3	7	6	3
BAM SE	15	9	8	3	16	3	2
BAM Total	23	19	14	6	23	9	5

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



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

Date	5 April	6 April	7 April	8 April	9 April	10 April	11 April
SoH E	3	3	5	1	3	1	1
SoH W	1	4	5	0	2	0	0
SoH Total	4	7	10	1	5	1	1
BAM NW	8	14	6	6	5	2	3
BAM SE	6	7	12	5	6	2	2
BAM Total	15	21	18	11	11	4	5

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

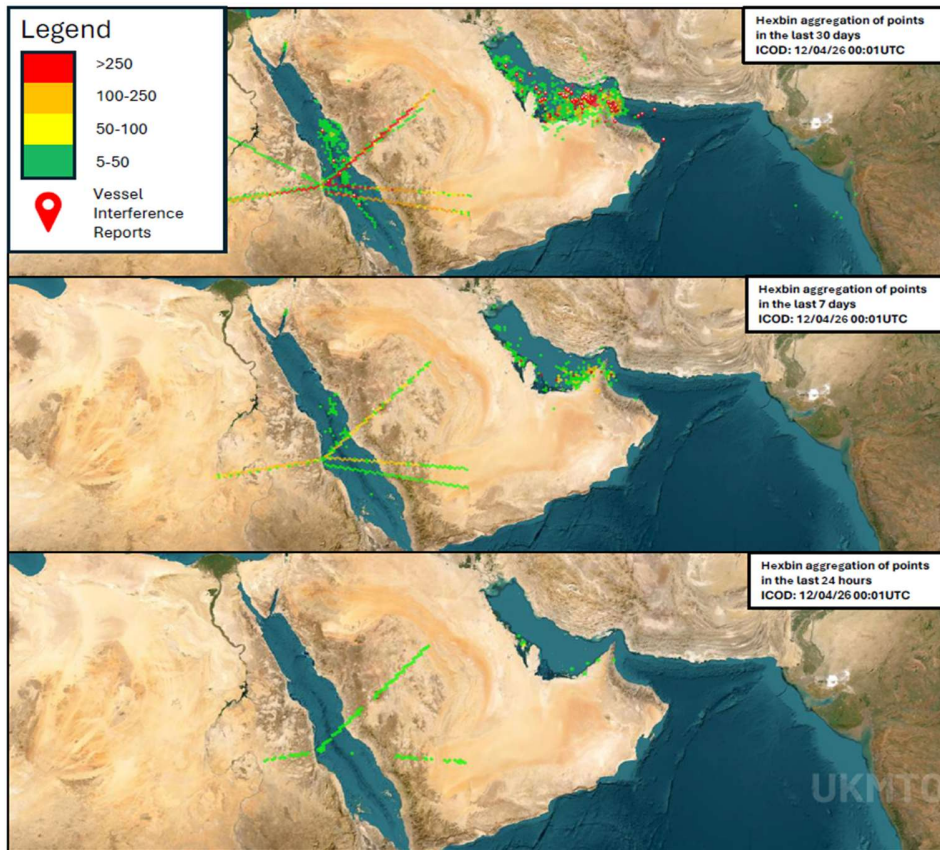
Note: AIS-derived transit figures represent only vessels actively transmitting AIS and may not capture vessels operating with AIS disabled or affected by GNSS disruption. Actual transit volumes may therefore vary from observed figures.

7. GNSS / GPS Interference Environment (Graphics updated)

GNSS, GPS, and AIS interference remains 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 vicinity of Port Sudan remain consistent. AIS activity has remained consistently improved in the Arabian Gulf since 15 March 2026 as compared to the previous period. Interference in the Gulf of Aden and Bab el-Mandeb remains intermittent with limited operational impact.

Outlook: Disruptions will continue at varying intensity across key chokepoints (Strait of Hormuz, Central Red Sea, Suez Canal). Mariners should maintain vigilance, be prepared to utilize 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 action. 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.

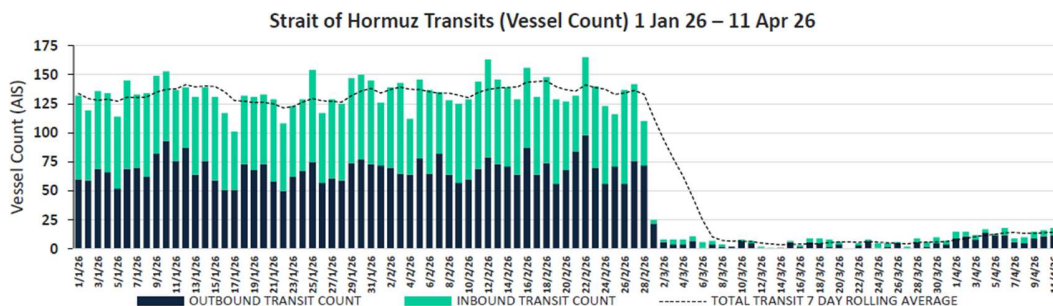
9A. Strait of Hormuz and Arabian Gulf

The Strait of Hormuz and Arabian Gulf remain at a critical risk level. As of 12 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. 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 are continued reports of aggressive 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.

Iran has also issued alternative routing graphics that reflect a hazard area encompassing the traffic separation scheme. Media reports indicate the presence of mines in the Strait of Hormuz. Careful consideration should be applied to status of the Strait of Hormuz, routing, and risk assessment prior to any transit of the Strait of Hormuz.

UKMTO VRA CHOKEPOINT STATISTICS
ICOD: 12/04/2026 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. Since the beginning of hostilities, incidents have included 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 kinetic activity since last report. Naval forces maintain a presence in the area.

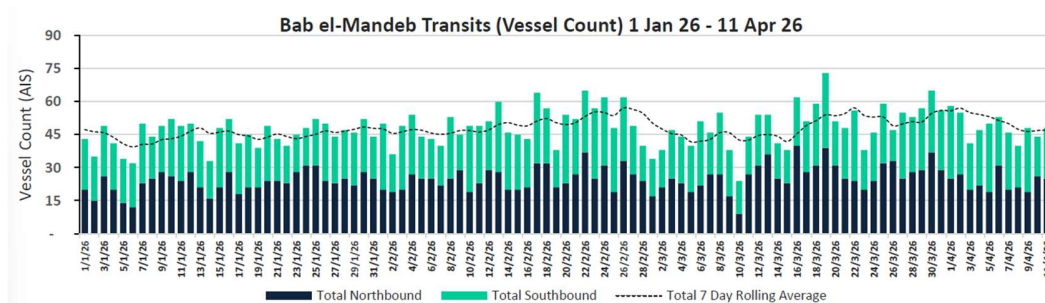
9C. Strait of Bab-el-Mandeb and Gulf of Aden

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 regional instability. 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.

There is reporting of a possible Pirate Action Group (PAG) active in the vicinity of the Horn of Africa and Socotra Island. Mariners are advised to maintain an attentive 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 57 vessel transits recorded during the past 72 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

Southern Red Sea is at MODERATE threat level There has been one suspicious approach on an Australian-flagged yacht while transiting the Southern Red Sea. A boat full of armed personnel came alongside, demanding that the yacht stop. The yacht did not comply, fired a parachute flare, and proceeded as the armed personnel departed. Aside from this suspicious approach, there have been no 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 at tapering 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 **14** 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

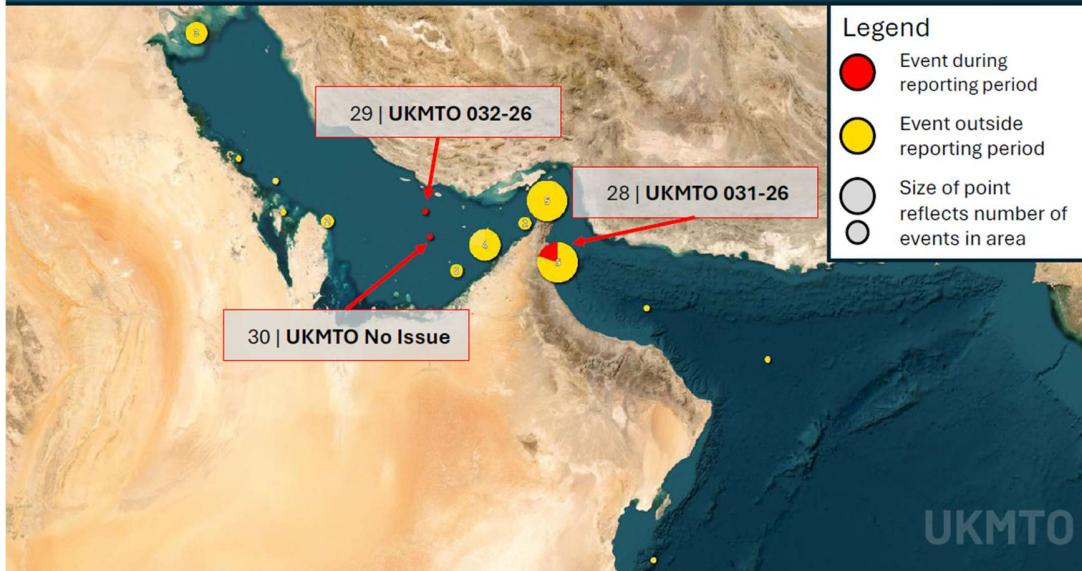


MARITIME EVENTS REPORTED TO UKMTO 04 – 010 APR 26

ICOD: 12/04/2026 12:30UTC



UKMTO
Operations Centre



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 - 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 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 UKMTO 025-26	Name withheld UFN	Tug, Multipurpose Offshore vessel	Suspicious activity	Inner anchorage at Ras Laffan Port, approx 4 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 UKMTO 026-26	Name withheld UFN	Bulk carrier	Suspicious activity	Arabian Gulf, approx 12 NM from the 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 UKMTO 028-26	EXPRESS ROME	Container	Suspicious activity	Transiting eastbound through the Arabian Gulf, 22NM from the coast of 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 UKMTO 029-26	AI SALMI	Crude oil Tanker	Suspicious activity	Stationary, 31NM from the coast of UAE, Arabian 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 UKMTO 030-26	AQUA 1	Tanker	Suspicious activity	Stationary 12NM from the coast of Qatar.	Vessel was hit by 2 unknown projectiles. As a result, a small fire started but was extinguished. Crew safe.
5 Apr 2026 UKMTO 031-26	Name withheld UFN	Container	Suspicious activity	Alongside in Khorfakkan port, UAE	Three unknown projectiles impacted in close proximity, no damage. Crew safe.
7 Apr 2026 UKMTO 032-26	Name withheld UFN	Container	Attack	In transit westbound Arabian Gulf, 25 NM off the cost of Iran.	The vessel was struck by an unknown projectile causing damage above the waterline. The crew are safe.

