

# Joint Maritime Information Center

## Update 033 to JMIC Advisory Note:

### 01 March – 16 April 2026

Regional Tension - Impact on Maritime Security <sup>C</sup>

#### 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 ceasefire has not restored normal traffic; transits remain very limited. Iran requires prior coordination with its armed forces and has published alternative routing graphics that place a hazard area over the traffic-separation scheme.

The US CENTCOM blockade, in effect since 13 April, is now fully enforced and has halted vessel movements in and out of Iran over the last 48 hours. Details of the blockade and list of contraband can be found in JMIC Advisory 002-26.

Operators should treat the traffic separation scheme (TSS) and adjacent waters as a potential mine-danger area until mine locations are verified and threats to transiting ships mitigated. Vessel traffic has been observed transiting via Omani territorial waters, which remain the preferred route for minimizing exposure to the suspected hazard area.



The Bab el-Mandeb Strait and Gulf of Aden remain assessed at a MODERATE threat level. Over the last 48 hours, no confirmed maritime incidents affecting commercial traffic have been reported, and vessel movements through the area continue without disruption. Houthi messaging and regional tensions persist. JMIC continues to monitor for any change in posture or indicators of intent.

### Operational Indicators (16 April)

- Confirmed maritime attacks/incidents/suspicious activity since 1 March: **30**
- Vessel attacks past 48 hours: **0**
- Historical SoH traffic: **~138/day**
- Current observed SoH vessel traffic last 24 hours: **6 vessels**
- GNSS interference: **localized and sporadic; no change in the Arabian Gulf last 48 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. 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.

### 2. 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.

### 3. Confirmed/known Marine infrastructure attacks last 48 hours (No Change)

Risk remains **SUBSTANTIAL** due to the potential for resumption of kinetic activity. There have been no reported attacks or incidents 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.

### 4. Port & Anchorage Congestion Risk (No Change)

A high concentration of vessels remains at anchor, drifting, or alongside in Arabian Gulf ports. 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.



## 5. 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 **3 transits on 14 April, and 6 transits on 15 April**.

### VESSEL TRANSITS COMPARISON

#### CARGO VESSEL TRANSITS COMPARISON 9 April to 15 April 2026

Date	9 April	10 April	11 April	12 April	13 April	14 April	15 April
SoH E	2	1	2	1	2	1	1
SoH W	1	0	1	0	1	0	1
<b>SoH Total</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>
BAM NW	7	6	3	6	5	5	7
BAM SE	16	3	2	4	3	5	5
<b>BAM Total</b>	<b>14</b>	<b>6</b>	<b>23</b>	<b>9</b>	<b>8</b>	<b>10</b>	<b>12</b>

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

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

Date	9 April	10 April	11 April	12 April	13 April	14 April	15 April
SoH E	3	1	1	3	1	0	1
SoH W	2	0	0	4	1	2	3
<b>SoH Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>4</b>
BAM NW	5	2	3	1	2	5	6
BAM SE	6	2	2	4	5	7	0
<b>BAM Total</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>12</b>	<b>6</b>

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

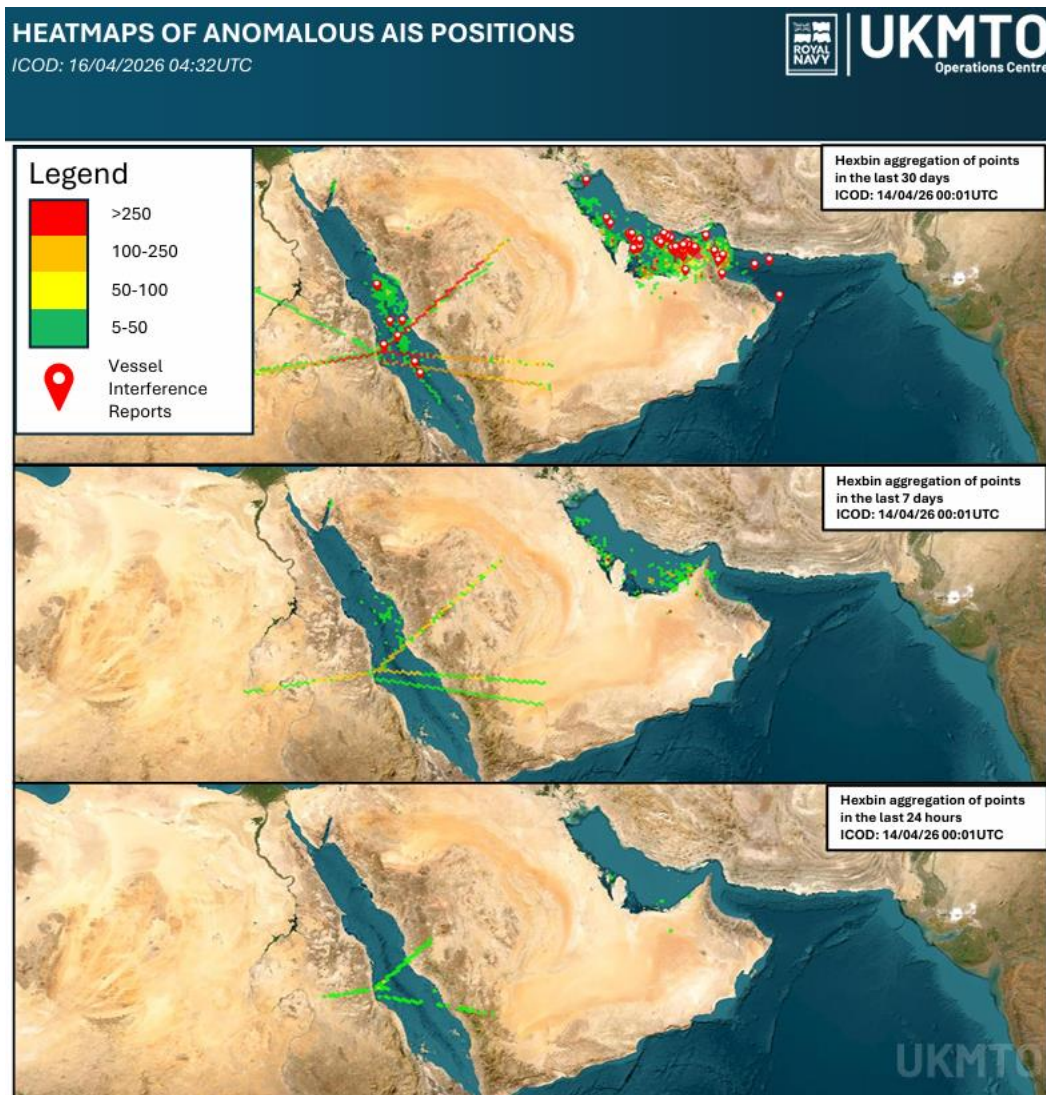
Note: AIS-derived transit figures represent only vessels actively transmitting AIS and may not capture vessels operating with AIS disabled or affected by GNSS disruption. Actual transit volumes may therefore vary from observed figures.



## 6. GNSS / GPS Interference Environment **(Graphics updated)**

GNSS, GPS, and AIS interference remains sporadic and localized with limited operational impact. Interference is periodically observed in key areas including the Suez Canal approaches and in vicinity of Port Sudan. AIS activity has remained consistently improved in the Arabian Gulf since 15 March 2026 as compared to the previous period.

**Outlook:** Disruptions may 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 phones present an OPSEC and a geo-location risk. 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.

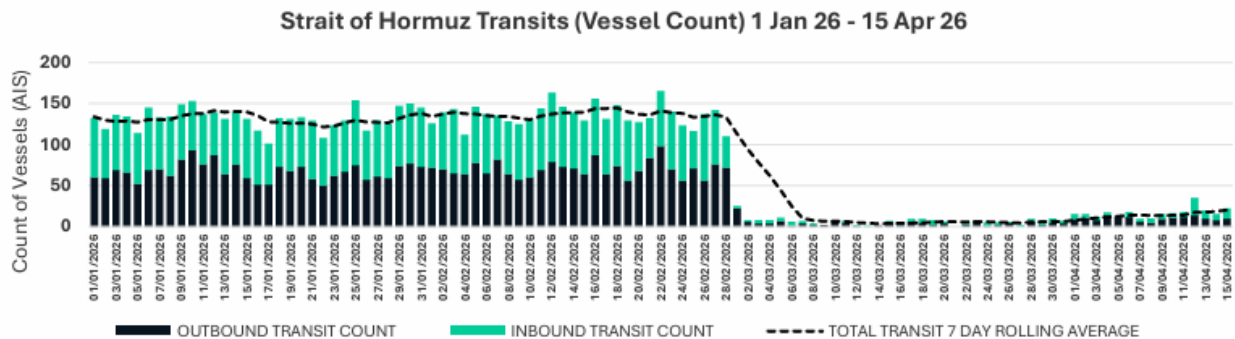
## 7. Outlook (24–48 Hours)

The maritime threat environment across the Arabian Gulf, Strait of Hormuz, and Gulf of Oman remains assessed at CRITICAL. No new kinetic incidents against commercial shipping have been reported since 7 April; however, the ceasefire remains uncertain and the overall risk profile is unchanged. Traffic operating near Iranian coastal waters, anchorages, and predictable routing patterns continues to face elevated exposure if hostile action resumes.

Over the next 24–48 hours, the Arabian Gulf should be treated as a high-risk operating environment, with residual potential for renewed kinetic activity.

### 8A. Strait of Hormuz and Arabian Gulf

Consider avoiding ships under active blockade enforcement by Naval forces. Merchant traffic through the Strait remains severely constrained during the ceasefire with no meaningful improvement in the last 48 hours. Anchorages remain congested, and operators continue to report limited clarity on transit protocols. Reports of mines in and around the TSS reinforce the need for cautious routing.



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



## 8B. Gulf of Oman and the Arabian Sea (No Change)

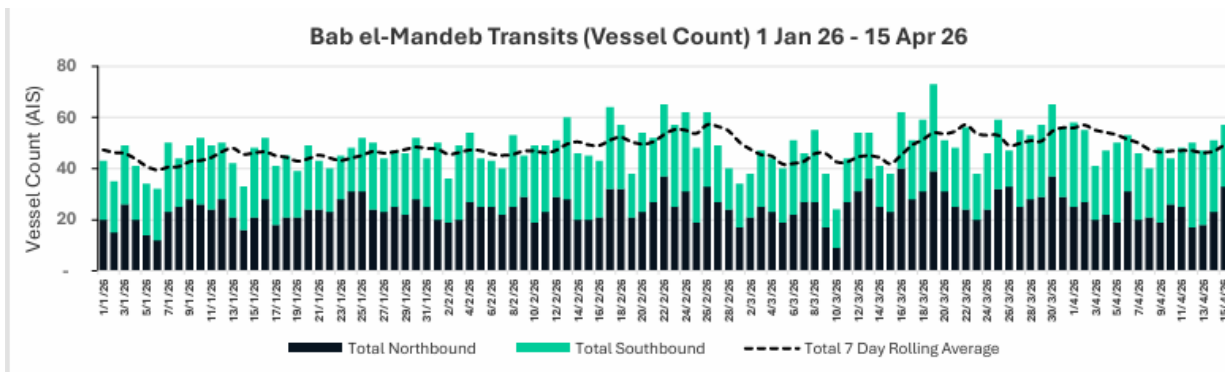
The Gulf of Oman and the Arabian Sea remain at **CRITICAL** threat level. Since the beginning of hostilities, incidents have included unidentified projectiles striking ships while transiting the region, particularly in the Strait of Hormuz and adjacent waters, affecting navigational and communication systems. There have been no reports of kinetic activity since last report. Naval forces maintain a presence in the area.

## 8C. Strait of Bab el-Mandeb and Gulf of Aden

The Bab el-Mandeb Strait and Gulf of Aden remain assessed at a **MODERATE** threat level. Over the last 48 hours, there have been no confirmed maritime attacks, targeting behaviour, or suspicious approaches toward commercial shipping. Commercial traffic patterns and naval postures remain stable, and Houthi messaging has shown no shift toward maritime activity.

The Houthi's capability and intent to employ anti-ship missiles, one-way attack UAVs, and USVs remain unchanged. Current information does not justify an upward adjustment of the threat level, but continued vigilance is required.

Commercial traffic through the Red Sea and Bab el-Mandeb Strait has returned to historical trends, with approximately 43 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.*

## 8D. Southern Red Sea

The Southern Red Sea remains assessed at a MODERATE threat level. There have been no confirmed incidents involving commercial vessels in the Southern Red Sea, Bab el-Mandeb Strait, or adjacent Yemen/Saudi waters. Houthi posture remains threatening but unchanged, with no indicators of imminent kinetic action.

Houthi leadership continues to issue statements signalling potential resumption of strikes against US- and Israel-linked shipping, but recent messaging reflects intent rather than operational activity. No new deployments, launch preparations, or maritime targeting behaviour have been observed.



## 8E. 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.

## 8F. 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 **19 April**.

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

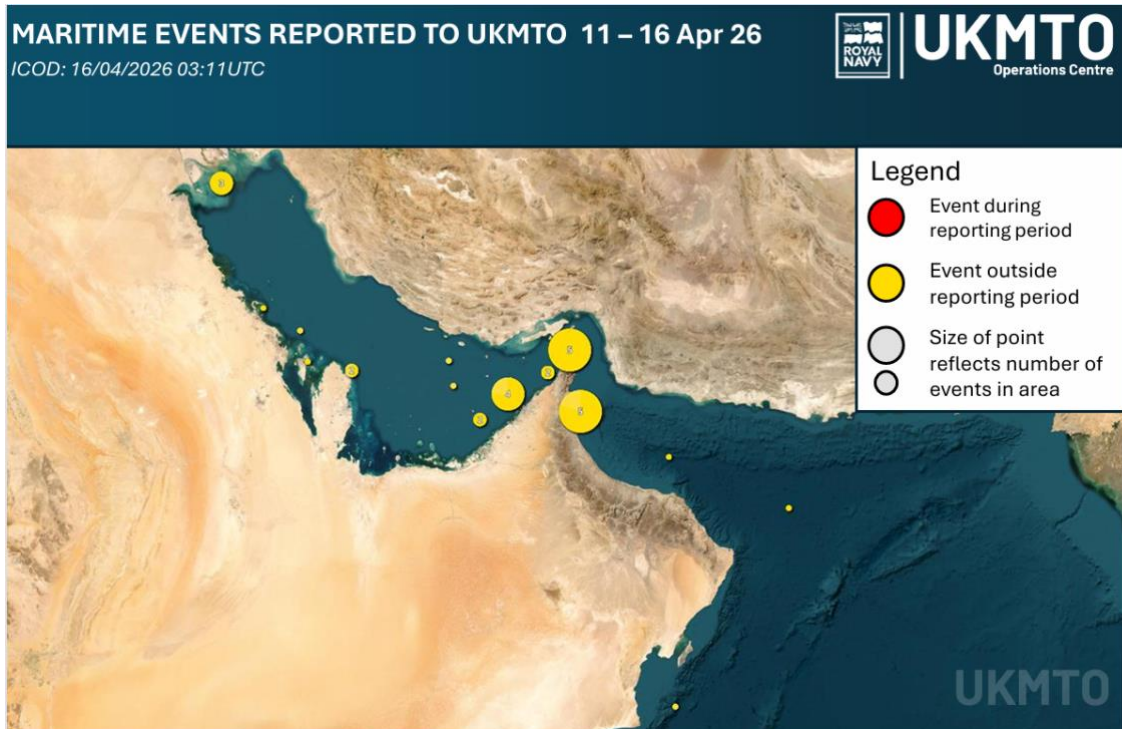


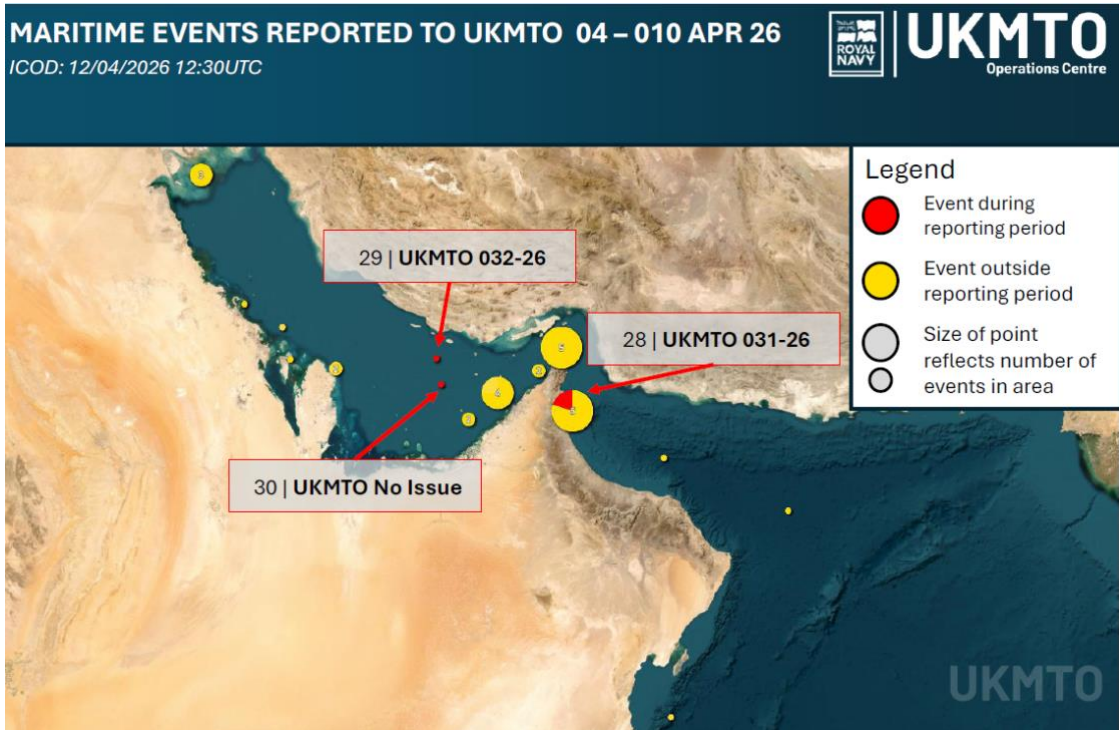
## Annex – Reference Material

- 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 - 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 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	Al 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 coast of Iran.	The vessel was struck by an unknown projectile causing damage above the waterline. The crew are safe.
7 Apr 2026 UKMTO 036-26	Name withheld UFN	Bulk Carrier	Attack	112nm SE of Ras-al-Hadd	The vessel was struck by 2 unknown projectiles resulting in a fire. The crew is safe.

