

# Joint Maritime Information Center

## Update 052 to JMIC Advisory Note: 01 March – 31 May 2026

Regional Tension - Impact on Maritime Security

### Area of Concern:

Middle East Maritime Region

JMIC# 001-26

Regional Threat Level: **CRITICAL**

## 1. Confirmed Maritime Security Incidents List since last report

Date	Vessel	Vessel Type	Event Type	Location	Summary
NTR					

## 2. Operational Summary – Last 72 Hours

### Arabian Gulf (No change)

Traffic flows in the Arabian Gulf remain stable with no verified attacks on commercial vessels in the last 72 hours. Anchorages show no significant change in congestion. GNSS interference continues to be reported intermittently. No new security-related advisories have been issued in this period.

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### Strait of Hormuz

Strait of Hormuz traffic remains significantly reduced, with commercial vessels continuing to route south of the TSS via Omani territorial waters.

A NAVAREA IX warning (180/26) was issued on 26 May reporting a suspected floating mine in position 26 24.3N 056 20.6E. Vessels transiting the area are advised to navigate with extreme caution.

Mining in and near the TSS remains a threat, and GNSS interference is consistent.

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### Gulf of Oman (No change)

Merchant vessels continue to report a strong multinational naval presence across the area. Blockade-enforcement activity is ongoing. No new verified incidents affecting commercial shipping have been reported in the last 72 hours. Traffic flows remain stable, and vessels are advised to maintain heightened awareness.

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### **Arabian Sea (No change)**

The northern Arabian Sea remains calm with no confirmed maritime security incidents in the last 72 hours. Naval forces continue routine patrols, and commercial traffic is transiting without disruption. The broader operating environment remains influenced by regional tensions, but no direct impacts on merchant shipping have been reported in this period.

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### **Gulf of Aden (No change)**

Commercial traffic remains steady in the Gulf of Aden. No new verified attacks on merchant shipping have been reported in the last 72 hours. While threats of historical skiff activity and piracy-related approaches remain, no such events have been reported in this period. Vessels are advised to maintain BMP-compliant watchkeeping throughout the IRTC.

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### **Southern Red Sea & Bab el Mandeb (No change)**

Commercial traffic continues to transit steadily through the Southern Red Sea and Bab el Mandeb. No confirmed attacks on merchant shipping have been reported in the last 72 hours. The security posture remains stable, with coalition naval units maintaining a visible presence.

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### **Somali Coast and Somali Basin (No change)**

Piracy threat level remains SEVERE. Three merchant vessels currently held:

- Oil/products tanker – held since 21 April 2026
- General cargo / cement carrier – held since 26 April 2026
- Oil tanker – held since 02 May 2026; taken 10 NM off the Yemen coast and diverted toward Somali waters; status unconfirmed

Piracy activity in the Gulf of Aden and the Somali Basin remains elevated, with recent incidents indicating at least one active Pirate Action Group (PAG).

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### **Northern Red Sea & Suez Canal (No change)**

No confirmed attacks or disruptions. Suez Canal transits continue normally. There are reports of elevated levels of electronic interference in vicinity of Yanbu.

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### **Eastern Mediterranean (No change)**

No maritime attacks have been reported. Periodic electronic and navigational interference continues near Cyprus and the Levant. Naval presence remains elevated, and vessels are advised to maintain prudent separation from military units.

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### 3. Regional Threat overview

JMIC Threat Scale: ● Low | ● Moderate | ● Substantial | ● Severe | ● Critical

Region	Threat Level	Notes
Arabian Gulf	SEVERE	Navigation interference continues, with residual kinetic risk and potential for rapid escalation. Risk of attack or miscalculation remains elevated.
Strait of Hormuz	CRITICAL	Navigation interference and blockade-enforcement activity persist. Mine-risk reports remain relevant within and adjacent to the TSS. Elevated risk of attack or miscalculation.
Gulf of Oman	SEVERE	Historical projectile/UAV strike patterns sustain the risk profile. Naval presence and enforcement activity remain elevated.
Arabian Sea	MODERATE	No confirmed maritime attacks. Regional posture stable, with residual risk linked to broader conflict dynamics.
Gulf of Aden	MODERATE	PAG activity remains highly likely, particularly in coastal approaches and known small-boat operating areas. Recent weather conditions reduce small-boat operating windows in open waters but do not eliminate the threat.
Bab el-Mandeb / Southern Red Sea	MODERATE	No confirmed maritime attacks. Overall posture stable, though Houthi rhetoric persists. No operational indicators of imminent targeting.
Somali Coast / Somali Basin	SUBSTANTIAL	Three vessels remain held by Somali pirates. PAG activity remains a strong possibility across the region. Onset of monsoon conditions constraining extended-range operations but does not eliminate risk.
Northern Red Sea / Suez Canal	MODERATE	No attacks or disruptions reported. Suez Canal operations remain normal. Periodic EMI/GNSS interference remains possible.
Eastern Mediterranean	MODERATE	EMI/GNSS disruptions; elevated naval presence; no maritime attacks.



## 4. Maritime Incidents & Traffic Assessment

### 4A. Confirmed Vessel Incidents (Since 1 March) (No change)

Total of 44 incidents since 1 March; no change since last report.

### 4B. Infrastructure Incidents (Last 72 Hours) (No change)

No attacks on ports or maritime infrastructure reported. Overall risk remains SUBSTANTIAL, driven by the potential for renewed kinetic activity and ongoing uncertainty around Iranian coastal waters and blockade-related enforcement. Recent drone activity focused on power generation.

### 4C. Traffic Trends

- Strait of Hormuz:
  - Historical average: ~138 vessels/day
  - 28 May: 4 transits
  - 29 May: 3 transits
  - 30 May: 3 transits
- Bab el-Mandeb:
  - 123 vessel transits in past 72 hours
  - Still below pre-2023 baseline

*\* Metrics are a compilation of data from S&P Maritime and SeaVision sources and are exclusive of ships calling Iranian ports adjacent to the Strait of Hormuz.*

### 4D. Port & Anchorage Congestion (No change)

High vessel density persists across major Arabian Gulf anchorages, with no significant change in congestion levels over the last 72 hours. Traffic patterns remain largely unchanged as operators continue to delay Strait of Hormuz transits in response to observed activity. Periodic repositioning within anchorages remains advisable to avoid predictability and reduce exposure to potential targeting.

### 4E. GNSS / AIS Interference (No change)

GNSS interference remains consistent across the Strait of Hormuz approaches, the Gulf of Oman, the Arabian Gulf, the central Red Sea, and the Suez Canal approaches. Higher than normal levels of electronic interference have been observed IVO Yanbu.

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## 5. Outlook (24–48 Hours)

### Arabian Gulf (No change)

The operating environment remains at high risk, with continued navigational system interference and residual kinetic risk. Rapid, short-notice actions near Iranian coastal waters and anchorages remain possible. Vessels stationary for extended periods, or maintaining AIS transmission while static, may be at elevated risk for targeting.

### Strait of Hormuz (No change)

Risk remains elevated, driven by recent kinetic activity and continued aggressive hailing by Iranian forces.



Mine-risk reporting continues to apply within and adjacent to the TSS. Vessels anchored close to the Strait may be instructed to relocate or risk consequences. Short-notice actions by Iranian units remain possible.

### **Gulf of Oman (No change)**

Naval activity remains elevated, and blockade-enforcement measures are expected to persist. Verification hails and identity checks for vessels approaching the Strait of Hormuz or operating to/from Iranian ports are highly likely.

Suspicious approaches and electronic interference remain possible near coastal transit lanes. Use of force against vessels failing to comply with blockading units has been reported.

### **Arabian Sea (No change)**

No significant change in the operating environment. Residual risk persists due to broader regional tensions, but no confirmed maritime attacks have been reported.

### **Gulf of Aden**

No confirmed attacks; however, the environment remains influenced by regional instability and the persistent risk of suspicious approaches by small craft.

Weather conditions remain favourable for small-boat operations in coastal areas, while fresh easterly winds and 1.5–2.0 m seas in open waters reduce – but do not eliminate – small-boat operating windows. Skiff mobility therefore remains possible across the Gulf, particularly nearshore.

### **Southern Red Sea / Bab el Mandeb (No change)**

No change to Houthi messaging or operational indicators. While the current posture remains stable, the potential for renewed disruption persists should regional tensions escalate.

GNSS interference remains a residual hazard, with periodic effects extending from the central Red Sea into the southern sector.

### **Somali Coast and Somali Basin**

PAG activity remains likely across the Somali Coast and Somali Basin. Strengthening southwest monsoon effects are increasingly degrading offshore conditions, further restricting extended-range skiff activity through the next 72 hours.

Despite monsoon onset, opportunistic piracy risk remains elevated in coastal waters.

### **Northern Red Sea / Suez (No change)**

The environment remains stable with no indicators of maritime escalation. Periodic EMI and GNSS disruptions are likely to continue.

### **Eastern Mediterranean (No change)**

While there is no major change in the Eastern Mediterranean, periodic electronic and navigational interference may be encountered near Cyprus and the Levant. Naval presence remains elevated, and vessels should maintain prudent separation from military units.

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#### **JMIC Advisory special topics schedule:**

Sunday: AIS and Electronic Interference

Thursday: UKMTO Transit Metrics

Full incident history will be included in the JMIC Weekly Report.

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Industry Guidance for Safe Management of Vessel Transit through the Strait of Hormuz:

<https://www.maritimeglobalsecurity.org/media/vkaa3pjr/2026-05-20-guidance-strait-of-hormuz.pdf>

## ANNEXES

### Transit comparisons

#### CARGO VESSELS TRANSITS COMPARISON

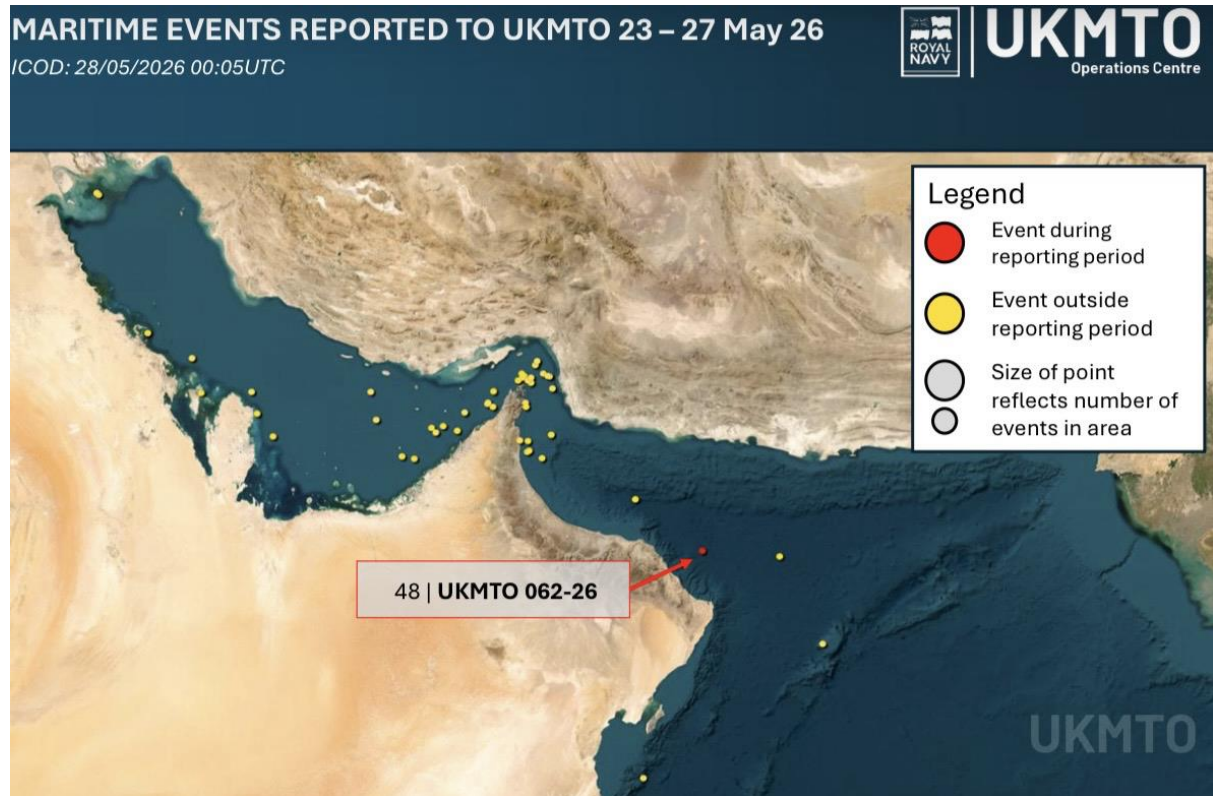
Date	24-May	25-May	26-May	27-May	28-May	29-May	30-May
SoH E	4	2	1	1	1	1	2
SoH W	3	0	2	0	2	2	1
<b>SoH Total</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>
BAM NW	9	10	3	20	8	12	13
BAM SE	12	12	10	7	21	12	11
<b>BAM Total</b>	<b>21</b>	<b>22</b>	<b>13</b>	<b>27</b>	<b>29</b>	<b>24</b>	<b>24</b>

#### TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON

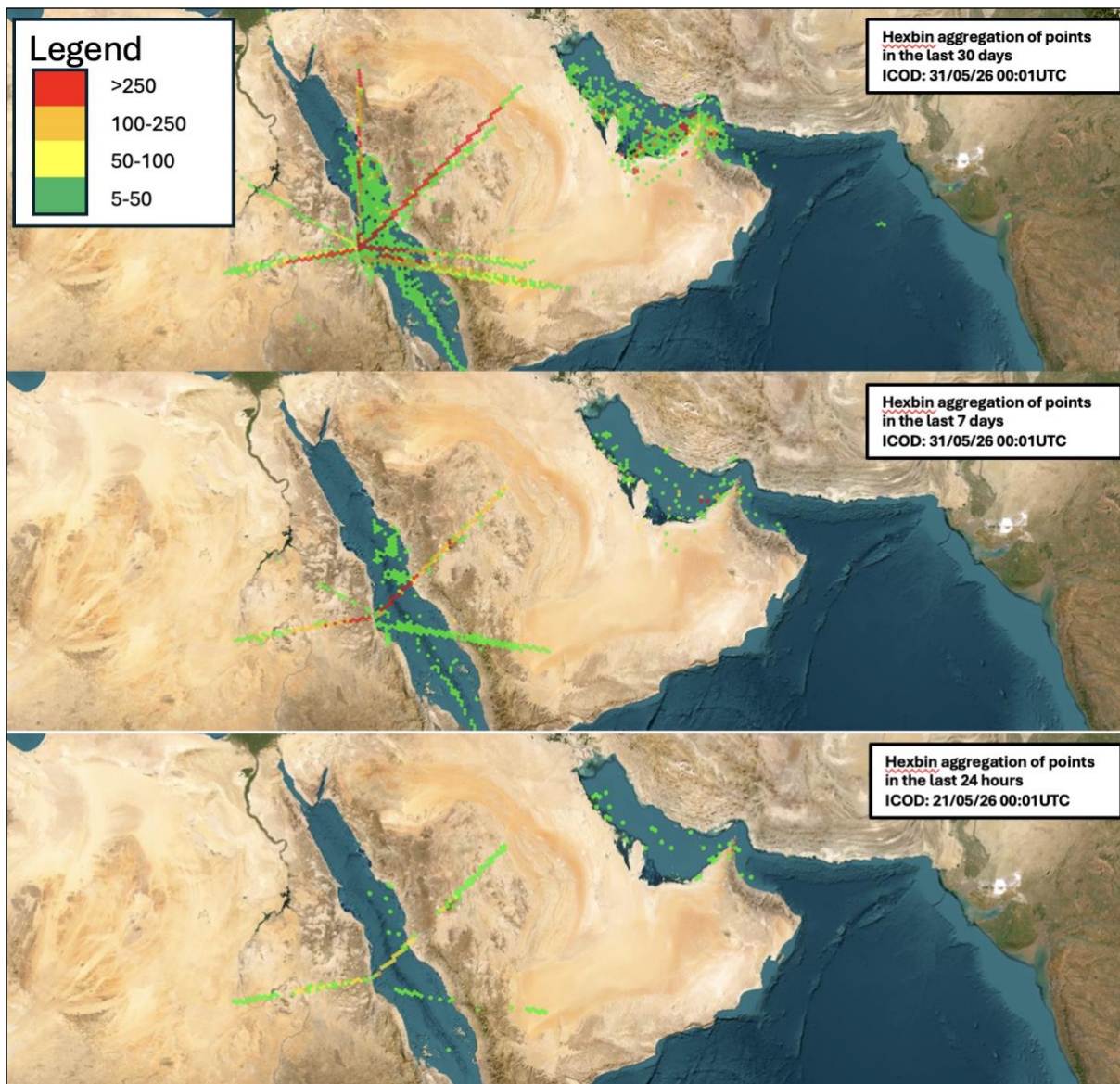
Date	24-May	25-May	26-May	27-May	28-May	29-May	30-May
SoH E	3	0	1	1	0	0	0
SoH W	1	1	3	1	1	0	0
<b>SoH Total</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
BAM NW	17	9	7	6	11	7	5
BAM SE	7	8	6	7	9	7	7
<b>BAM Total</b>	<b>24</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>20</b>	<b>14</b>	<b>12</b>



# UKMTO Incident Maps



## AIS/GNSS Interference Graphics



## 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

