

# JMIC Weekly Dashboard for the Middle East



*Accurate and timely information for the protection of Mariners*

**Week 20 – 2026**  
**(11 May to 17 May)**

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*Combined Maritime Forces (CMF)*

# JMIC Weekly Assessment for the Middle East Region.

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## Guidance for Vessels transiting the High Threat Area

The maritime security environment across the Arabian Gulf, Gulf of Oman, and SoH remains **CRITICAL**, driven by recent attack patterns, continued navigation interference, and persistent operational disruption, including impacts to port activity. Despite the 8 Apr 26 US-Iran ceasefire, commercial traffic remains limited, with constrained transits and continued routing uncertainty. Measures requiring prior coordination with port authorities, together with alternative routing overlays on established TSS, continue to complicate navigation. Enforcement actions since mid-Apr have further restricted vessel movements, while anchorages remain congested and operators report limited clarity on transit protocols.

In contrast, the RS, BAM, and GoA remain assessed as **MODERATE** threat levels, with no confirmed maritime incidents and vessel movements continuing without significant disruption. Nonetheless, regional tensions persist and conditions may change with little warning. Across the region, operators should anticipate short-notice navigation warnings, continued GNSS/GPS and AIS interference in key areas, and elevated risk in congested waterways. Transit of the TSS and adjacent waters should be considered extremely hazardous 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 minimising exposure to the suspected hazard area. While no confirmed maritime infrastructure attacks have been reported, risk remains **SUBSTANTIAL**. Operators should obtain the latest port and advisory updates, maintain vigilance, and report anomalies to relevant authorities.

Risk mitigation measures and resources include:

1. BMP-Maritime Security
2. JMIC Bridge Emergency Reference Cards
3. Register for ASPIDES protection via [EUNAVFOR ASPIDES website](#)

## Specific Events

Indian Ocean and Coast of Somalia

- The piracy threat is currently assessed as **SEVERE** in the GoA, Somali Basin, and the Indian Ocean.
- JMIC continues to monitor reports of suspicious approaches in the region and will issue Information Notes for confirmed pirate activity.

Arabian Gulf, Strait of Hormuz and Central Red Sea

- **MODERATE** EMI
- Maintain awareness on small crafts operating in the BAM area, but be aware that not all small crafts have hostile intentions.

# CMF Regional Threat Level Assessment

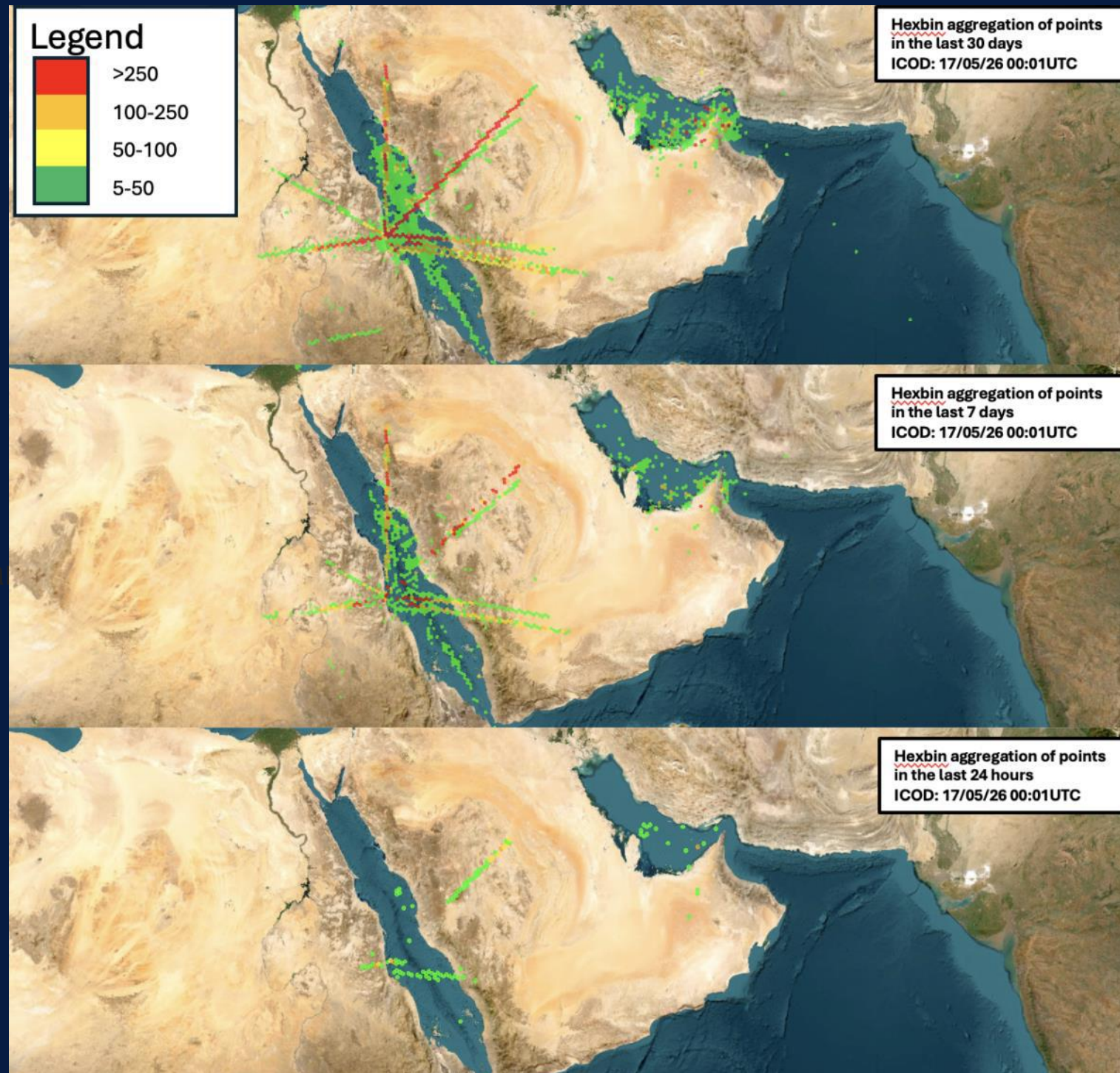
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Due to the ongoing conflict in the Middle East, CMF N2 is currently unable to provide the Regional Threat Level Assessment.

For updates and outlook of the respective Area of Operation (AOO), the shipping industry may refer to the JMIC Advisory Note updates.



# Electromagnetic Interference



- Across the central Red Sea region, the levels of interference remained at moderate levels. In the northern and southern regions, the levels have similarly decreased, as highlighted around Suez Canal and Bab el Mandeb areas.
- Compared to last week, the levels of interference observed in the vicinities of Fujairah, Khor Fakkan, Dubai, Abu Dhabi and Bandar Abbas remained at moderate levels.
- The vicinity of Bandar e-Pars remained at moderate levels. The Strait of Hormuz and Southern Arabian Gulf have also remained at moderate levels, while the Northern and Central Arabian Gulf remained at low levels.
- Vessels are requested to report experiences of electronic interference to UKMTO, in support of keeping the broader shipping community better informed.

Source: [UKMTO](#)



# Houthi related incidents reported by UKMTO: None



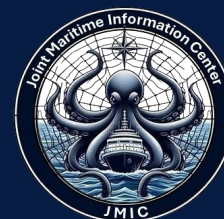
Date	Type of Incident Source	Vessel Name Flag / IMO / Location	Reports
NTR	-	-	-

Houthi activity continues to pose a MODERATE threat to maritime traffic in the Red Sea.

# Merchant shipping incidents reported by JMIC/UKMTO



Date	Total number of Attacks/Near Miss/Suspicious Activity	Remarks
11 May to 17 May	2 Suspicious Activities	Refer to JMIC Advisory Note 11 May to 17 May

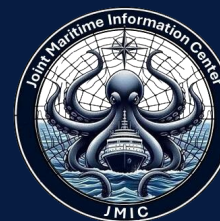
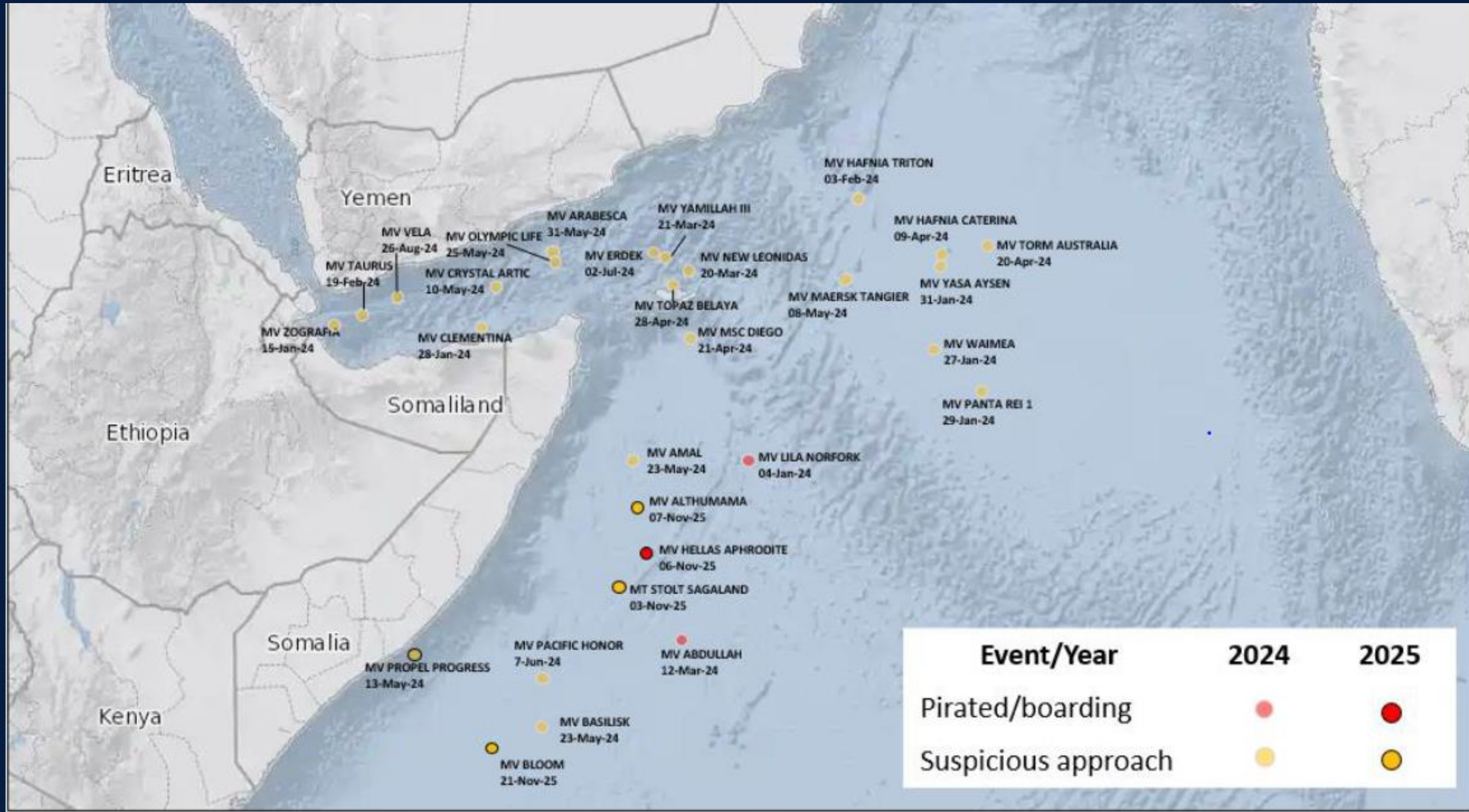


# Piracy incidents reported by UKMTO: None



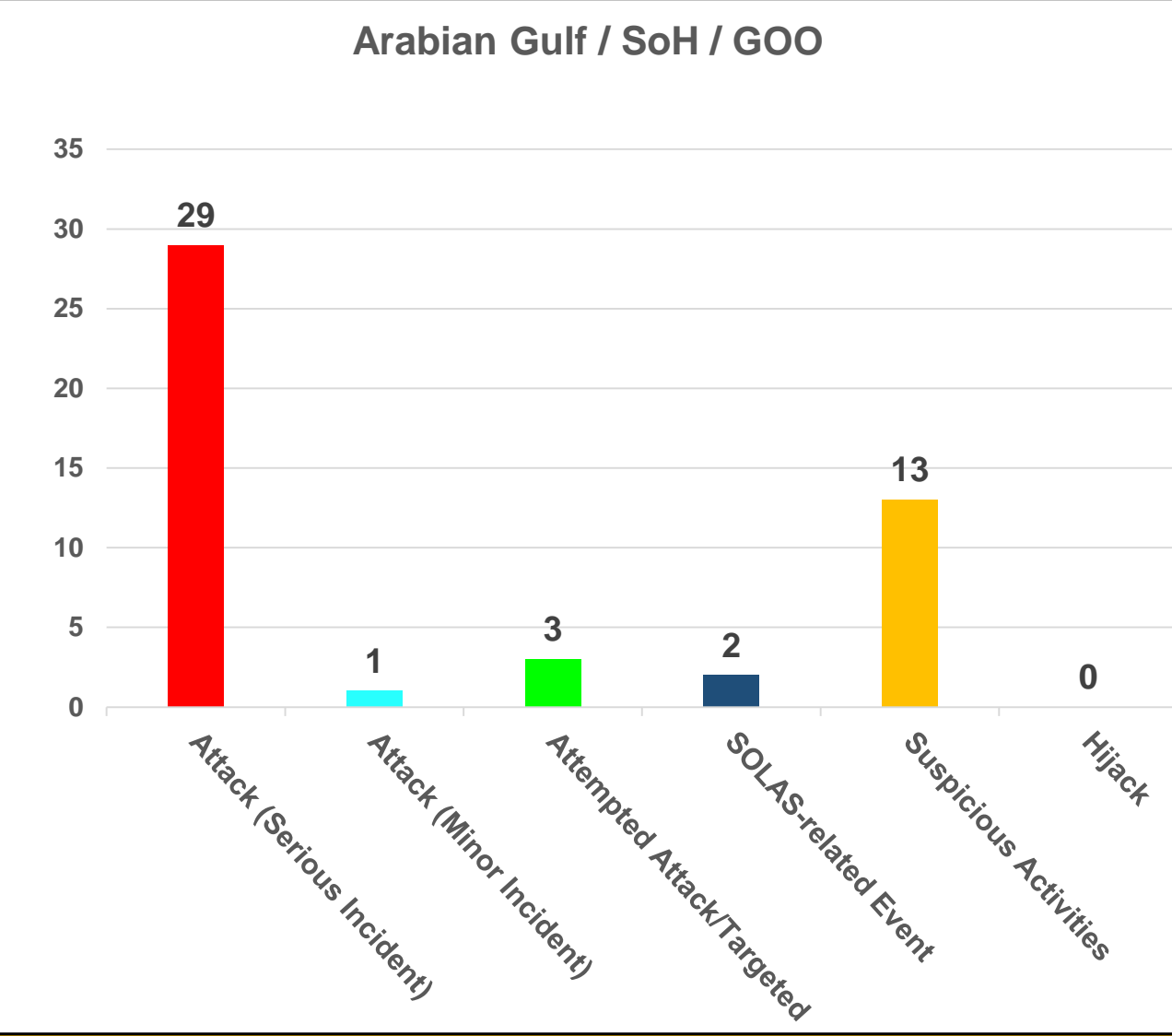
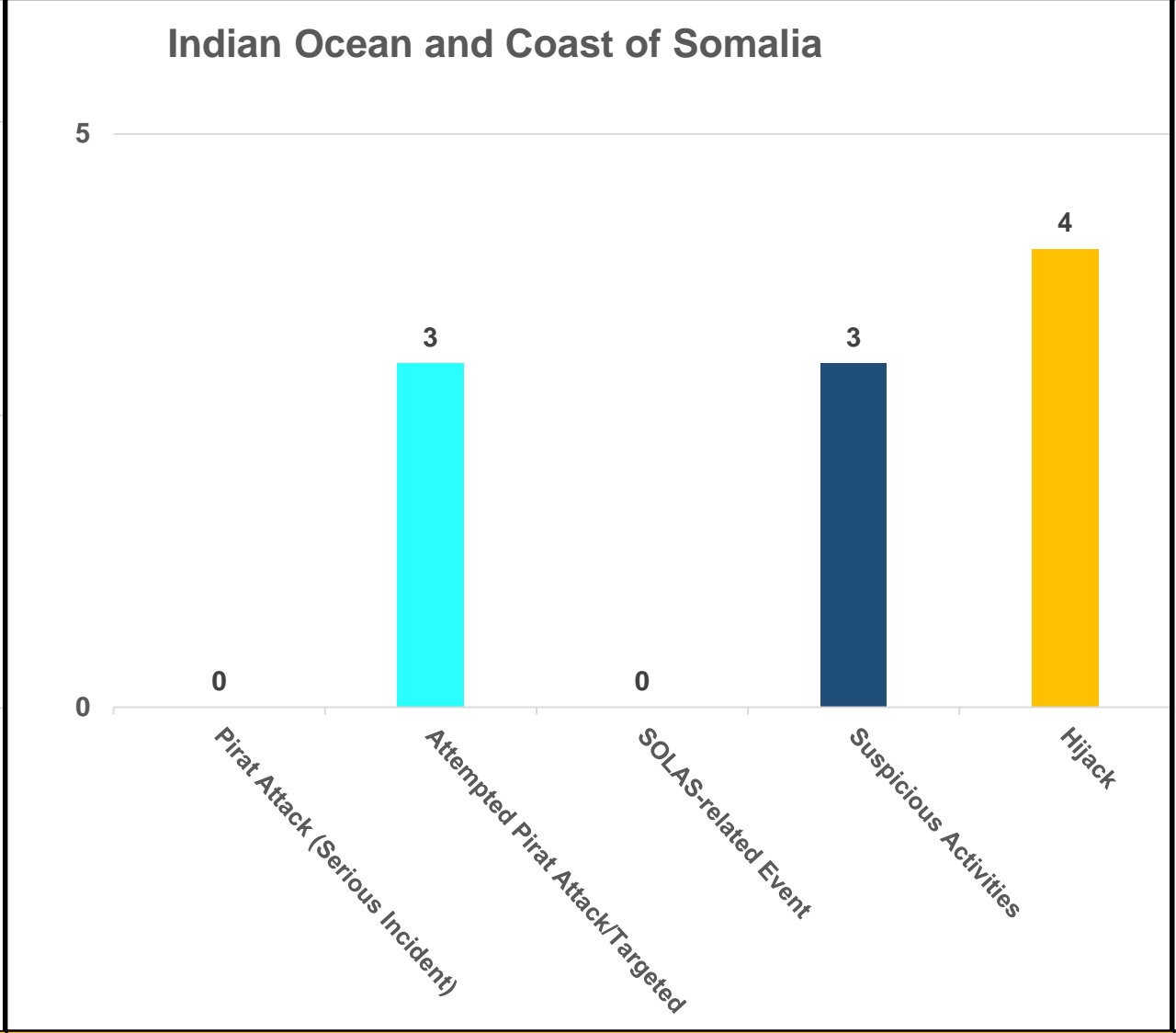
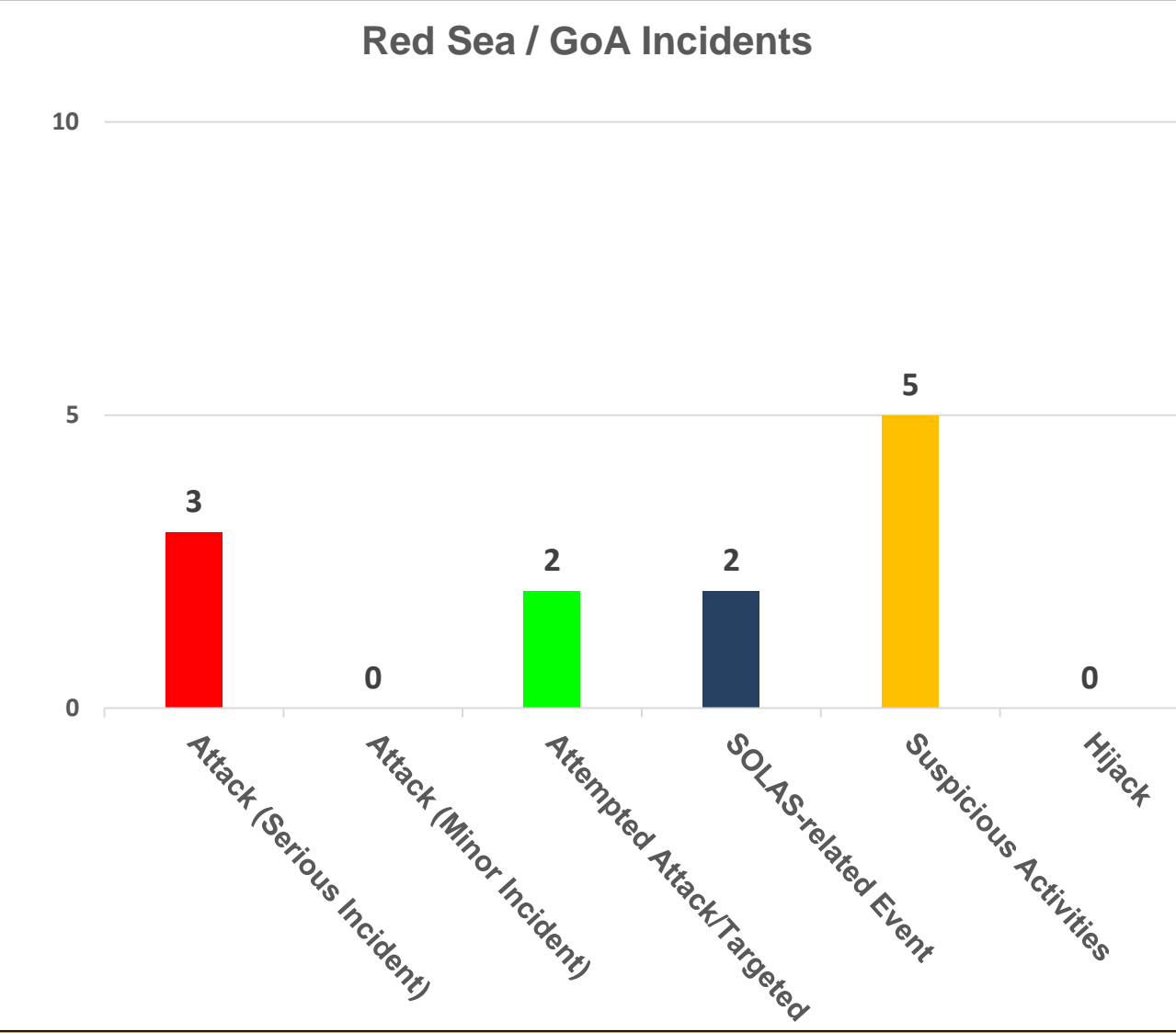
Date	Type of Incident Source	Vessel Type / Flag	Location	Reports
-	-	-	-	-

# Piracy incidents 2024 2025 Comparison



# JMIC Investigated Incidents

<b>Total number of Incidents</b> <i>(excluding coalition engagements)</i>	<b>179</b> (2 new this week)
<b>Days since last incident / incident type</b>	3 days / Suspicious Activity (since 14 May 26)



Last incident info:  
 Date: 17 FEB 2026  
 Type: SUSPICIOUS ACTIVITY  
 Ship: TUG

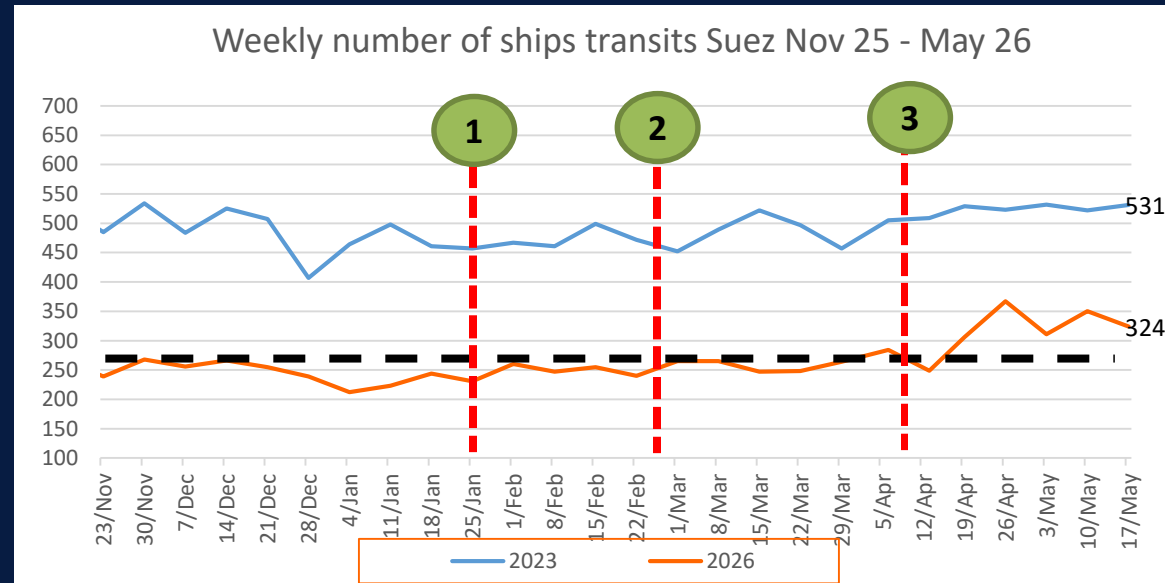
Last incident info:  
 Date: 30 APR, 01 MAY, 02 MAY  
 Type: HIJACKED, SUSPICIOUS ACTIVITY  
 Ship: OIL PRODUCT TANKER, GENERAL CARGO, BULK CARRIER, TANKER

Last incident info:  
 Date: 14 MAY  
 Type: SUSPICIOUS ACTIVITY  
 Ship: FISHERY RESEARCH, LIVESTOCK CARRIER



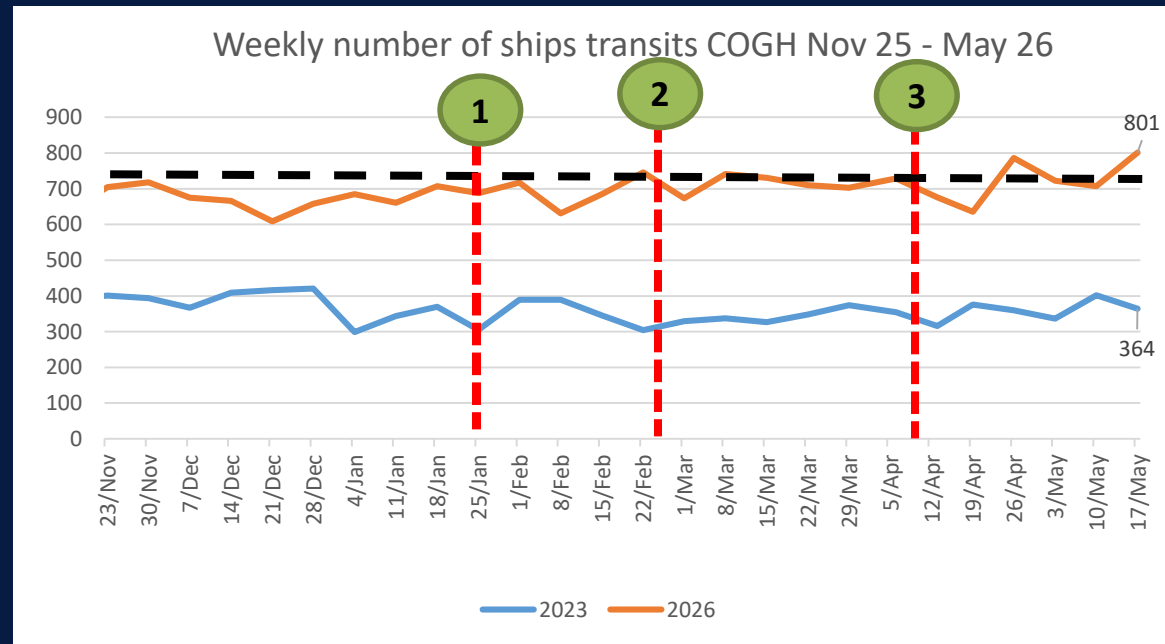
# Weekly Transits

## Suez



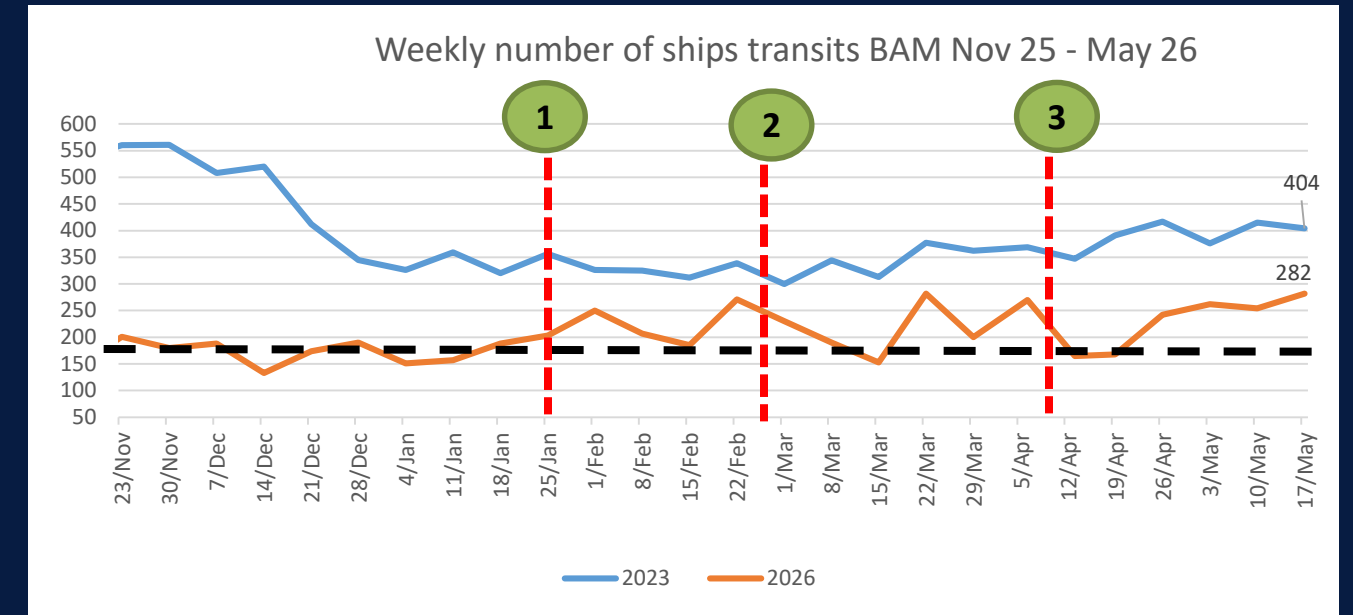
7.4% Decrease last week

## Cape of Good Hope (CoGH)



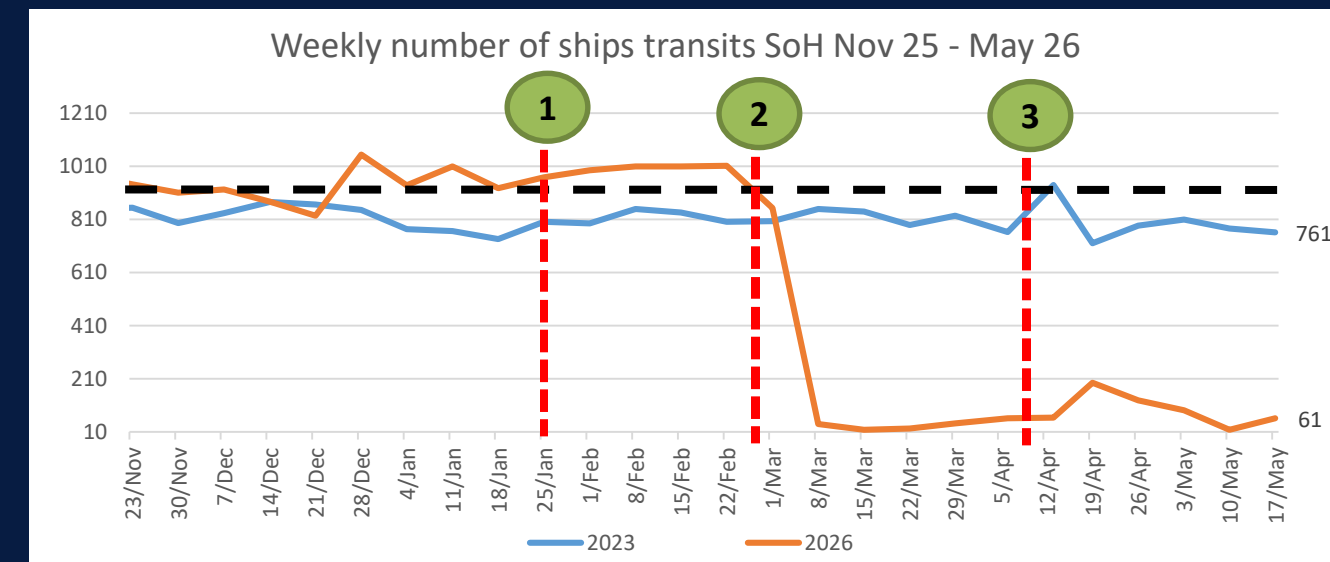
13.3% Increase last week

## Bab al-Mandeb (BAM)



11.0% Increase last week

## Strait of Hormuz (SoH)



238.9% Increase last week

1

Houthi announcement on the retaliatory maritime attack if strikes in the region  
25 JAN 2026

2

Outbreak of regional hostilities in the Middle East  
28 FEB 2026

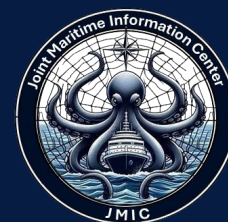
3

US-Iran Ceasefire  
08 APR 2026

\*The statistics presented in this report are based solely on cargo carrying vessels engaged in international trade/transit. This data does not include smaller vessels such as pleasure crafts, yachts, fishing vessels, tugboats, or other types of smaller ships that operate within local or regional waters and are not involved in international shipping.

# Definitions – Incident types

General Categories	Explanatory Notes
<b>Attack (Serious Incident)</b>	The result of a deliberate launching of weapons (i.e missiles, drones), and/or ramming into a vessel that results in serious damage to the vessel. The attack is deemed serious if any resulting damage impacts the vessel's ability to continue functioning, which requires immediate assistance. It includes a vessel deemed a total loss, and significant threat to lives.
<b>Attack (Minor Incident)</b>	The result of a deliberate launching of weapons (i.e missiles, drones), and/or ramming into a vessel that results in either a miss or minor damage to the vessel. The attack is deemed minor if any resulting damage does not impact the vessel's ability to continue functioning and/or does not require immediate assistance.
<b>Attempted Attack/Targeted</b>	<p>This refers to the act of targeting a vessel with the use of force that results in a miss and no damage to the vessel.</p> <ul style="list-style-type: none"> <li>• Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel.</li> <li>• No damage may include but not limited to missile ditching, and/or coalition warships shooting down missiles and/or drones.</li> </ul>
<b>Hijack</b>	Is where attackers have illegally boarded and taken control of a ship against the crew's will.
<b>Suspicious Activities</b>	This refers to any act of activity near the vessel that is enough to warrant suspicion. To include aerial, surface, and subsurface activities.
<b>SOLAS-related Event</b>	A SOLAS event in this terms refers to a major safety related event (Including but not limited to: Fire/Flooding/Capsizing) which is not due to an attack. This is reported by JMIC solely to avoid speculations about if this was a harmful activity towards a merchant vessel or not.



# Additional Resources

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## Additional Resources on incident:

UKMTO Reporting Visit: <https://www.ukmto.org>

Email: [watchkeepers@ukmto.org](mailto:watchkeepers@ukmto.org)

Emergency Tel: +44 (0)2392 222060 <https://www.ukmto.org/contact-us>

## Additional Resources on Industry Guidance: BMP – MARITIME SECURITY

BMP-MS-March 2025 <https://www.maritimeglobalsecurity.org/media/lx4jmieu/bmp-ms-2025-final-hi-res.pdf>

## Industry Transit Advice for Southern Red Sea and Gulf of Aden (25<sup>th</sup> of September 2024)

Industry Transit Advice [https://www.maritimeglobalsecurity.org/media/xm1jsgjg/2024-09-24-interim-industry-transit-advice-srs-goa.pdf](https://www.maritimeglobalsecurity.org/media/xm1jsgjg/2024-09-24-interim-industry-transit-advice-srs-go.pdf)

## Industry Guidance On The Safe Management of Vessel Transit through the Strait of Hormuz (May 2026)

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

## MSCIO

MSCIO Website <https://www.msocio.eu/>

EUNAVFOR ASPIDES Support Request <https://reporting.msocio.eu/supportrequest>

## JMIC

Info Notes, Advisories, Weekly Summary, Monthly Statistic, and Bridge Emergency Reference Cards:

JMIC Products (ukmto.org) <https://www.ukmto.org/partner-products/jmic-products>

JMIC Advisory <https://www.ukmto.org/partner-products/jmic-products/jmic-advisories>

Please also visit LinkedIn page <https://www.linkedin.com/company/jmic/>

