



# Joint Maritime Information Center



INFORMATION FUSION CENTRE



# JMIC Weekly Dashboard 07 April to 13 April 24

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# About Us

Joint Maritime Information Center (JMIC) is an entity operating under the Combined Maritime Forces (CMF). The JMIC currently has participation from multiple military stakeholders, Naval Cooperation and Guidance for Shipping (NCAGS) and Information Fusion Center (IFC) to fuse open-source unclassified information into an open, truthful messaging service.

The JMIC has been established to support the Shipping Industry with challenges faced when operating in the Red Sea region. The JMIC is aligned to the principals that all vessels should be entitled to Freedom of Navigation and seafarers supporting the movement of global trade are unhindered. The information shared by the JMIC is intended to offer information, advice, and guidance only, and help inform any Threat and Risk Assessment process.

## **Objectives:**

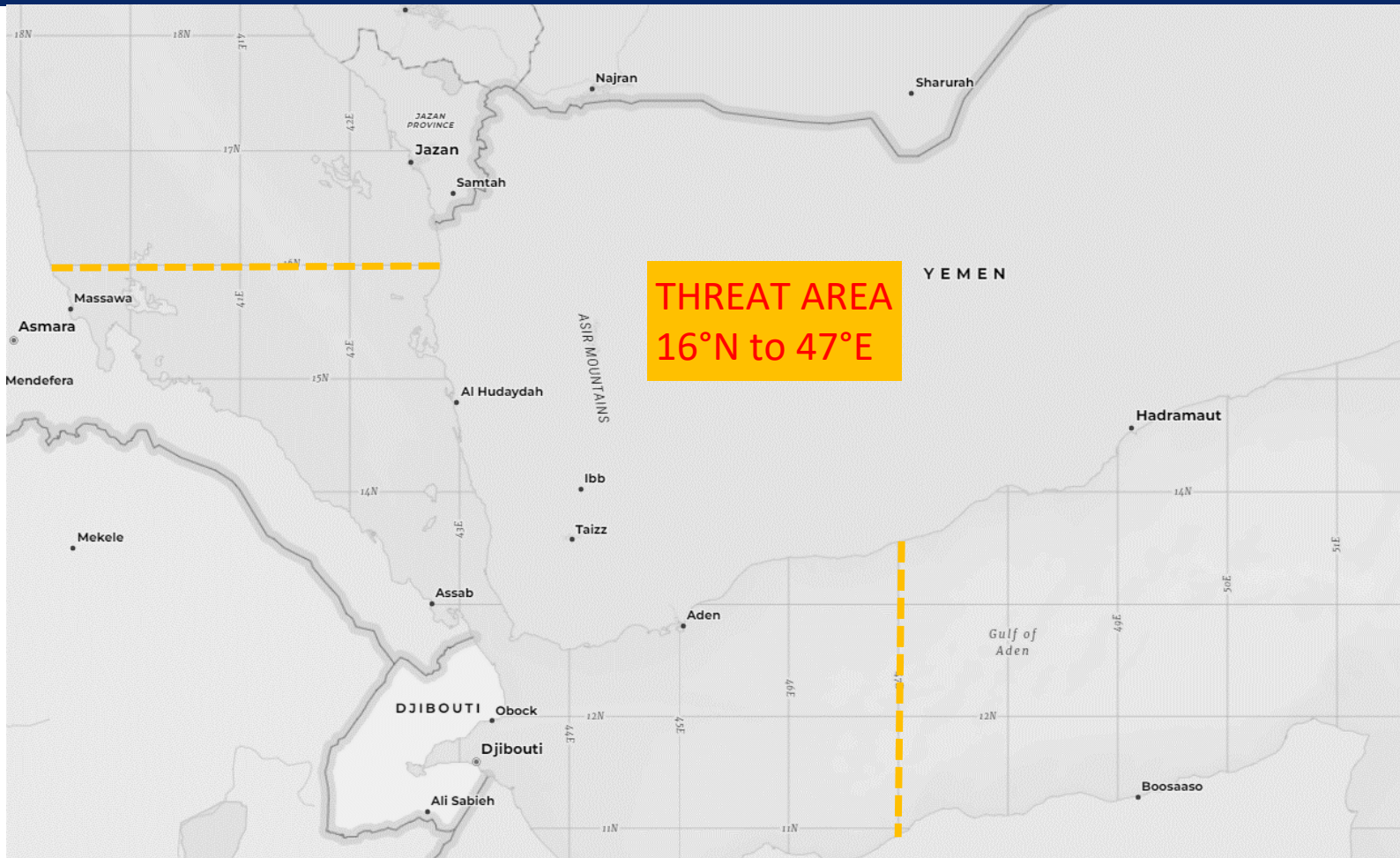
1. To provide ground truth (threat assessment) to enable risk assessment by shipping industry to support operational planning and decision making.
2. To provide clear and concise updates and guidance to the shipping industry – *“single source of truth”*.

## **Areas of Coverage:**

Houthi attacks on merchant vessel in the Red Sea, Bab Al Mandeb (BAM) and Gulf of Aden (GOA)



# Executive Summary



**THREAT AREA**  
16°N to 47°E

During the last week the Houthis have claimed to have targeted a number of merchant vessels. These claims are assessed to hold no truth, as no kinetic activity was registered within 10nm of the named merchant vessels. Despite the reduced kinetic activity towards merchant shipping, the threat remains and kinetic activity remains constant in the area. JMIC recommends companies continue to thoroughly risk assess passages via the Southern Red Sea/Gulf of Aden and fully maintain their current mitigation measures.

## Executive Summary (as of 06 Apr 24)

Total number of Incidents (since 19 Nov 23)	51
Total number of Suspicious Activities Reported# (since 19 Nov 23)	4
Number of Incidents + Suspicious Activities Report last week (07 Apr to 13 Apr 24)	0

#Possibly more suspicious activities than JMIC has reported

Note: Incidents exclude coalition engagements  
*\*This does not include the incident outside of the Houthi Attack Threat Area depicted on this slide (JMIC Special Info Note 13Apr24)*

### Legend

- Attack (Serious Incident)
- Attack (Minor Incident)
- Attempted Attack
- Hijack
- Unmanned Vehicle Sighting
- Comms Challenge
- Others



# Incident: Seizure (Special Infonote)

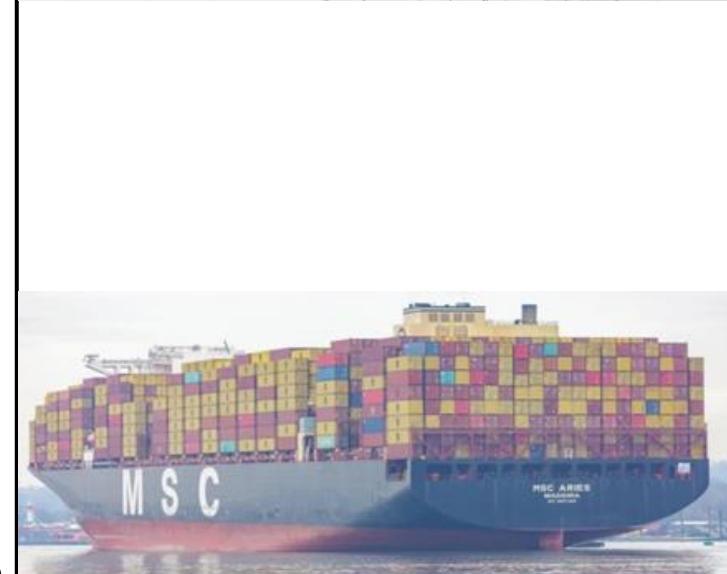
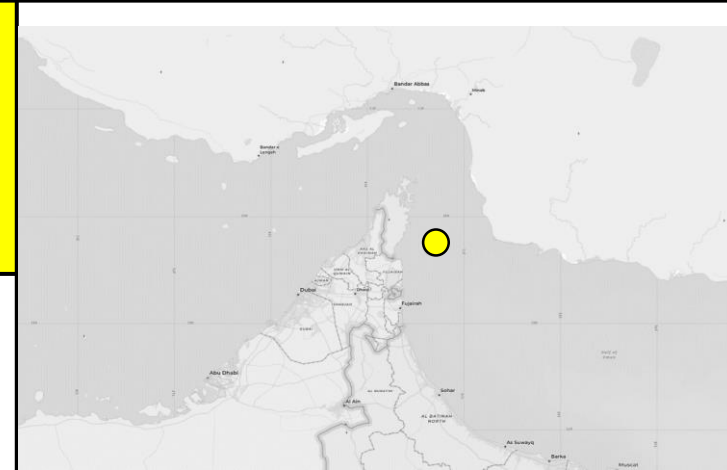
## 13 APR – Seizure/ Madeira-Flagged Container Vessel MSC ARIES/ 15NM off the coast of Oman

There was a reported seizure of a Madeira-flagged container vessel, MSC ARIES (IMO: 9857169), while the vessel was outbound from the Strait of Hormuz (SOH) on 13 Apr 24 at 02:37 (UTC). Reference UKMTO Incident Warning 669.

The JMIC has confirmed that MSC ARIES was boarded by personnel inserted by helicopter. Subsequently the vessel has altered course North into Iranian TTW and all communication with the vessel ceased.

The vessel had transited the SOH with AIS off.

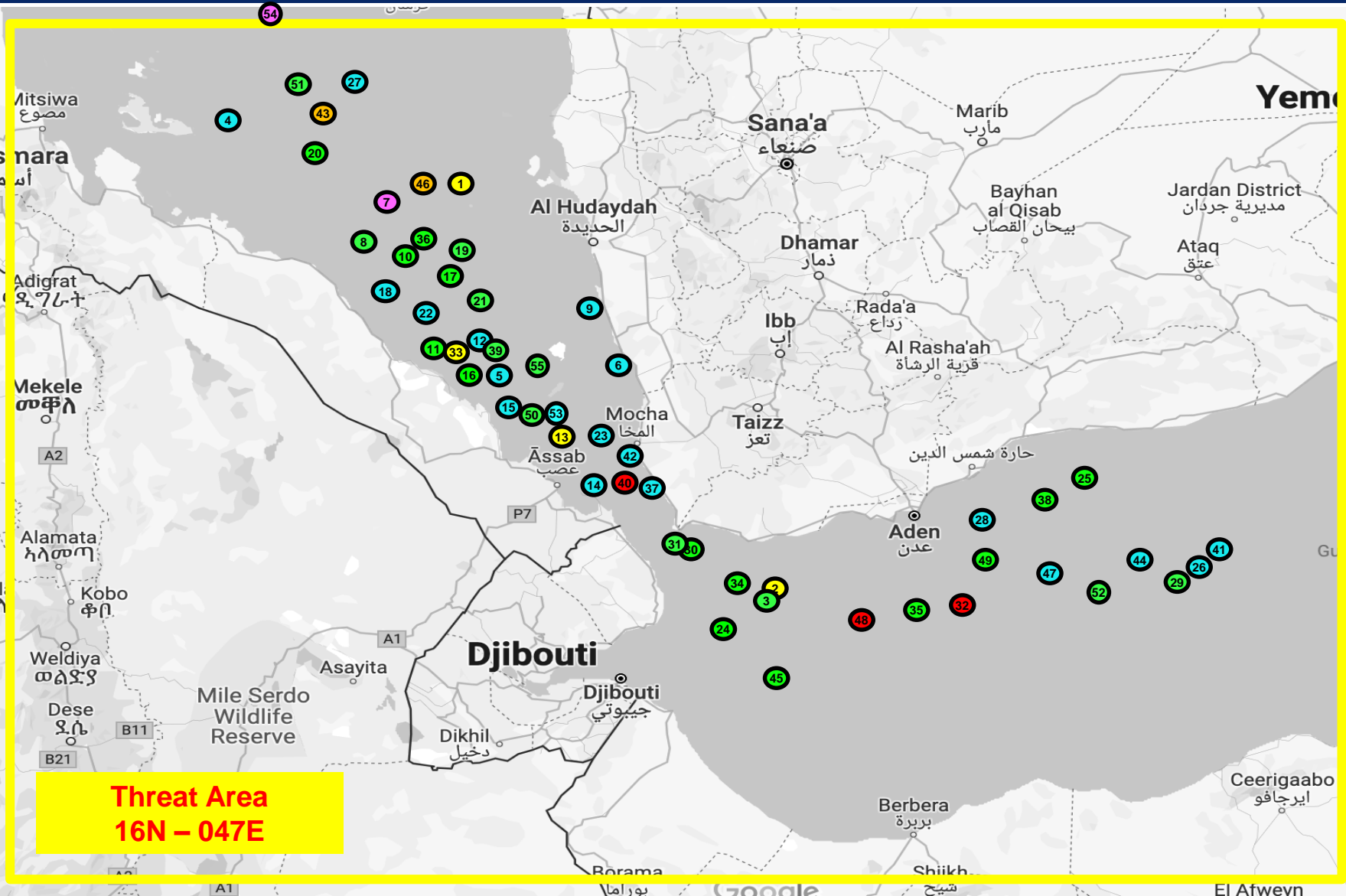
*This information is from the Special Infonote, the statistics will not be included in the subsequent JMIC statistics.*



MSC ARIES (IMO:9857169)



# Overview of Incidents and Suspicious Activities



**Legend**

- Attack (Serious Incident)
- Attack (Minor Incident)
- Attempted Attack
- Hijack
- Unmanned Vehicle Sighting
- Comms Challenge
- Others

Incident Number (I/N) is chronological

I/N	Name	I/N	Name
55	HOPE ISLAND	27	ZOGRAFIA
54	CRYSTAL SYMPHONY	26	GIBRALTAR EAGLE
APRIL ↑			
53	HUANG PU	25	KHALISSA
52	MADO	24	GREEN BAY
51	PACIFIC 01	JANUARY ↑	
50	PINOCCHIO	22	MAERSK HANGZHOU
49	PROPEL FORTUNE	21	MSC BEIRA IV
48	TRUE CONFIDENCE	20	MSC UNITED III
47	MSC SKY II	19	MSC SILVANA
MARCH ↑			
46	-	18	BLAAMANEN
45	TORM THOR	17	SAI BABA
44	ISLANDER	16	MSC CLARA
43	LAVENDER	15	SWAN ATLANTIC
42	NAVIS FORTUNA	14	MSC PALATIUM 3
41	SEA CHAMPION	13	MSC ALANYA
40	RUBYMAR	12	AL JASRAH
39	POLLUX	11	MAERSK GILBRATAR
38	LYCAVITOS	10	ARDMORE ENCOUNTER
37	STAR IRIS	9	STRINDA
36	MORNING TIDE	8	CENTAURIUS LEADER
35	STAR NASIA	7	PANTA REI 1
34	KOI	6	AOM SOPHIE II
FEBRUARY ↑			
33	PANTA REI 1	5	UNITY EXPLORER
DECEMBER ↑			
32	MARLIN LUANDA	4	NUMBER 9
31	MAERSK CHESAPEAKE	3	CENTRAL PARK
30	MAERSK DETROIT	2	CENTRAL PARK
29	CHEM RANGER	1	GALAXY LEADER
NOVEMBER ↑			
28	GENCO PICARDY		

**Threat Area**  
16N – 047E



# Houthi Capability Update – Capability Ranges

Using Hudaydah as an estimation of launch point, this map shows the range extent of missiles and rockets. These are the maximum estimated ranges of the weapon systems, based on ideal conditions. Although exact targeting methods are unknown, it is almost certain that the accuracy of the missiles will reduce the further away they are fired.





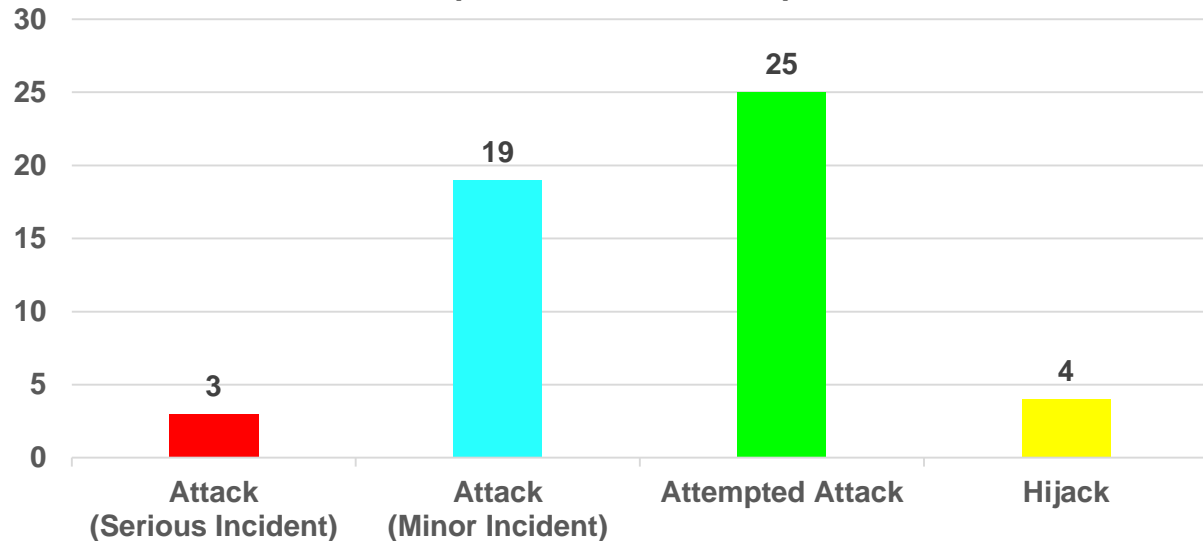
# Trending by Categories

## Summary of Incidents and Suspicious Activities Reported (as of 06 Apr 24)

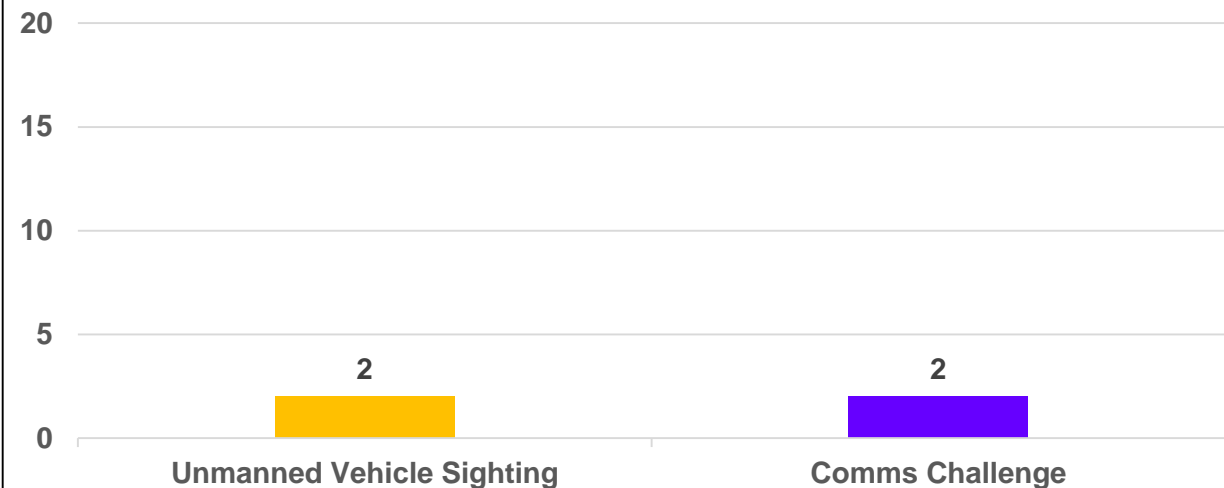
Total number of Incidents (since 19 Nov 23)	51
Total number of Suspicious Activities Reported (since 19 Nov 23)	4
Number of Incidents + Suspicious Activities Report last week (07 Apr - 13 Apr)	0

*Note: Incidents exclude missiles/drones that were shot down by coalition warships.*

### Summary of Incidents (since 19 Nov 23)



### Summary of Suspicious Activities Reported (since 19 Nov 23)

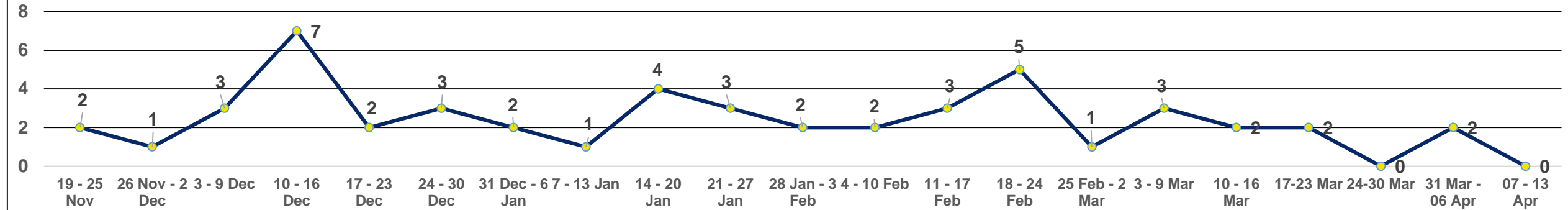


*\*Refer to last slide for the explanatory notes for the respective categories*

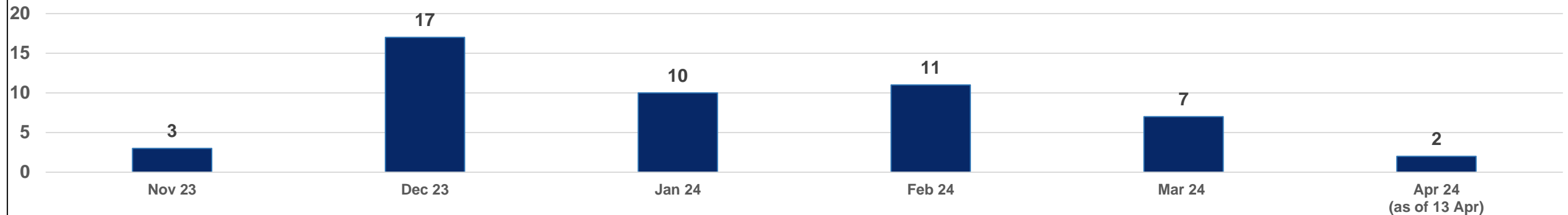


# Trending of Incidents Involving Merchant Vessels

## Week-on-Week Comparison of Incidents (since 19 Nov 23)



## Month-on-Month Comparison of Incidents (since 19 Nov 23)



### Observations and Assessments

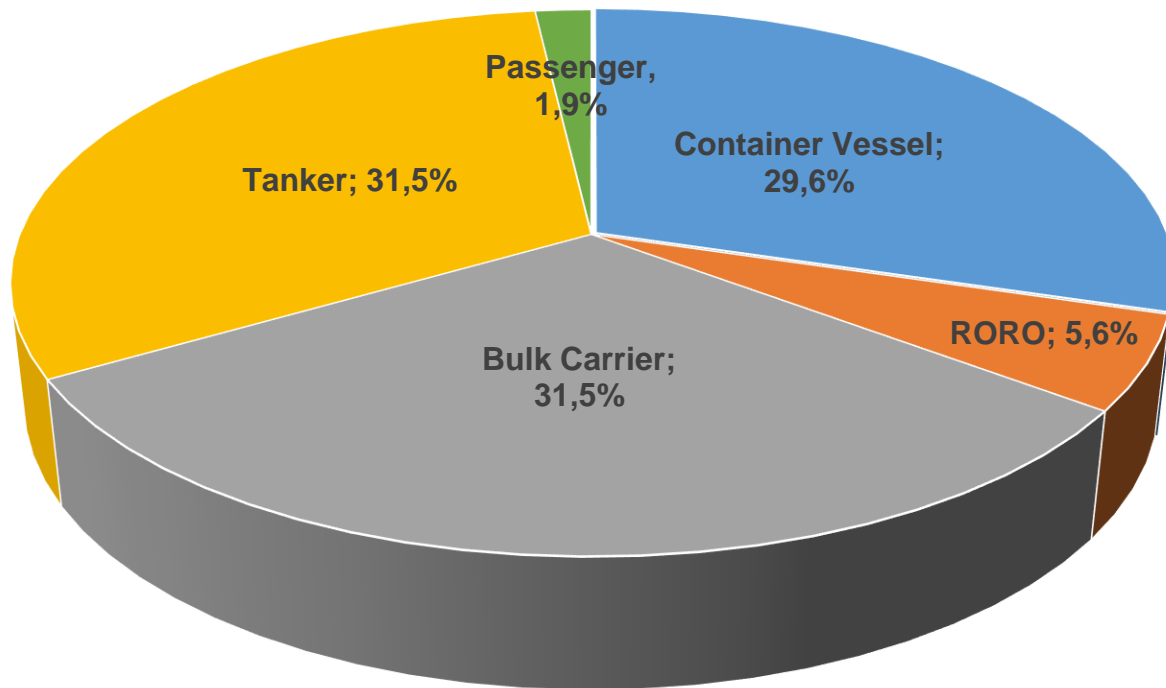
Based on trending, the number of Houthis attacks on merchant vessels last week was below average, and the threat remains focused on vessels with a US, UK, and Israeli associations. **Refer to the JMIC Guidance to Industry slide.**





# Incidents Involving Merchant Vessels by Type

Incidents by Vessel Types  
(since 19 Nov 23)



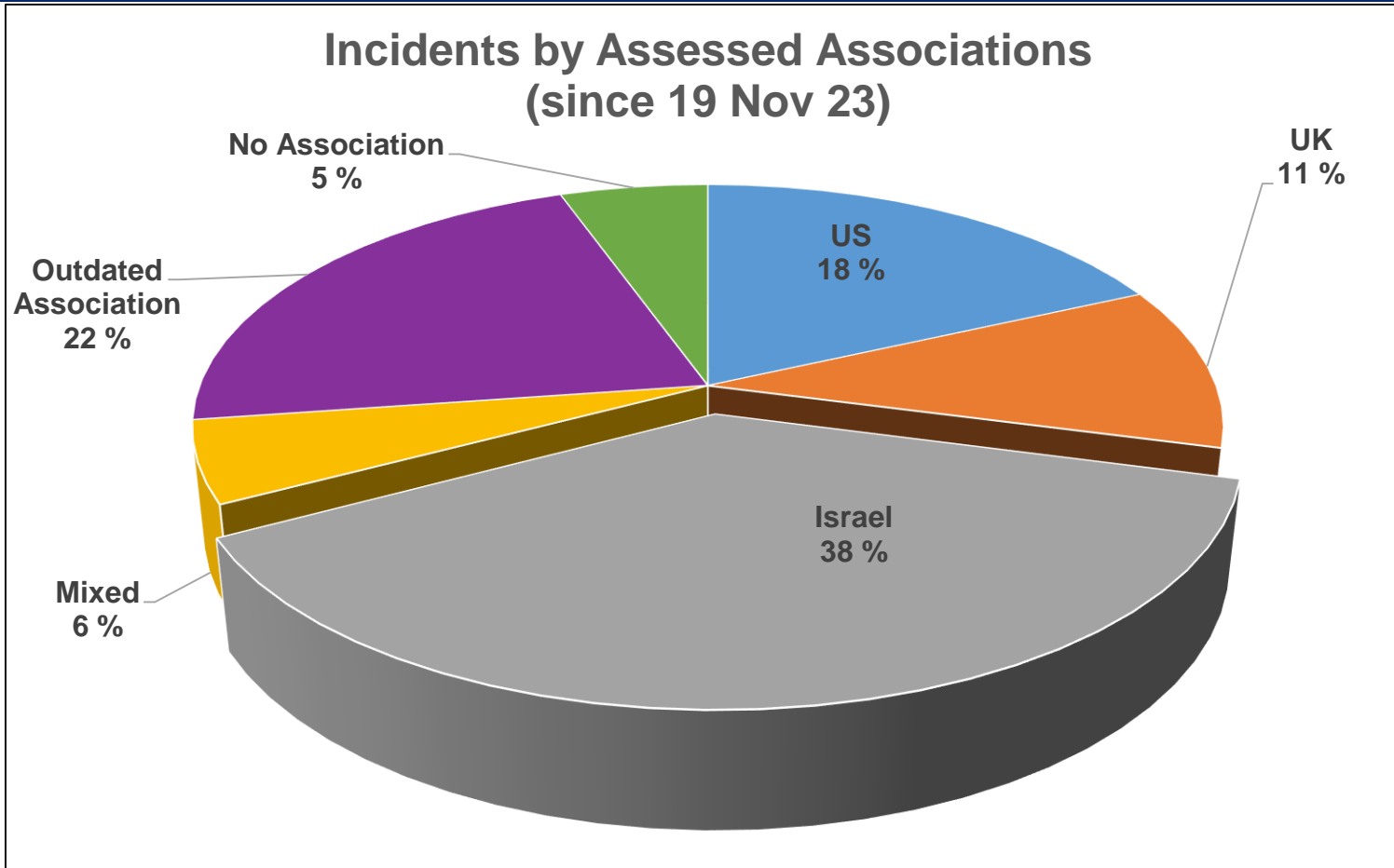
I/N	Name	I/N	Name
55	HOPE ISLAND	27	ZOGRAFIA
54	CRYSTAL SYMPHONY	26	GIBRALTAR EAGLE
APRIL ↑		25	KHALISSA
53	HUANG PU	24	GREEN BAY
52	MADO	23	CMA CGM TAGE
51	PACIFIC 01	JANUARY ↑	
50	PINOCCHIO	22	MAERSK HANGZHOU
49	PROPEL FORTUNE	21	MSC BEIRA IV
48	TRUE CONFIDENCE	20	MSC UNITED III
47	MSC SKY II	19	MSC SILVANA
MARCH ↑		18	BLAAMANEN
46	-	17	SAI BABA
45	TORM THOR	16	MSC CLARA
44	ISLANDER	15	SWAN ATLANTIC
43	LAVENDER	14	MSC PALATIUM 3
42	NAVIS FORTUNA	13	MSC ALANYA
41	SEA CHAMPION	12	AL JASRAH
40	RUBYMAR	11	MAERSK GILBRATAR
39	POLLUX	10	ARDMORE ENCOUNTER
38	LYCAVITOS	9	STRINDA
37	STAR IRIS	8	CENTAURIUS LEADER
36	MORNING TIDE	7	PANTA REI 1
35	STAR NASIA	6	AOM SOPHIE II
34	KOI	5	UNITY EXPLORER
FEBRUARY ↑		4	NUMBER 9
33	PANTA REI 1	DECEMBER ↑	
32	MARLIN LUANDA	3	CENTRAL PARK
31	MAERSK CHESAPEAKE	2	CENTRAL PARK
30	MAERSK DETROIT	1	GALAXY LEADER
29	CHEM RANGER	NOVEMBER ↑	
28	GENCO PICARDY		

## Observations and Assessments

0 vessels were targeted this week.



# Incidents Involving Merchant Vessels by Assessed Association



I/N	Name	I/N	Name
55	HOPE ISLAND	27	ZOGRAFIA
54	CRYSTAL SYMPHONY	26	GIBRALTAR EAGLE
APRIL ↑			
53	HUANG PU	25	KHALISSA
52	MADO	24	GREEN BAY
51	PACIFIC 01	23	CMA CGM TAGE
JANUARY ↑			
50	PINOCCHIO	22	MAERSK HANGZHOU
49	PROPEL FORTUNE	21	MSC BEIRA IV
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MARCH ↑			
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29	CHEM RANGER	1	GALAXY LEADER
NOVEMBER ↑			
28	GENCO PICARDY		

## Observations and Assessments

Based on trending, the Houthis continue to target all commercial vessels with any US, UK and/or Israeli associations (~67% of all incidents)

- Majority of the vessels targeted overall had Israeli associations (~38% of all incidents)
- Incidents in previous weeks involved vessels that had outdated associations or US associations
- The last 7 out of 8 incidents have involved vessels with outdated associations



# JMIC Guidance to Industry

## Vessels:

- a. Conduct a risk assessment prior to entering the area
- b. Review security measures/incorporate appropriate vessel hardening measures into their security plans
- c. AIS:
  - i. AIS policy within the threat area is to be very carefully considered as part of voyage risk mitigation process, as broadcasting on AIS is assessed to aid Houthi targeting
  - ii. While transmitting AIS may be consistent with SOLAS, it may compromise safety & security of the vessel
  - iii. If AIS is turned off, consider altering course and speed to minimize tracking by Dead Reckoning
- d. Do not loiter when transiting this Threat area and proceed with caution
- e. If contacted on VHF by “Yemeni Navy”:
  - i. Ignore the VHF call and continue passage if safe to do so
  - ii. Describe incident in follow up reports to UKMTO
- f. Share instances of suspicious activity with UKMTO (with recordings or imagery where possible)
  - i. Unmanned vehicle sightings
  - ii. Communications challenges

## Shipping Companies:

- a. Conduct a risk assessment of all their vessels and especially those that may have **previous US, UK, or Israel ownership or associations**
  - i. *Note that most recent attacks have been against vessels that have changed ownership in last 2 months*
- b. If an association is made, shipping companies are recommended to provide the information to UKMTO prior to transiting the threat area
- c. Ensure their managed vessels receive and follow the guidance for vessels
- d. Review digital footprint

### **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

### **Additional Resources on Industry Guidance:**

BMP 5 – Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea:

<https://www.ics-shipping.org/wp-content/uploads/2020/08/bmp5-hi-res-min.pdf>

ATP – 02.1 NCAGS Guide to Owners, Operators, Masters and Officers:

[https://shipping.nato.int/systems/file\\_download.ashx?pg=692&ver=2](https://shipping.nato.int/systems/file_download.ashx?pg=692&ver=2)



# General Categories

General Categories	Explanatory Notes
<b>Attack (Serious Incident)</b>	<p>This refers to the act of successfully attacking a vessel with the use of force that results in serious damage(s) 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>Serious incident refers to any damage that 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.</li> </ul>
<b>Attack (Minor Incident)</b>	<p>This refers to the act of successfully attacking a vessel with the use of force that results in minor damage(s) 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>Minor incident refers to any damage that does not impact the vessel's ability to continue functioning, which does not require any assistance.</li> </ul>
<b>Attempted Attack</b>	<p>This refers to the act of attacking a vessel with the use of force that results in 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>	<p>This refers to any illegal act of violence whereby the perpetrators have boarded and taken control/detained a vessel, and/or its crew against their will.</p>
<b>Unmanned Vehicle Sighting</b>	<p>This refers to any act of Unmanned Vehicle(s) approaching in close proximity to the vessel that is enough to warrant suspicion. To include aerial, surface, and subsurface.</p>
<b>Comms Challenge</b>	<p>This refers to any inappropriate use of VHF channels from one vessel/radio station to another vessel that is not aligned to International Maritime Organisation (IMO) A 23/Res.954.</p> <ul style="list-style-type: none"> <li>Inappropriate use of VHF channels may include but not limited to illegal diversion of vessels, and/or instructing vessel(s) to manoeuvre that may endanger the safety of the vessel(s).</li> </ul>
<b>Others</b>	<p>This refers to any incidents that do not fit into any of the above categories.</p>