



# Joint Maritime Information Center



INFORMATION FUSION CENTRE



# JMIC Weekly Dashboard 10 to 16 March 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 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:**

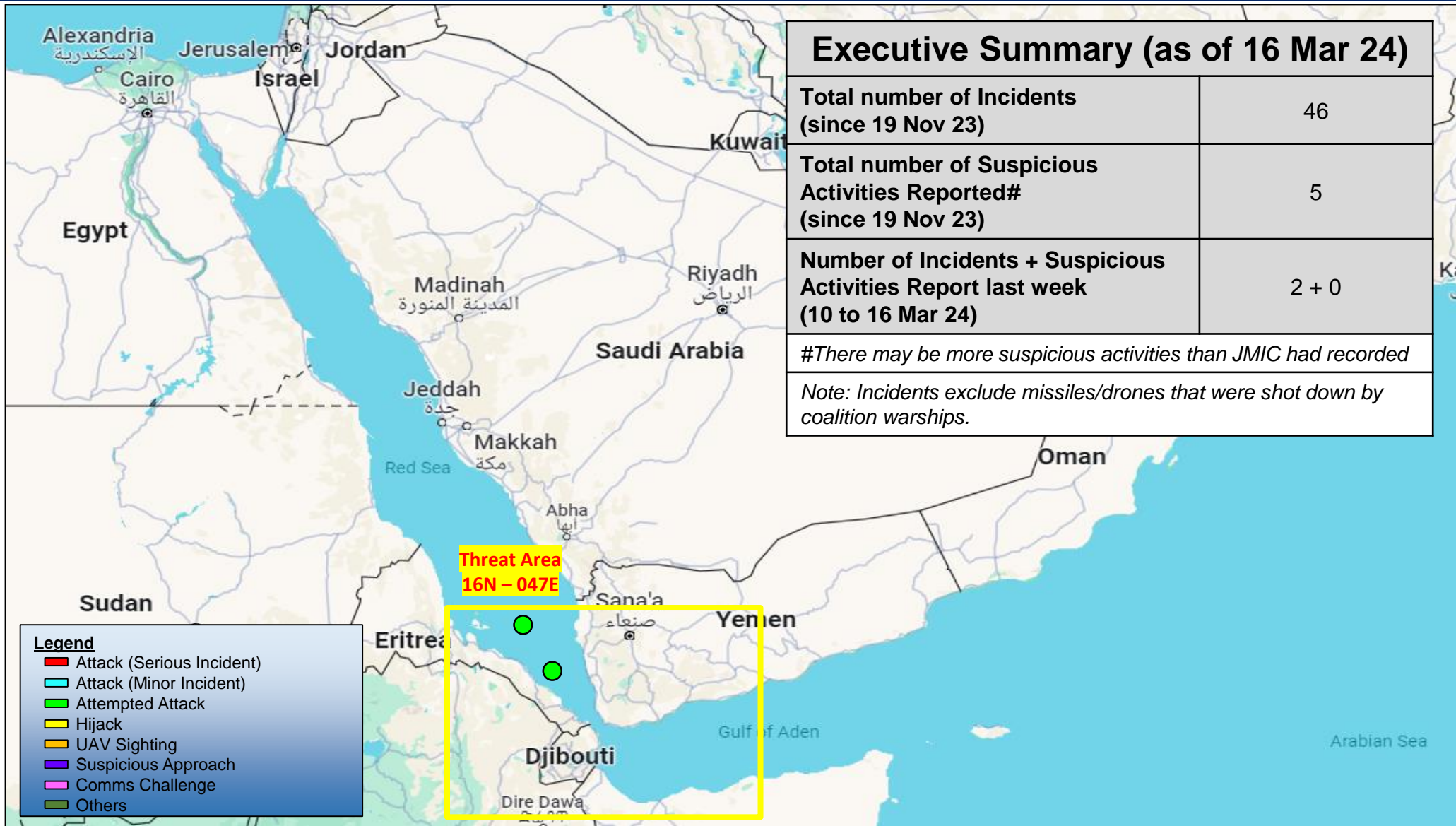
1. To provide ground truth (threat assessment) to enable risk assessment by shipping industry to support operational planning and decision making.
2. To provide clear and concise updates and guidance to the shipping industry – *“single source of truth”*.

## **Areas of Coverage:**

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



# Executive Summary



## Executive Summary (as of 16 Mar 24)

Total number of Incidents (since 19 Nov 23)	46
Total number of Suspicious Activities Reported# (since 19 Nov 23)	5
Number of Incidents + Suspicious Activities Report last week (10 to 16 Mar 24)	2 + 0

#There may be more suspicious activities than JMIC had recorded

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

**Legend**

- Attack (Serious Incident)
- Attack (Minor Incident)
- Attempted Attack
- Hijack
- UAV Sighting
- Suspicious Approach
- Comms Challenge
- Others



# Incident: Attempted Attack

## 11 Mar – Reported Attack/ Missile/ Liberian-Flagged Container Vessel/ No Injury/ Underway/ 70nm SW off Saleef, Yemen

There were multiple attempted missile attacks on a Liberian-flagged Container Vessel, PINOCCHIO (IMO: 9400112), while the vessel was transiting in the Bab-el-Mandeb (BAM) approximately 70nm SW of Saleef, Yemen on 11 Mar 24 at 0953 and 2314 (UTC).

JMIC confirmed that PINOCCHIO was attacked by missiles. The shipping company reported splashes in close vicinity of the vessel. Coalition warships in vicinity of the incident responded and provided assistance. The vessel and all crew on board was safe (no injury reported), and the vessel was proceeding to next port of call



PINNOCHIO



# Incident: Attempted Attack

## 15 Mar – Reported Attack/ Missile/ Panama-Flagged Tanker/ No Injury/ Underway/ 70nm NW off Hodeidah, Yemen

There was a reported missile attack on a Panama-flagged Tanker, PACIFIC 01 (IMO: 9395379), while the vessel was transiting in the Southern Red Sea at approximately 70nm NW off Hodeidah, Yemen on 15 Mar 24 at 02:50 (UTC).

JMIC is continuing to investigate the report that PACIFIC 01 was attacked by a missile. A nearby vessel reported a distress call coming from the PACIFIC 01, and information was put out of a missile hitting the Starboard Superstructure. The coalition following aerial surveillance confirmed with the PACIFIC 01 that in fact no damage was identified. The vessel and all crew on board was safe (no injury reported), and the vessel was proceeding to next port of call.



PACIFIC 01



# Incident: Attack (Serious Incident)

**INFORMATION UPDATE**

## **6 Mar – Attack/ Missile/ Liberia-Flagged Container Vessel/ Serious Injury/ Underway/ 54nm SW off Aden, Yemen**

There was a communications challenge and a missile attack on a Barbados-flagged Bulk Carrier, TRUE CONFIDENCE (IMO: 9460784), while the vessel was transiting in the Gulf of Aden (GOA) at approximately 54nm SW off Aden, Yemen on 6 Mar 24 at 00:01 (UTC) and 08:40 (UTC) respectively.

JMIC confirmed that TRUE CONFIDENCE was hailed by an entity claiming to be Yemeni Navy (assessed to be Houthis as part of their known Tactics, Techniques and Procedures (TTPs)). The shipping company reported that the vessel was hailed over VHF Channel 16 for a duration of approximately 30 minutes, and that the vessel was directed to “for your safety and security, alter course to another passage to another destination, otherwise you will be responsible for any actions that will be taken against you” – source of the VHF transmission recording verified.

In response, TRUE CONFIDENCE turned south-easterly and away from its intended passage, and loitered while waiting for further instructions from its shipping company. At approximately 08:40 (UTC), the vessel was struck by an anti-ship ballistic missile. Following the strike, communications with the vessel was lost. Coalition air assets in vicinity responded to the incident, and observed a large fire on the superstructure. The ship management company subsequently reported that the vessel had been hit, and that the bridge was on fire. The crew abandoned the vessel and got into a life-raft.

Approximately three hours later, the Indian Navy successfully rescued the crew from the life-raft and vessel, and had safely arrived at Djibouti. *[Note: There were multiple casualties reported. More information will be provided when available.]*

### **Information Update [correct 16 Mar 24, 05:00 (UTC)]**

JMIC confirmed that TRUE CONFIDENCE salvage operations are in progress.



**Photo of TRUE CONFIDENCE**



# Incident: Attack (Serious Incident)

INFORMATION UPDATE

**18 Feb – Attack/ Missile/ Belize-Flagged Bulk Carrier/ No Injury/ Underway/ 35nm south of Al Mukha, Yemen**

There was a missile attack on Belize-flagged Cargo Vessel, RUBYMAR (IMO: 9138898), while the vessel was transiting southern Red Sea at approximately 35nm S off Al Mukha, Yemen on 18 Feb 24 at 20:00 (UTC). While the crew had been successfully rescued by LOBIVIA on 19 Feb 24, the vessel (RUBYMAR) had been abandoned, and left floating and drifting in vicinity of the incident location since 19 Feb 24.

## **Information Update [correct 16 Mar 24]**

JMIC confirmed that RUBYMAR is partially-submerged at 13 21.19N 042 57.64E, and the vessel has not moved in the last week and remains a hazard to navigation. Intentions for salvage operations remains unknown. No known environmental impact at this time. Further potential damages to undersea cables will be monitored.



Source: Shipping Industry

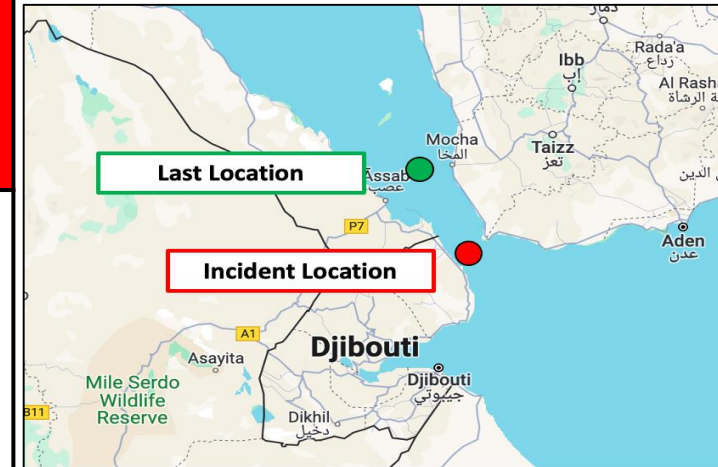
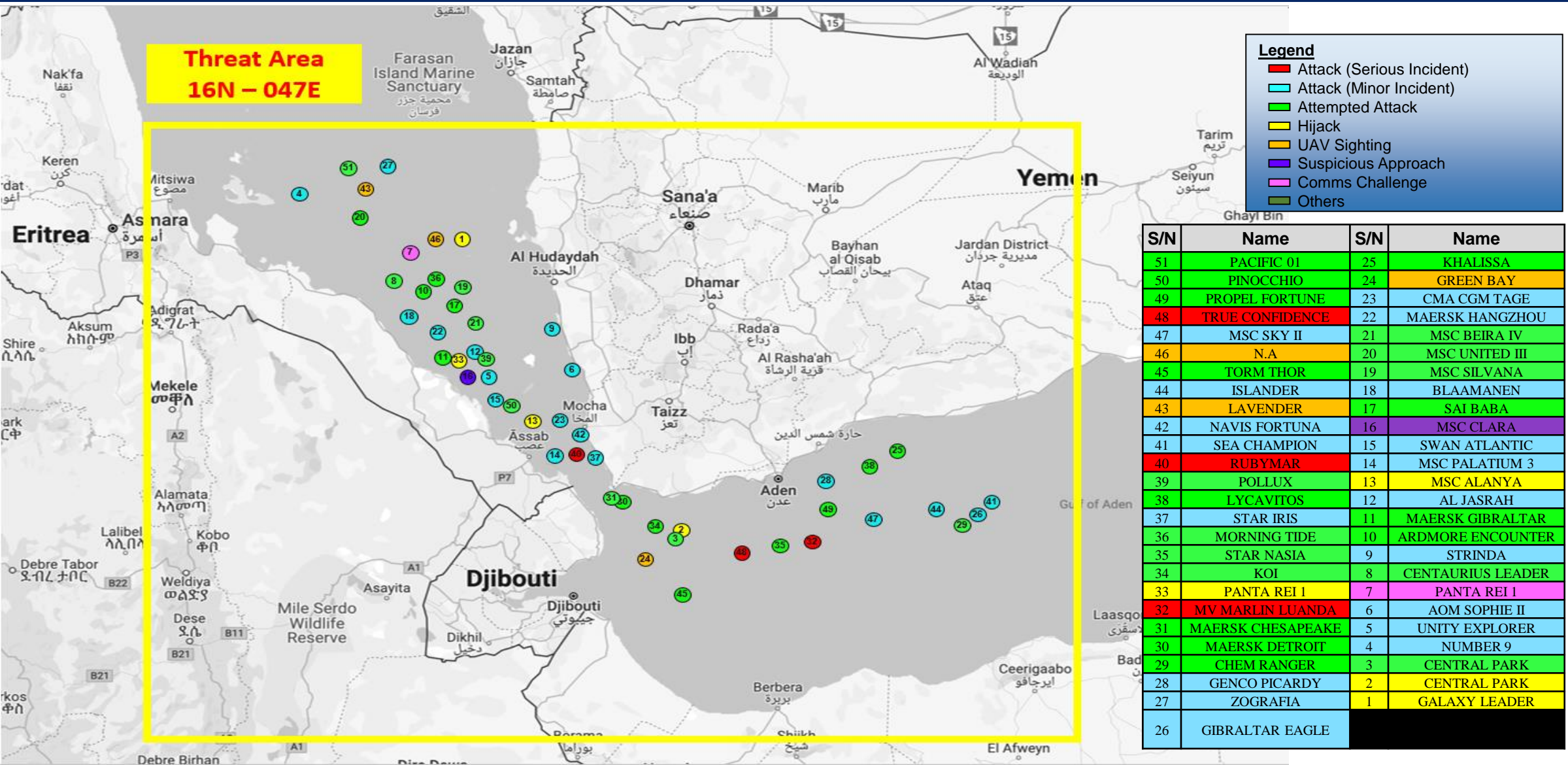


Photo of RUBYMAR



# Overview of Incidents and Suspicious Activities







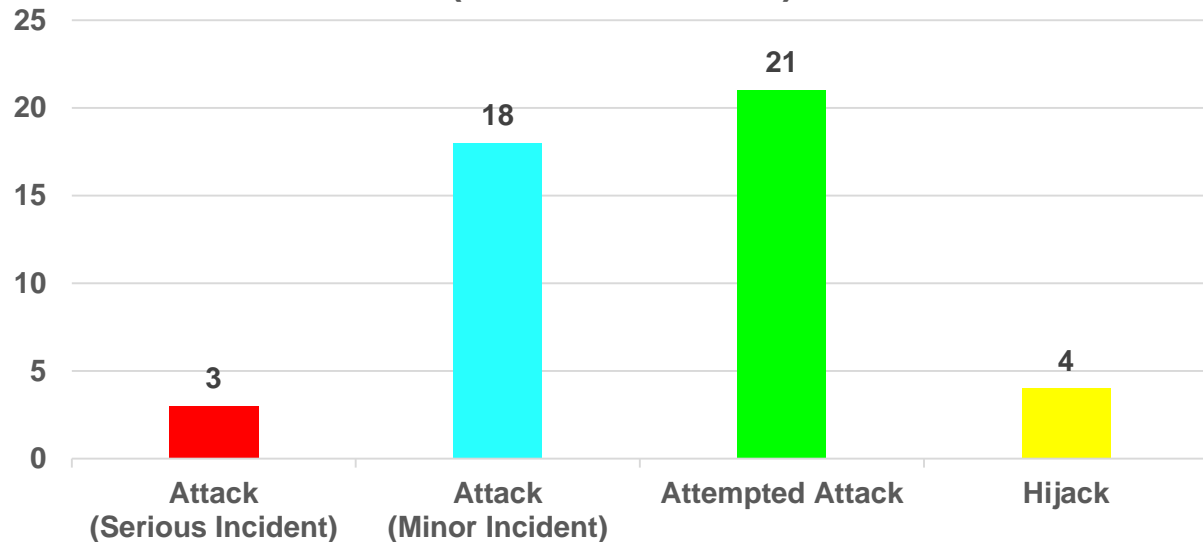
# Trending by Categories

## Summary of Incidents and Suspicious Activities Reported (correct 16 Mar 24)

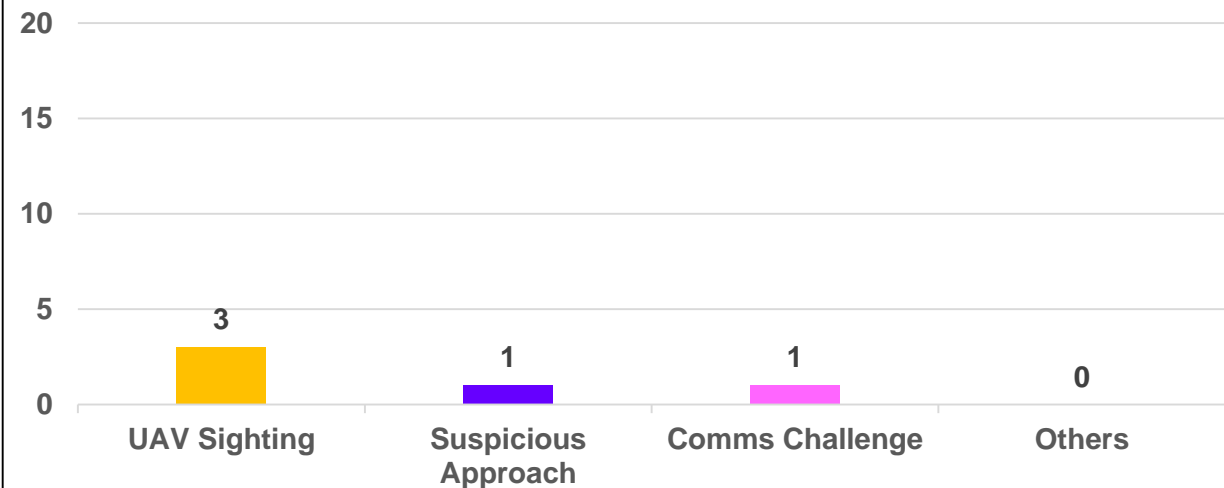
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**Summary of Incidents  
(since 19 Nov 23)**



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

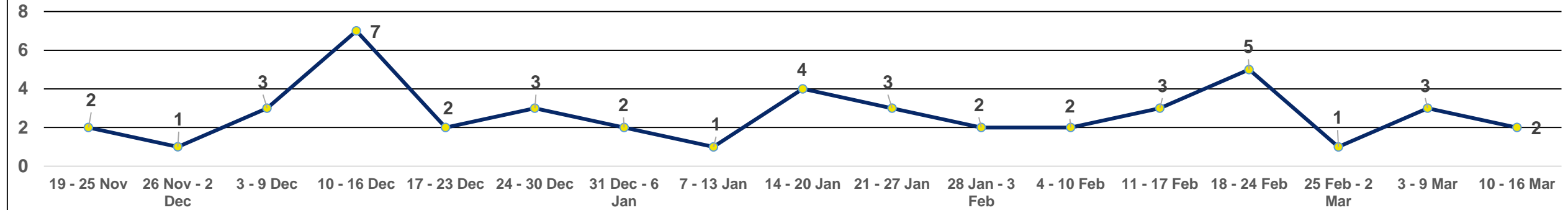


*\*Refer to slide 13 for the explanatory notes for the respective categories*

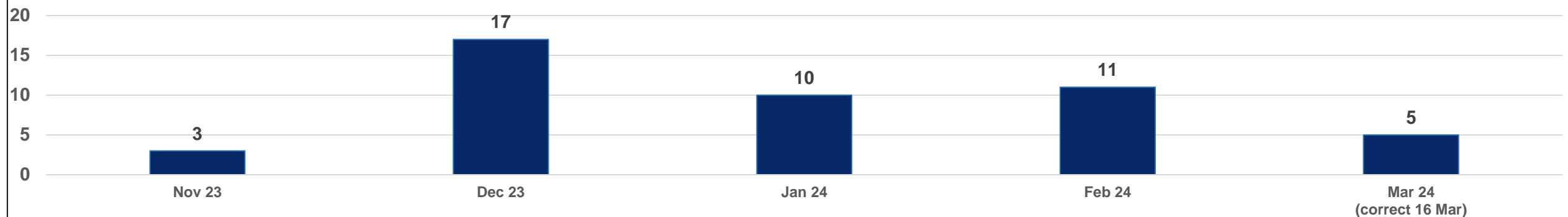


# Trending of Incidents Involving Merchant Vessels

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



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



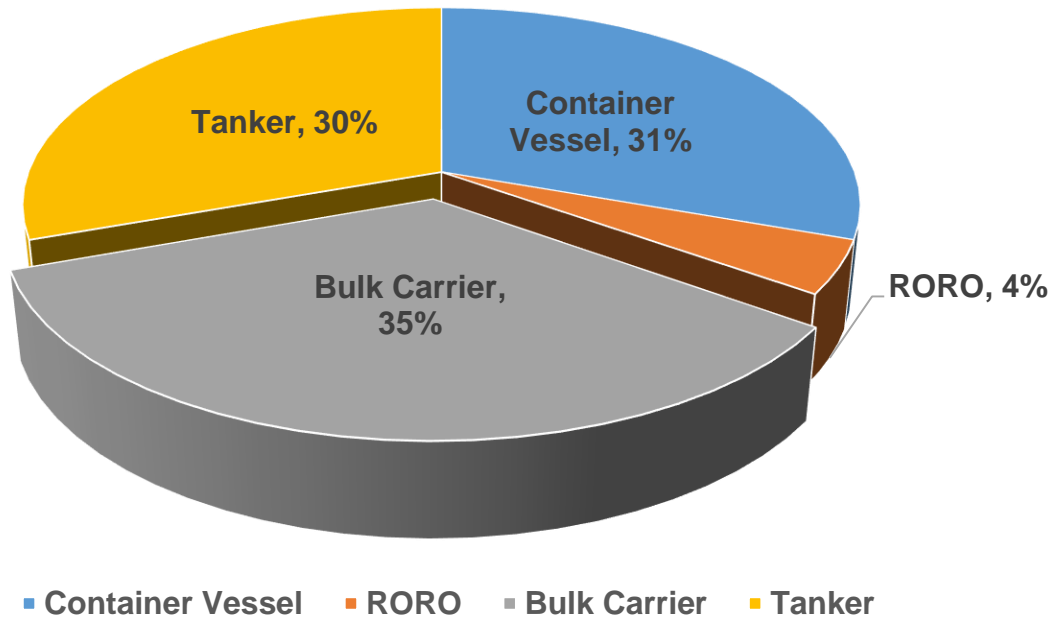
### **Observations and Assessments**

Based on trending, the number of Houthis attacks on merchant vessels last week was below average, and the threat remains focused on vessels with an US, UK, and Israeli associations. Refer to slide 12 for details on the updated JMIC recommendations to the shipping industry.

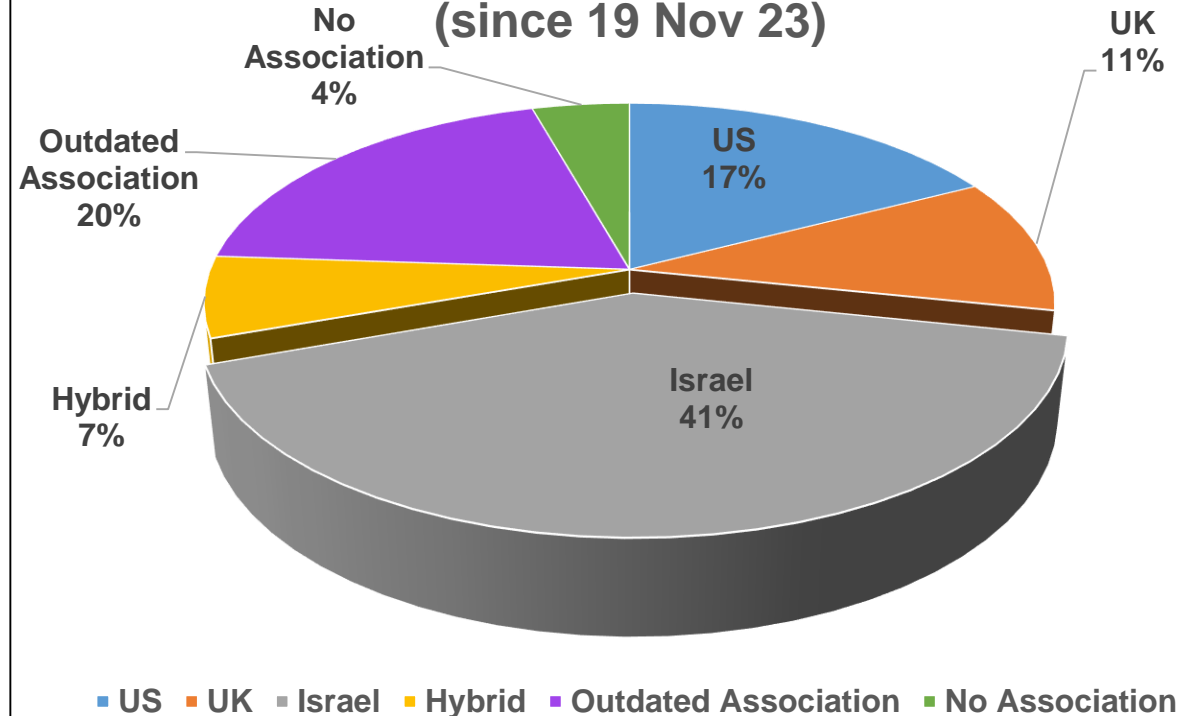


# Trending of Incidents Involving Merchant Vessels

Incidents by Vessel Types  
(since 19 Nov 23)



Incidents by Assessed Associations  
(since 19 Nov 23)



## Observations and Assessments

Based on trending, the Houthis continue to target all commercial vessels with any US, UK and/or Israeli associations (~66% of all incidents). Of note, both incidents last week involved vessels that had outdated ownerships data

- Bulk Carriers remained the most frequently targeted vessels, with Container Vessels and Tankers being the next two most targeted
- Majority of the vessels being targeted had Israeli associations (~41% of all incidents)



# JMIC Recommendations to Industry

**Vessels** intending to transit the threat area are recommended to:

- a. Exercise caution
- b. Conduct a risk assessment prior to entering the area
- c. Review security measures/incorporate appropriate vessel hardening measures into their security plans
- d. Ensure AIS is transmitting, consistent with provisions of the International Convention for Safety of Life at Sea (SOLAS)
  - i. Except when believed that continuing to operate AIS might compromise safety and security of the vessel
  - ii. If AIS is turned off, alter course and speed to minimize tracking by DR
  - iii. Do not loiter
- 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 movement reporting to UKMTO and NAVCENT NCAGS.
- f. Share instances of suspicious activity with UKMTO
  - i. UAV sightings
  - ii. Communications challenges

**Shipping Companies** are recommended to:

- a. Conduct a threat & risk assessment of all their vessels and especially those that may have previous US, UK or Israel ownership or associations
- b. Review digital footprint
- c. If an association is made, shipping companies are recommended to provide the information to UKMTO prior to transiting the threat area
- d. Review digital footprint
- e. Ensure their managed vessels receive and follow the guidance for owned vessels

**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>UAV Sighting</b>	<p>This refers to any act of UAV(s) approaching in close proximity to the vessel that is enough to warrant suspicion.</p>
<b>Suspicious Approach</b>	<p>This refers to any act of vessel(s) approaching in close proximity to another vessel that is enough to warrant suspicion.</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>