Joint Maritime Information Center

JMIC Weekly Dashboard 24 to 30 March 24

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:

Houthis 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
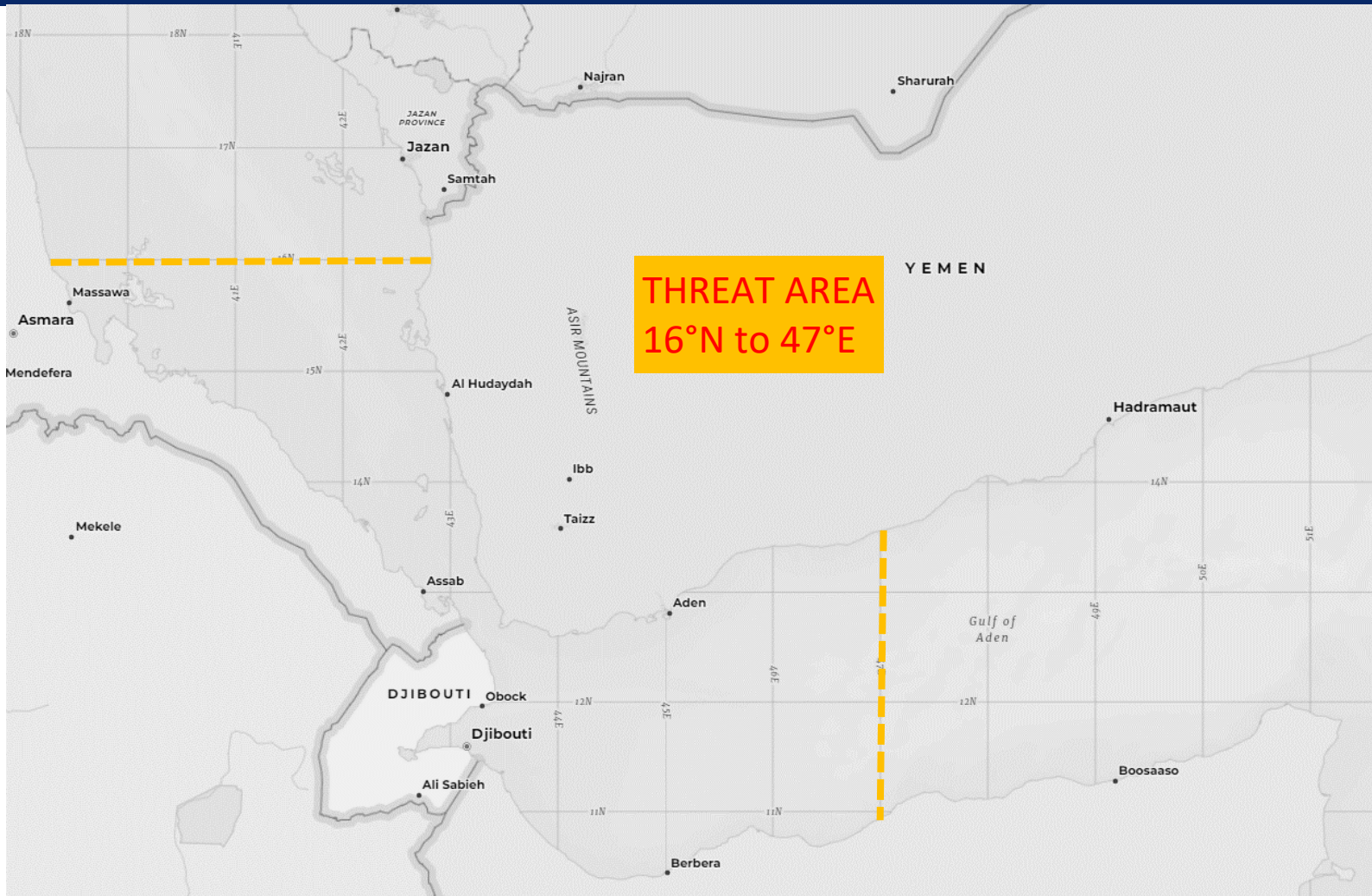
It has been 8 days since the last recorded attacked by the Houthis against merchant shipping. Despite the inactivity, the threat remains. JMIC recommends companies continue to thoroughly risk assess passages via the Southern Red Sea/Gulf of Aden and fully maintain their current mitigation measures.

Executive Summary (as of 30 Mar 24)

Total number of Incidents (since 19 Nov 23)	50
Total number of Suspicious Activities Reported# (since 19 Nov 23)	3
Number of Incidents + Suspicious Activities Report last week (24 to 30 Mar 24)	0 + 0

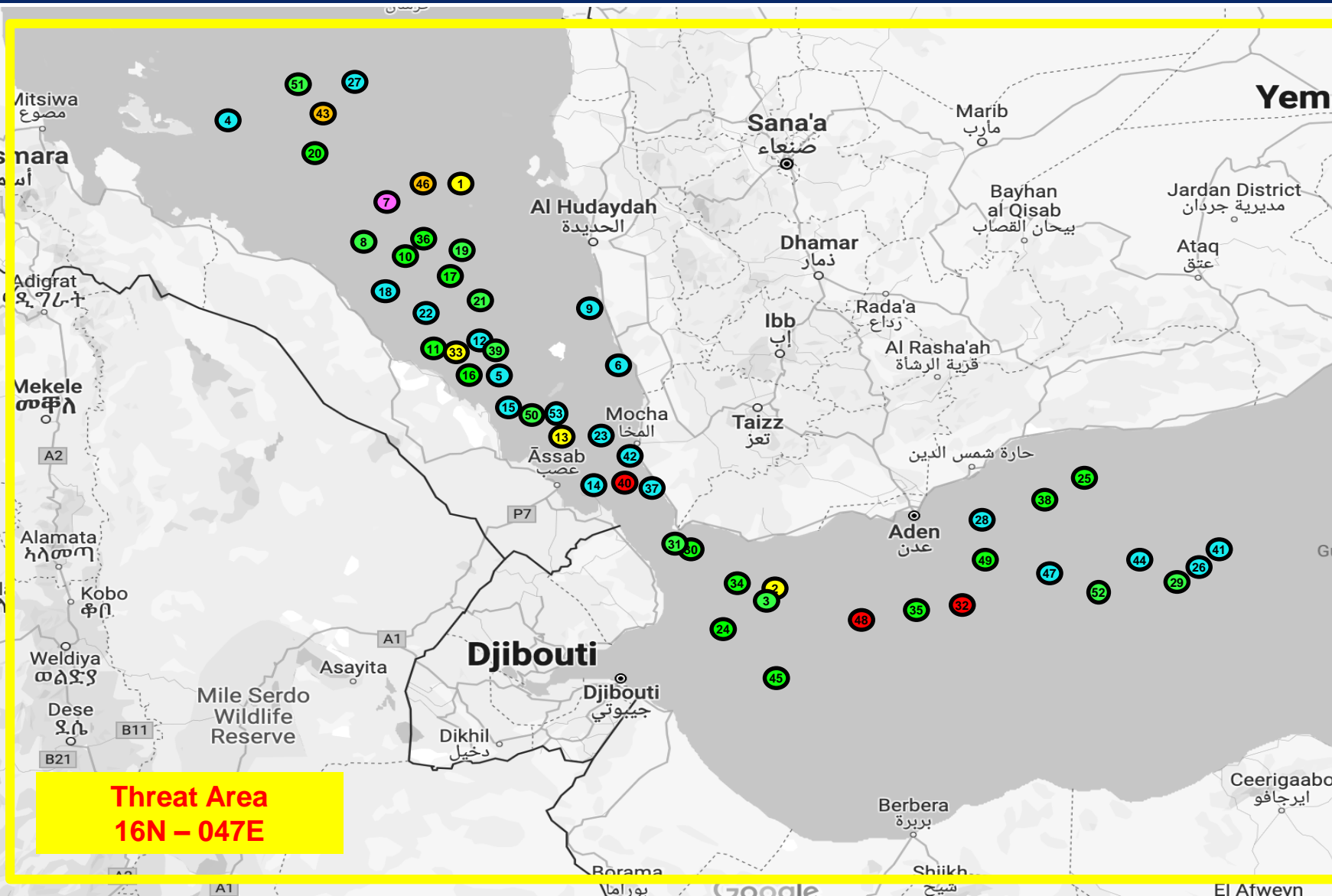*#Possibly more suspicious activities than JMIC has recorded*

Note: Incidents exclude coalition engagements

Legend

- 🟥 Attack (Serious Incident)
- 🟦 Attack (Minor Incident)
- 🟩 Attempted Attack
- 🟨 Hijack
- 🟧 Unmanned Vehicle Sighting
- 🟪 Comms Challenge
- ⬛ Others

Overview of Incidents and Suspicious Activities

**Threat Area
16N – 047E**

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

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.
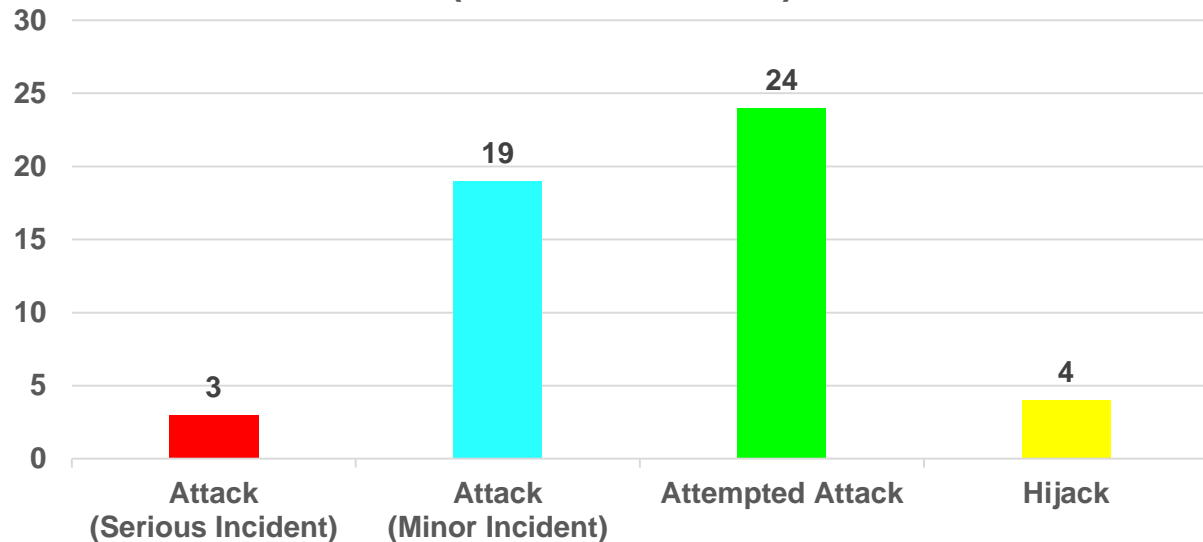
Trending by Categories

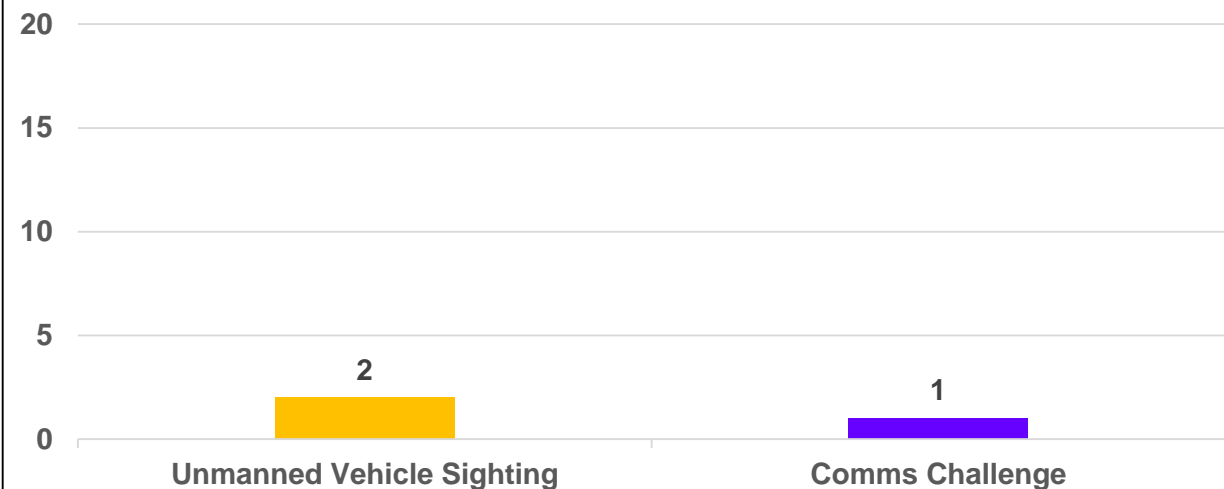| Summary of Incidents and Suspicious Activities Reported (correct 30 Mar 24)	
Total number of Incidents (since 19 Nov 23)	50
Total number of Suspicious Activities Reported (since 19 Nov 23)	3
Number of Incidents + Suspicious Activities Report last week (24 to 30 Mar 24)	0 + 0

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

Summary of Incidents (since 19 Nov 23)

- Attack (Serious Incident): 3
- Attack (Minor Incident): 19
- Attempted Attack: 24
- Hijack: 4

Summary of Suspicious Activities Reported (since 19 Nov 23)

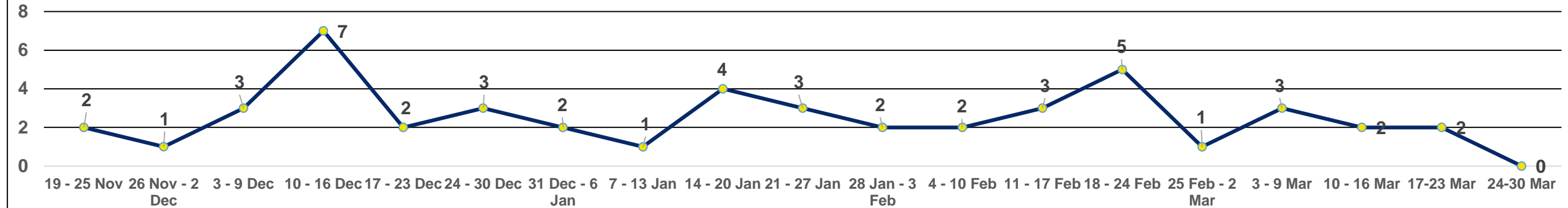- Unmanned Vehicle Sighting: 2
- Comms Challenge: 1

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)

Week	Incidents
19 - 25 Nov	2
26 Nov - 2 Dec	1
3 - 9 Dec	3
10 - 16 Dec	7
17 - 23 Dec	2
24 - 30 Dec	3
31 Dec - 6 Jan	2
7 - 13 Jan	1
14 - 20 Jan	4
21 - 27 Jan	3
28 Jan - 3 Feb	2
4 - 10 Feb	2
11 - 17 Feb	3
18 - 24 Feb	5
25 Feb - 2 Mar	1
3 - 9 Mar	3
10 - 16 Mar	2
17 - 23 Mar	2
24 - 30 Mar	0

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

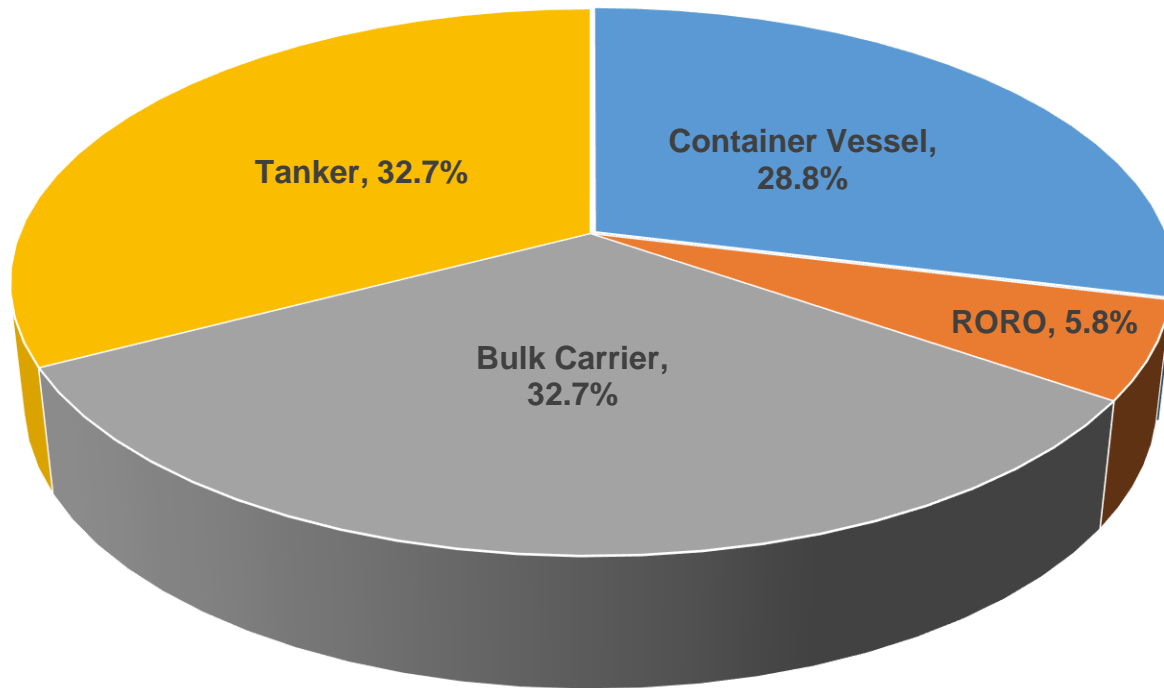| Month	Incidents
Nov 23	3
Dec 23	17
Jan 24	10
Feb 24	11
Mar 24 (correct 30 Mar)	7
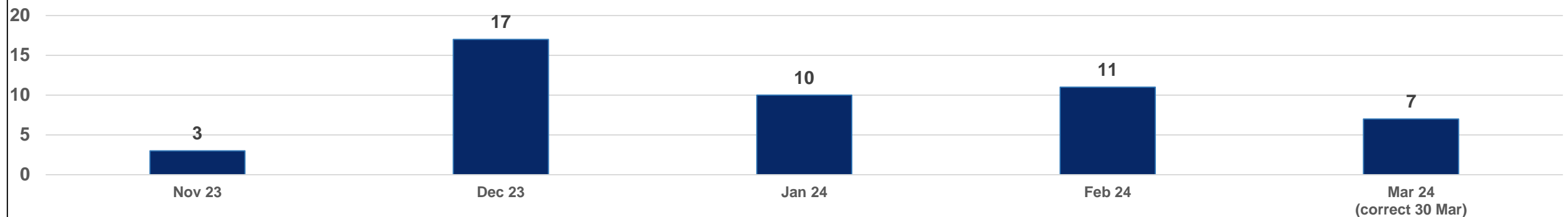
Observations and Assessments

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)

Tanker, 32.7%

Container Vessel, 28.8%

RORO, 5.8%

Bulk Carrier, 32.7%

Most Recent

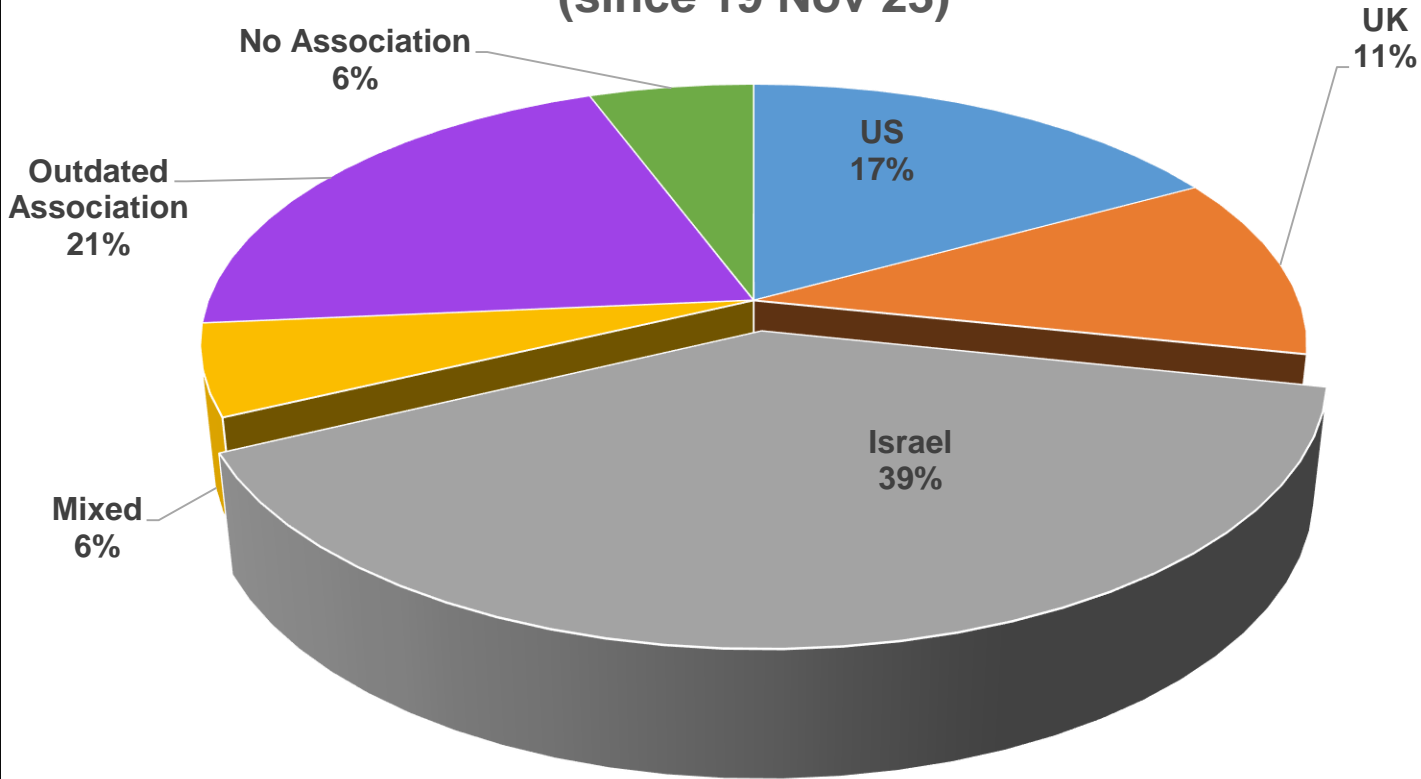| I/N	Name	1/N	Name
53	HUANG PU	26	GIBRALTAR EAGLE
52	MADO	25	KHALISSA
51	PACIFIC 01	24	GREEN BAY
50	PINOCCHIO	23	CMA CGM TAGE
49	PROPEL FORTUNE		JANUARY ↑
48	TRUE CONFIDENCE	22	MAERSK HANGZHOU
47	MSC SKY II	21	MSC BEIRA IV
	MARCH ↑	20	MSC UNITED III
46	-	19	MSC SILVANA
45	TORM THOR	18	BLAAMANEN
44	ISLANDER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

Observations and Assessments
Distribution of attacks among vessel types does not appear to follow a pattern.

Incidents Involving Merchant Vessels by Assessed Association

Incidents by Assessed Associations (since 19 Nov 23)

- US 17%
- UK 11%
- No Association 6%
- Outdated Association 21%
- Mixed 6%
- Israel 39%

Most Recent

I/N	Name	I/N	Name
53	HUANG PU	26	GIBRALTAR EAGLE
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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 (~39% of all incidents)
-Incidents in previous weeks involved vessels that had outdated associations
-The last 6 incidents have involved vessel 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 threat & 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 managed vessels receive and follow the guidance in paragraph 5
d. Review digital footprint

Additional Resources on Incident:
UKMTO Reporting Visit: https://www.ukmto.org
Email: 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

General Categories

General Categories	Explanatory Notes
Attack (Serious Incident)	This refers to the act of successfully attacking a vessel with the use of force that results in serious damage(s) to the vessel. • Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel. • 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.
Attack (Minor Incident)	This refers to the act of successfully attacking a vessel with the use of force that results in minor damage(s) to the vessel. • Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel. • Minor incident refers to any damage that does not impact the vessel's ability to continue functioning, which does not require any assistance.
Attempted Attack	This refers to the act of attacking a vessel with the use of force that results in no damage to the vessel. • Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel. • No damage may include but not limited to missile ditching, and/or coalition warships shooting down missiles and/or drones.
Hijack	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.
Unmanned Vehicle Sighting	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.
Comms Challenge	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. • 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).
Others	This refers to any incidents that do not fit into any of the above categories.