



# Joint Maritime Information Center



INFORMATION FUSION CENTRE



# JMIC Weekly Dashboard 25 February to 2 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.

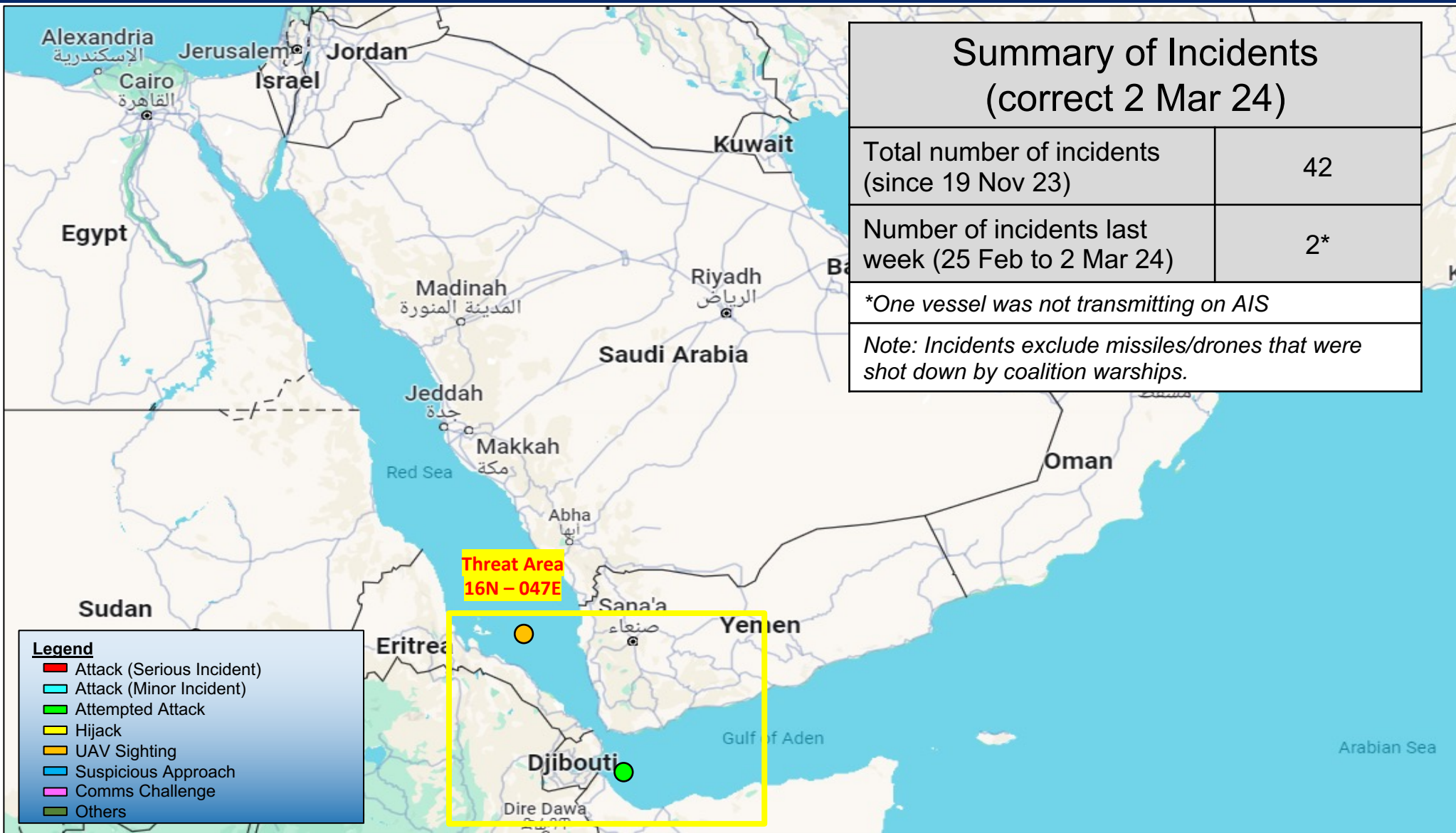
The JMIC has been established to support the Shipping Industry with challenges faced when operating in the Red Sea and Gulf of Aden. The JMIC is aligned to the principals all vessels should be entitled to Freedom of Navigation and seafarers supporting the movement of global trade are unhindered. The 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”*.



# Summary of Incidents



## Summary of Incidents (correct 2 Mar 24)

Total number of incidents (since 19 Nov 23)	42
Number of incidents last week (25 Feb to 2 Mar 24)	2*
*One vessel was not transmitting on AIS	
Note: Incidents exclude missiles/drones that were shot down by coalition warships.	



# Incident: Attempted Attack

**24 Feb – Attempted Attack/ Missile/ United States-Flagged Tanker/ No Injury/ Underway/ 70nm east of the port of Djibouti**

Decimal Lat, Long: 11.576331077521951, 44.28963325407506

There was a missile attack on a United States-flagged Tanker, TORM THOR (IMO: 9712292), while the vessel was transiting in GOA at approximately 70nm east of the port of Djibouti on 24 Feb 24 at 21:26 (UTC). Of note, the vessel was not transmitting on AIS when she was attacked.

JMIC received information from the ship master that there was an explosion approximately 50 metres astern of TORM THOR. No damage was reported by the vessel and there was no injury to the crew. TORM THOR continued its passage to the next port of call under military escort and without further incident being reported. The vessel had departed Djibouti and is safely out of the threat area.

[Note: This incident correlated to UKMTO Incident No. 039.]



Photo of TORM THOR



# Incident: UAV Sighting

## 27 Feb – UAV Sighting/ 60nm west of Al Hudaydah, Yemen

Decimal Lat, Long: 14.778616967759836, 41.90086937069154

JMIC confirmed that coalition assets detected and neutralised up to 5 Houthi UAVs (with hostile intent), the direction of travel suggested targeting of military assets west of Al Hudaydah on 27 Feb 24 at 19:15 (UTC). There were no other threats detected at this time. Reports from merchant vessels of sightings are likely related to military action against the UAVs.

It was assessed that the employment of UAVs for surveillance and opportunistic attacks on merchant vessels continued to be the modus operandi for the Houthi group. CENTCOM forces identified these UAVs to be originating from Houthi-controlled areas of Yemen and assessed that they continue to present a threat to merchant vessels in the region.

[Note: UKMTO Incident No. 042 correlated to JMIC Infonote 27/02/01. Referenced UKMTO report, “the master of a Marshall Islands-flagged Bulk Carrier MINOAS (IMO: 9519395) reported that a ‘rocket’ had been sighted on the starboard side of the vessel, which had then exploded between three and five nautical miles from MINOAS’s port bow. MINOAS continued its passage to the next port of call without further incident reported.”]





# Incident: Attack (Serious Incident)

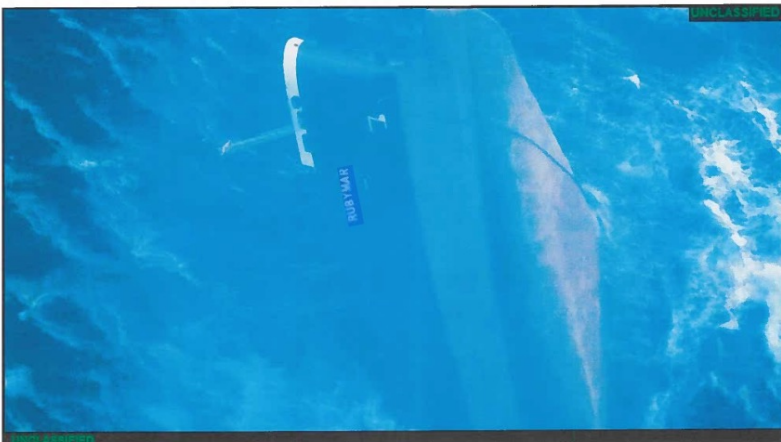
INFORMATION UPDATE

**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 3 Mar 24, 07:30 (UTC)]**

JMIC confirmed that RUBYMAR is partially-submerged at 13 21.19N 042 57.64E, and the vessel has not moved in the last 24 hours 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: CENTCOM



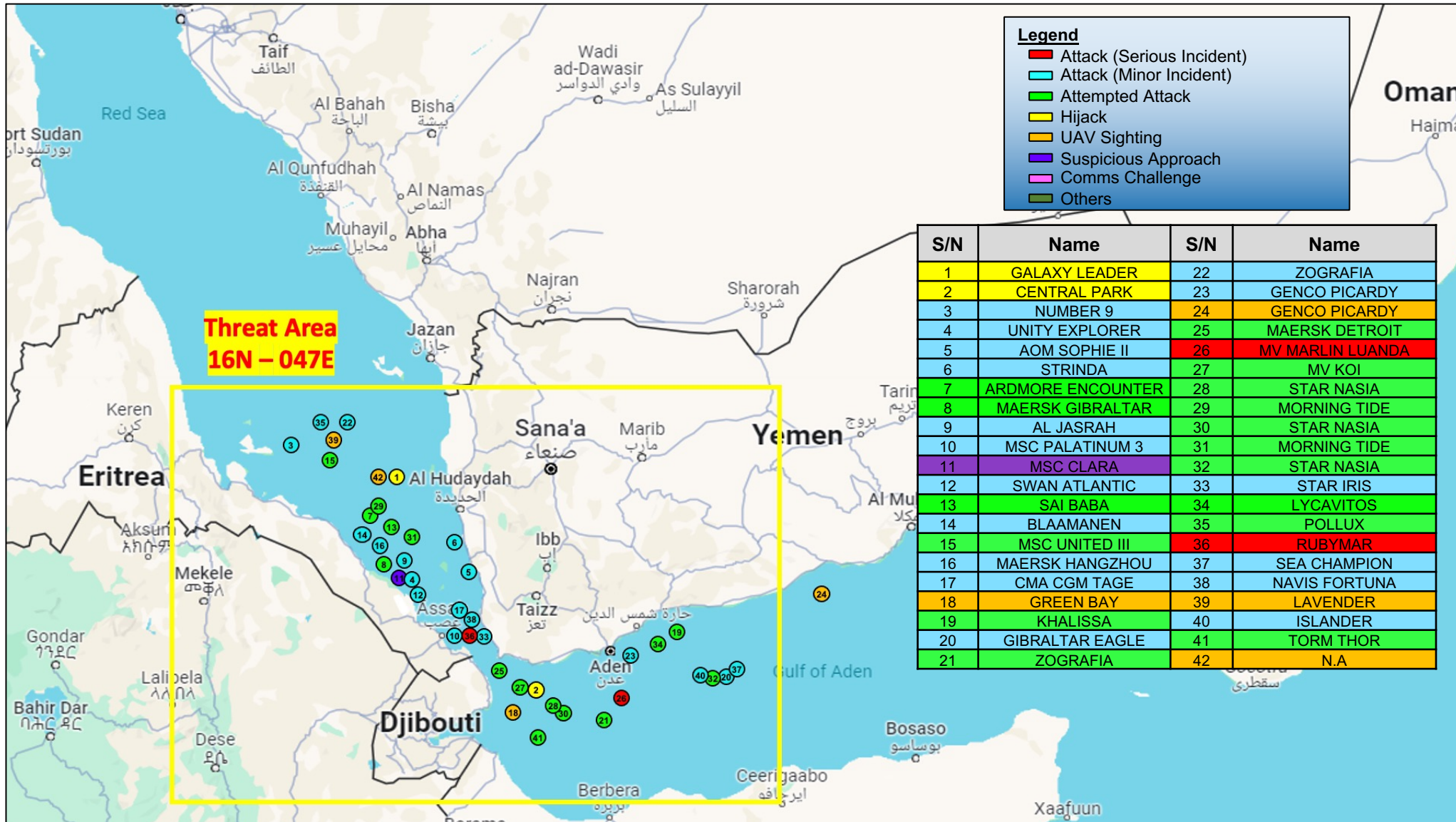
Source: UKMCC



Photo of RUBYMAR



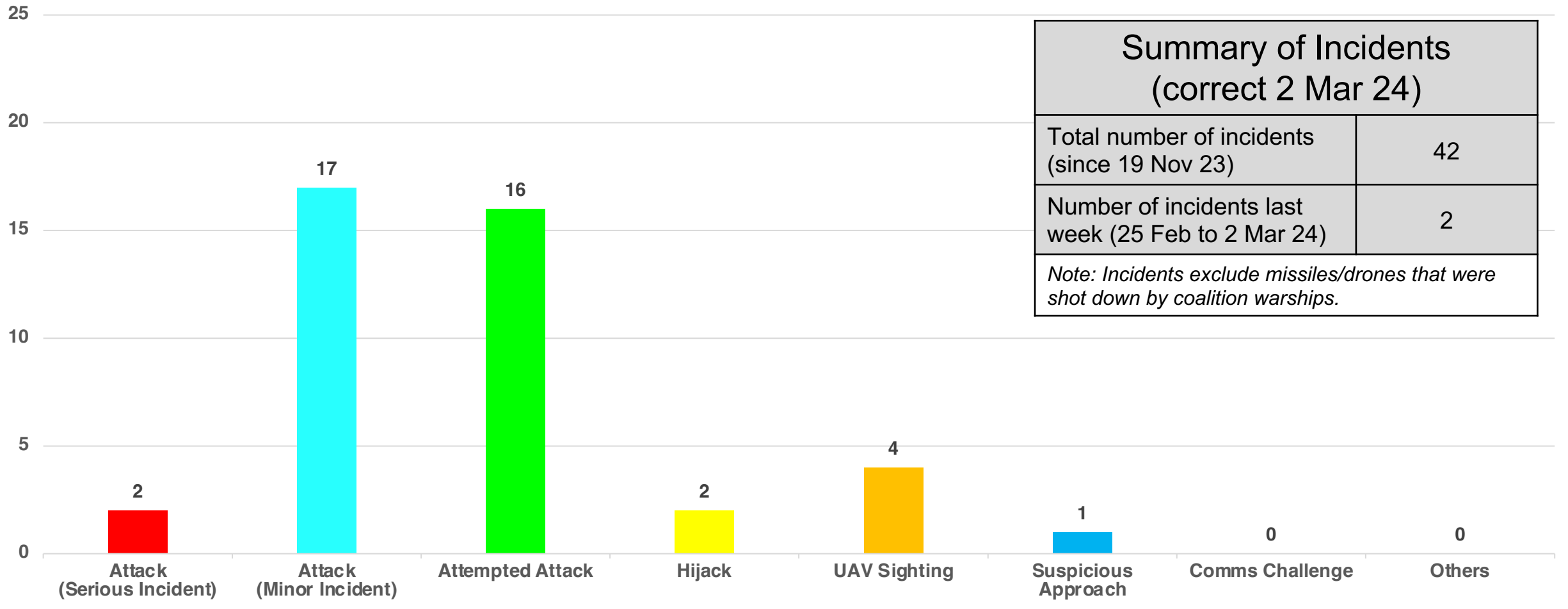
# Overview of Incidents in Red Sea, BAM and GOA





# Trending of Incidents by Categories

Summary of Incidents since 19 Nov 23



Summary of Incidents (correct 2 Mar 24)	
Total number of incidents (since 19 Nov 23)	42
Number of incidents last week (25 Feb to 2 Mar 24)	2
<i>Note: Incidents exclude missiles/drones that were shot down by coalition warships.</i>	

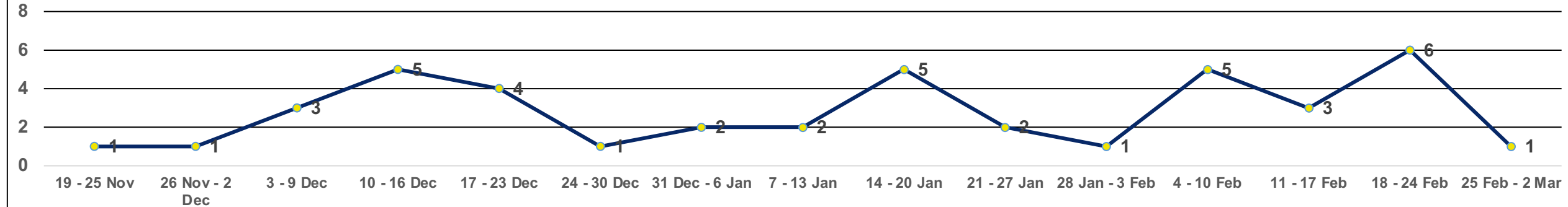
*\*Refer to slide 12 for the explanatory notes for the respective categories*



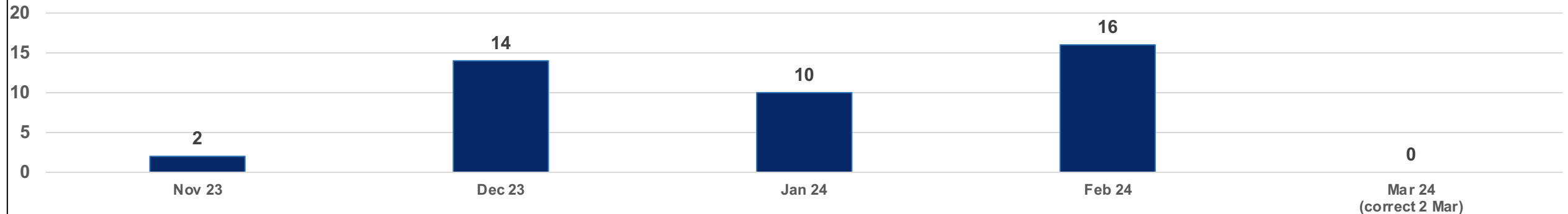


# Trending of Incidents Involving Merchant Vessels

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



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



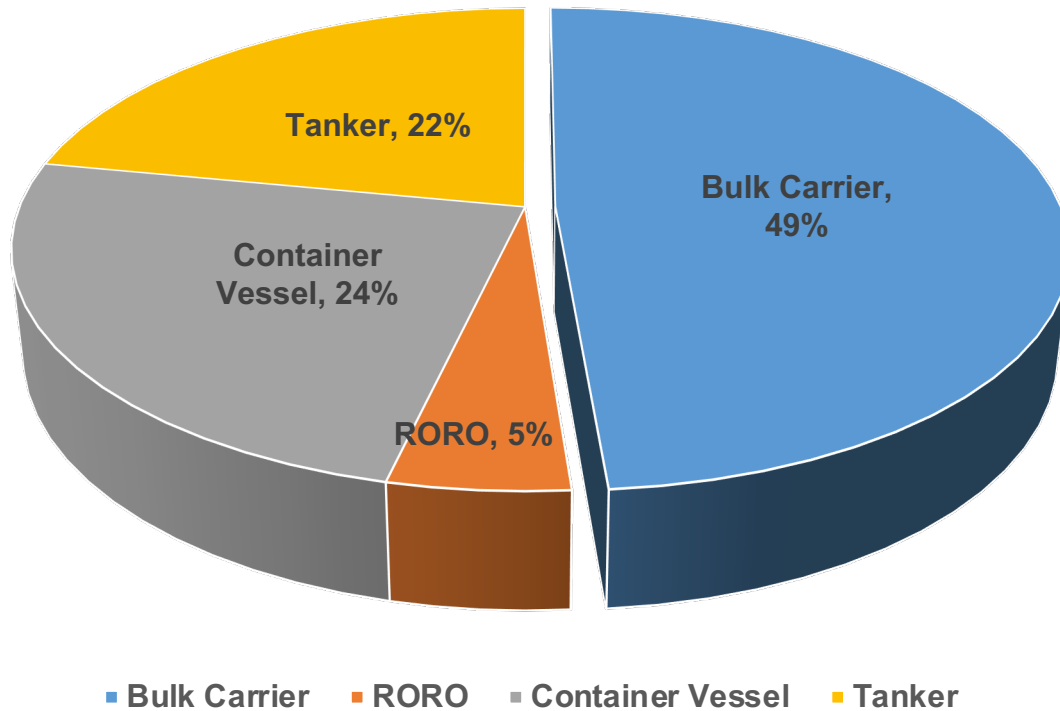
### Observations and Assessments

Based on trending, the number of Houthis attacks on merchant vessels last week was below average, however the threat remains focused on vessels with an Israeli, United States, and United Kingdom associations. Of note, there were other military actions against UAVs that were not included in the overall incident count. It was assessed that the employment of UAVs for surveillance and opportunistic attacks on merchant vessels continued to be the modus operandi for the Houthi group. CENTCOM forces identified these UAVs to be originating from Houthi-controlled areas of Yemen and assessed that they continue to present a threat to merchant vessels in the region. **JMIC recommendations to the shipping industry remain unchanged.**



# Trending of Incidents Involving Merchant Vessels

Incidents by Vessel Types since 19 Nov 23



Vessel Flag States	No. of Incidents
Marshall Islands	11
Liberia	5
Panama	5
Barbados	3
Malta	3
United States	3
Bahamas	2
Norway	2
Belize	1
Cayman Island	1
Gabon	1
Greece	1
Hong Kong	1
Palau	1
Singapore	1

## Observations and Assessments

Based on trending, Houthi continues to target commercial vessels of any flag state, especially if these vessels had any Israeli, United States, and United Kingdom associations.

- Bulk Carriers were the most frequently targeted vessels
- ~25% of the incidents involved Marshall Islands registered vessels



# JMIC Recommendations to Industry

## Recommendations:

1. Vessels operating in the Red Sea, BAM and GOA to exercise caution, conduct a risk assessment, review security measures, and incorporate appropriate protective measures into their vessel security plans.
2. Vessels should ensure AIS is transmitting (except when the ship master believes that continuing to operate AIS might compromise safety and security of the vessel e.g. transiting known threat area in southern Red Sea, BAM and western GOA) consistent with provisions of the International Convention for Safety of Life at Sea (SOLAS) and monitor VHF Channel 16.
3. Vessels should consider that they might be tracked by means other than AIS.
4. Vessels are advised to transit with caution, and share sightings of suspicious activity (including that of UAV sightings) in the area with UKMTO.

## 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>