



# Joint Maritime Information Center



INFORMATION FUSION CENTRE



# JMIC Weekly Dashboard 3 to 9 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:**

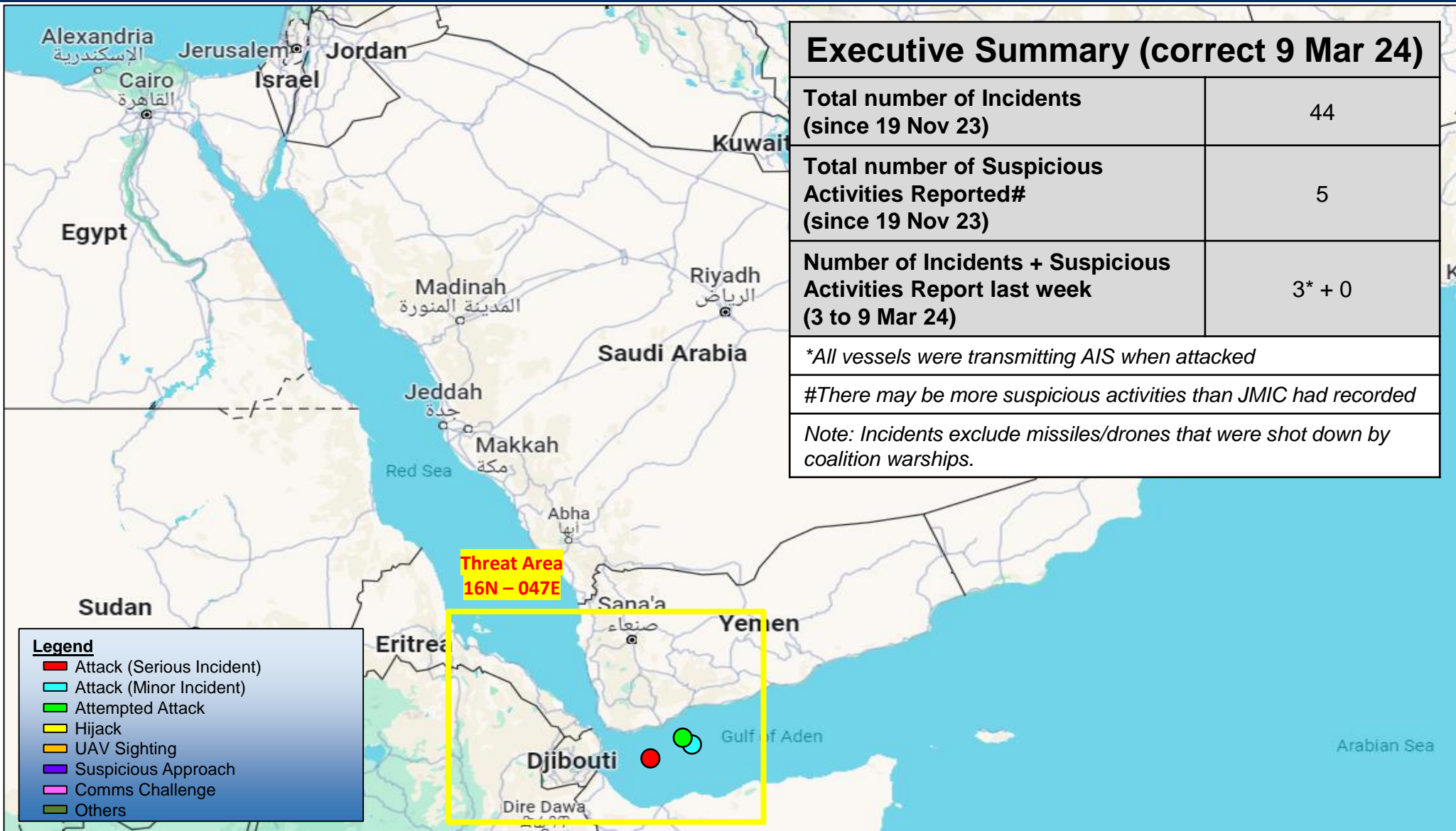
1. To provide ground truth (threat assessment) to enable risk assessment by shipping industry to support operational planning and decision making.
2. To provide clear and concise updates and guidance to the shipping industry – *“single source of truth”*.

## **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 (correct 9 Mar 24)

Total number of Incidents (since 19 Nov 23)	44
Total number of Suspicious Activities Reported# (since 19 Nov 23)	5
Number of Incidents + Suspicious Activities Report last week (3 to 9 Mar 24)	3* + 0

*\*All vessels were transmitting AIS when attacked*

*#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: Attack (Minor Incident)

## 4 Mar – Attack/ Missile/ Liberia-Flagged Container Vessel/ No Injury/ Underway/ 91nm SE off Aden, Yemen

There was a missile attack on a Liberia-flagged Container Vessel, MSC SKY II (IMO: 9162277), while the vessel was transiting westerly in the Gulf of Aden (GOA) at approximately 91nm SE off Aden, Yemen on 4 Mar 24 at 12:50 (UTC).

JMIC confirmed that MSC SKY II was attacked by missiles. The shipping company reported a total of three missiles; one missile ditched, and two missiles hit, which resulted in damages to the starboard bridge wing and accommodations, and one container was on fire. Coalition warships were in vicinity of the incident and responded. Approximately five hours after the incident, the shipping company reported that all crew on board was safe, and the vessel was proceeding to next port of call.



Photo of MSC SKY II





# Incident: Attack (Serious Incident)

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

There was a initial communications challenge followed by a missile attack on a Barbados-flagged bulk carrier, TRUE CONFIDENCE (IMO: 9460784), while the vessel was transiting in the Gulf of Aden (GOA) 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 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 then loitered 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 were 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 the bridge was on fire. The crew abandoned the vessel via life-raft.

Approximately three hours later, the Indian Navy rescued the crew from the life-raft via helicopter. The naval asset transported the crew to Djibouti. *[Note: There were three casualties reported.]*

### **Information Update [correct 10 Mar 24, 05:00 (UTC)]**

JMIC confirmed that TRUE CONFIDENCE is under salvage operations.



Photo of TRUE CONFIDENCE



# Incident: Attempted Attack

**8 Mar – Attempted Attack/ Missile/ Singapore-Flagged Bulk Carrier/ No Injury/ Underway/ 50nm SE off Aden, Yemen**

There was an attempted missile attack on a Singapore-flagged bulk carrier, PROPEL FORTUNE (IMO: 9500699), while the vessel was transiting in the Gulf of Aden (GOA) at approximately 50nm SE off Aden, Yemen on 8 Mar 24 at 13:15 (UTC) respectively.

JMIC confirmed that PROPEL FORTUNE was attacked by missiles. The shipping company reported two explosions in close vicinity of the vessel (300 meters). Coalition warships in vicinity of the incident responded and provided assistance. The vessel and all crew on board were safe (no injury reported), and the vessel was proceeding to next port of call.



Photo of PROPEL FORTUNE



# 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 10 Mar 24, 05:00 (UTC)]**

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

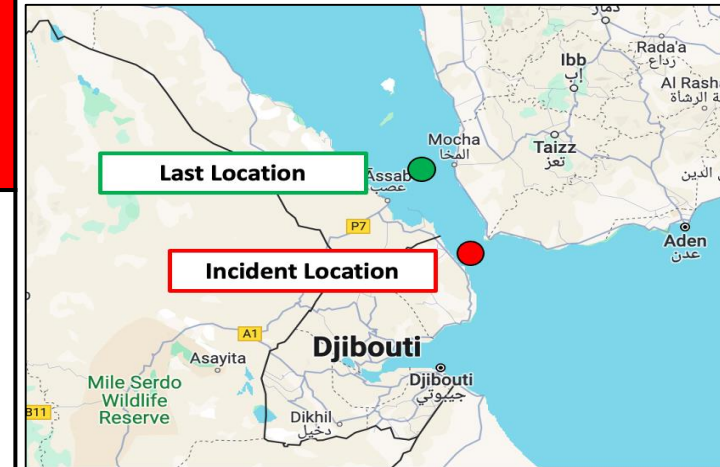
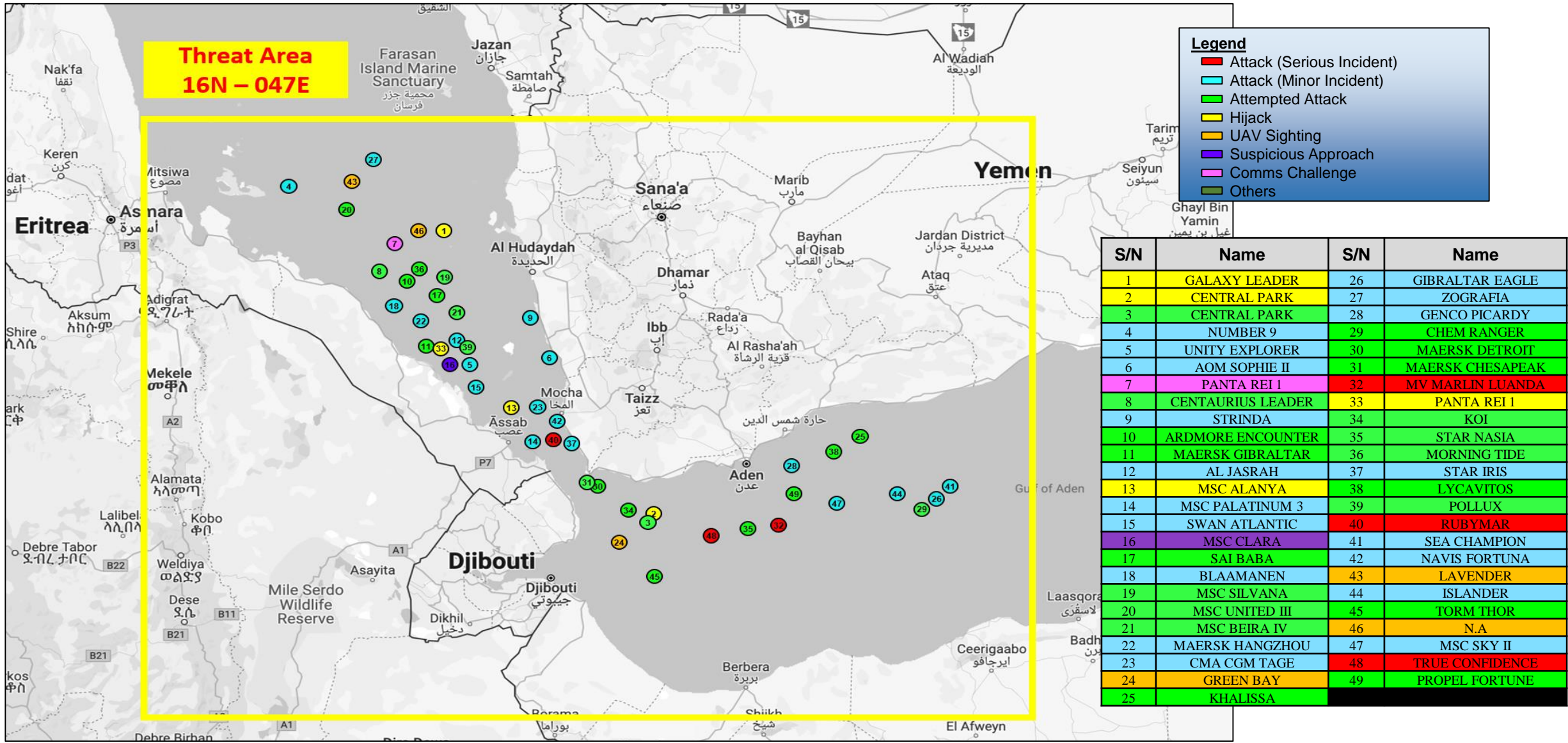


Photo of RUBYMAR





# Overview of Incidents and Suspicious Activities







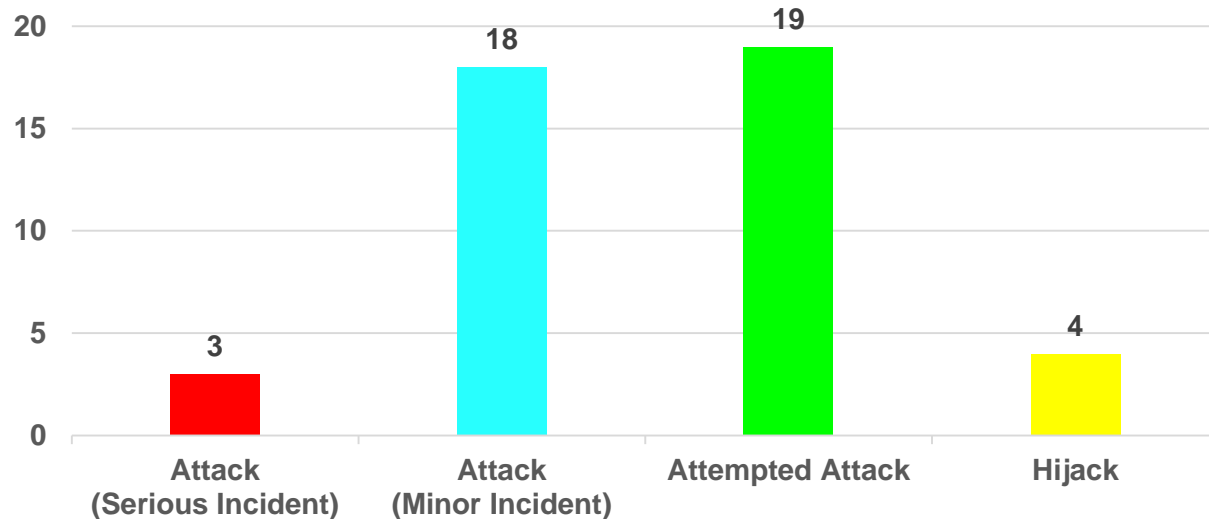
# Trending by Categories

## Summary of Incidents and Suspicious Activities Reported (correct 9 Mar 24)

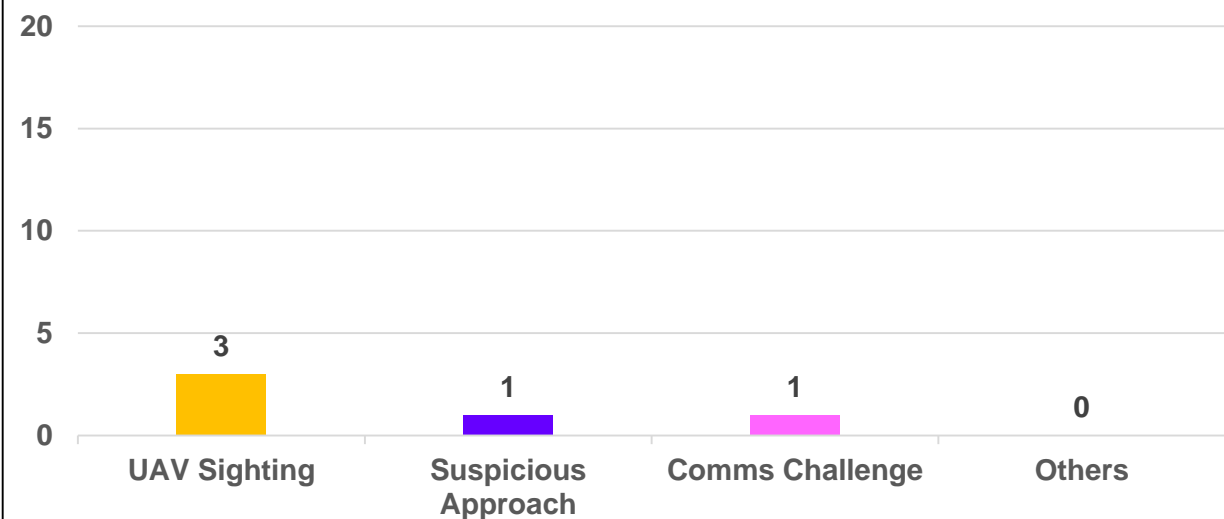
Total number of Incidents (since 19 Nov 23)	44
Total number of Suspicious Activities Reported (since 19 Nov 23)	5
Number of Incidents + Suspicious Activities Report last week (3 to 9 Mar 24)	3 + 0

*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)

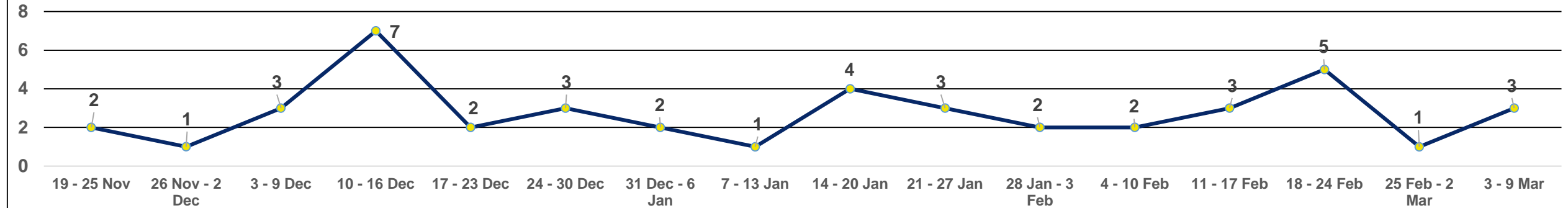


*\*Refer to slide 13 for the explanatory notes for the respective categories*

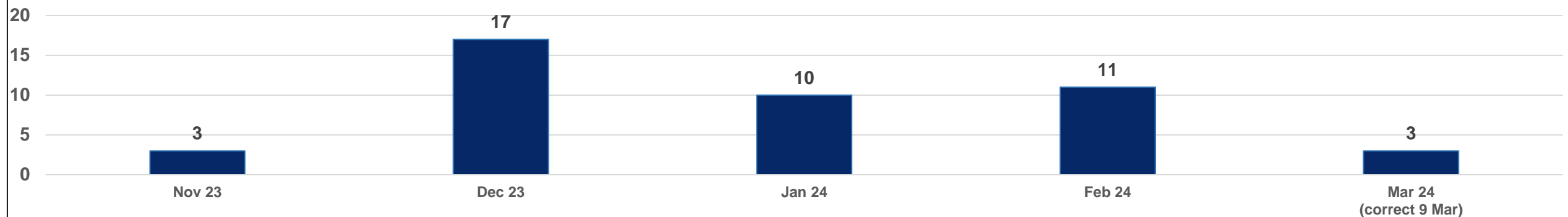


# Trending of Incidents Involving Merchant Vessels

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



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



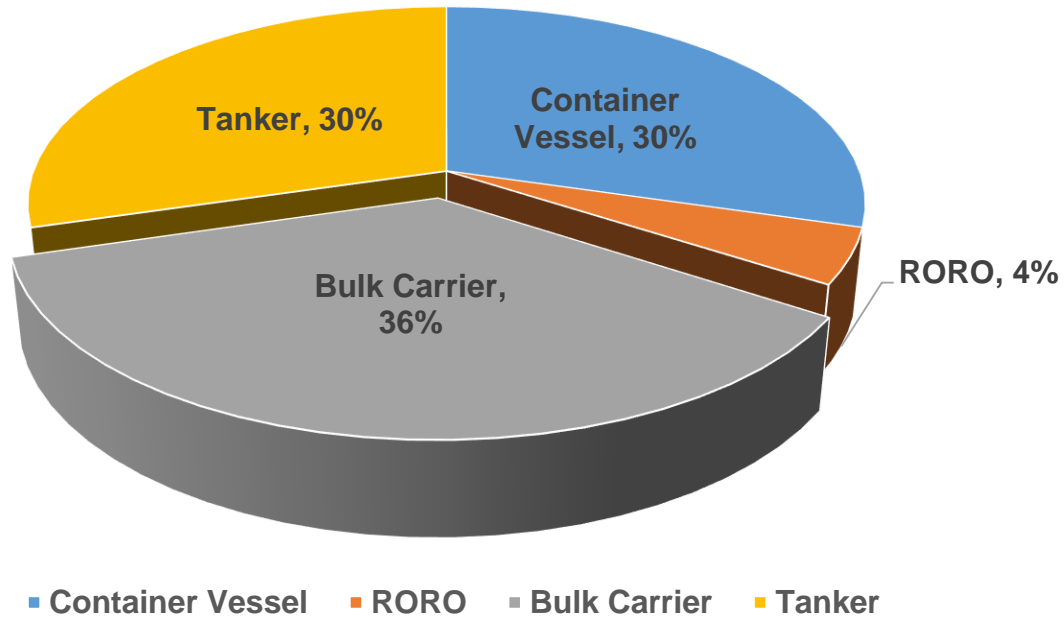
### Observations and Assessments

Based on trending, the number of Houthis attacks on merchant vessels last week was above average (2.75) and the threat remains focused on vessels with US, UK, or Israeli associations. Highlighting the TRUE CONFIDENCE incident (6 Mar 24): (a) Houthis TTP to illegally "hail and divert" vessels remain active (communications challenge), (b) vessels are encouraged to refrain from slowing down or remaining stationary when transiting in the threat areas (in accordance with BMP 5), and increase speed as a self-protective measure (in accordance with ATP – 02.1) . **Refer to slide 12 for details on the updated JMIC recommendations to the shipping industry.**

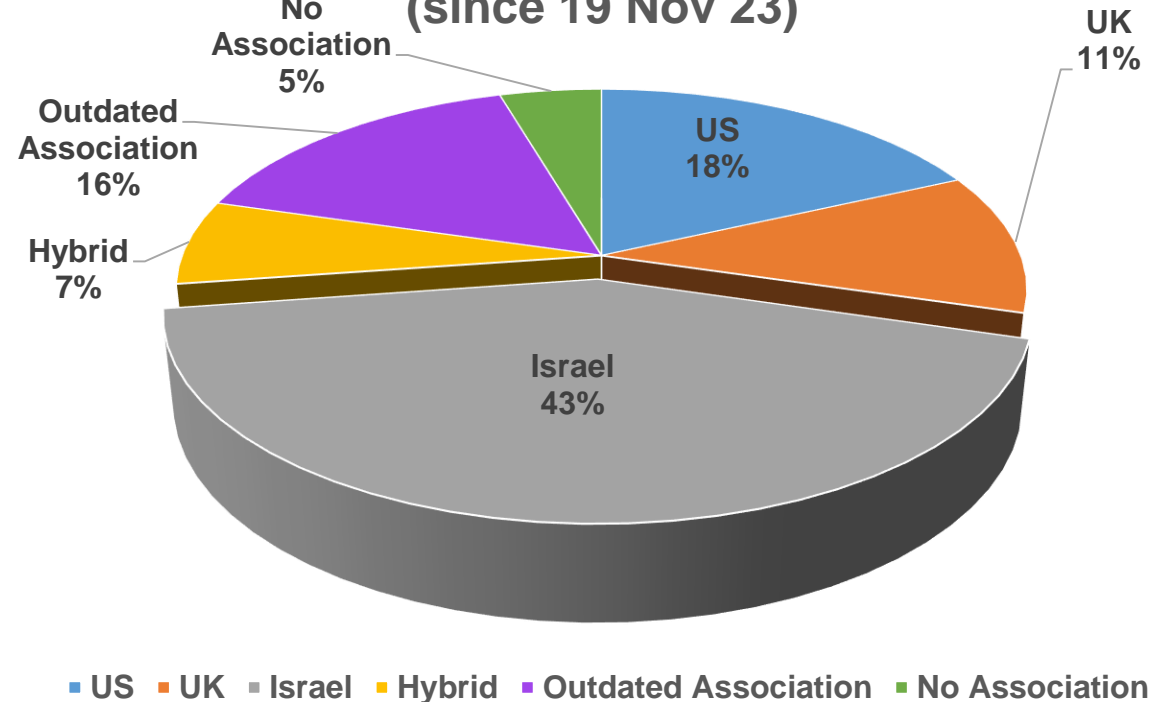


# Trending of Incidents Involving Merchant Vessels

## 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 commercial vessels with US, UK and/or Israeli associations (~79% of all incidents). Of note, 2 out of the 3 incidents last week involved vessels that had outdated ownership data.

- Bulk carriers remained the most frequently targeted vessels, with tankers and container vessels being the next two most targeted
- Currently the majority of vessels targeted have had Israeli associations (~43% of all incidents)





# 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, **review digital footprint**, and incorporate appropriate protective measures into their vessel security plans. *[Note: Shipping companies should also conduct a risk assessment of all their vessels that may have previous US, UK or Israel ownership, and factor this into their risk assessment calculus. If an association is made, shipping companies are recommended to provide the information UKMTO when these vessels are transiting through the threat area. In addition, shipping companies are encouraged to verify their open source vessel data on commercial AIS systems.]*
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. *[Note: In accordance with BMP 5: vessels are encouraged to refrain from slowing down or remaining stationary when transiting in the threat area, and ATP – 02.1: vessels are encouraged to increase speed as a self-protective measure.]*
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.
5. **If vessels are contacted on VHF by “Yemeni Navy” and instructed to divert or alter course: (a) Ignore the VHF call and continue passage if safe to do so. (b) Contact UKMTO with details of incident. (c) Do not provide vessel position, status of vessel, or crew information to an unverified entity.**

## 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>