



VOLUNTARY REPORTING AREA

WEEKLY OVERVIEW

Transit statistics, GNSS interference and regional incident activity across the maritime VRA.

PRODUCED
16 Oct 2026

REPORT
No. 11

145

WARNINGS YTD

20

ADVISORIES YTD

135

IRAN-US CONFLICT
RELATED INCIDENTS YTD

6

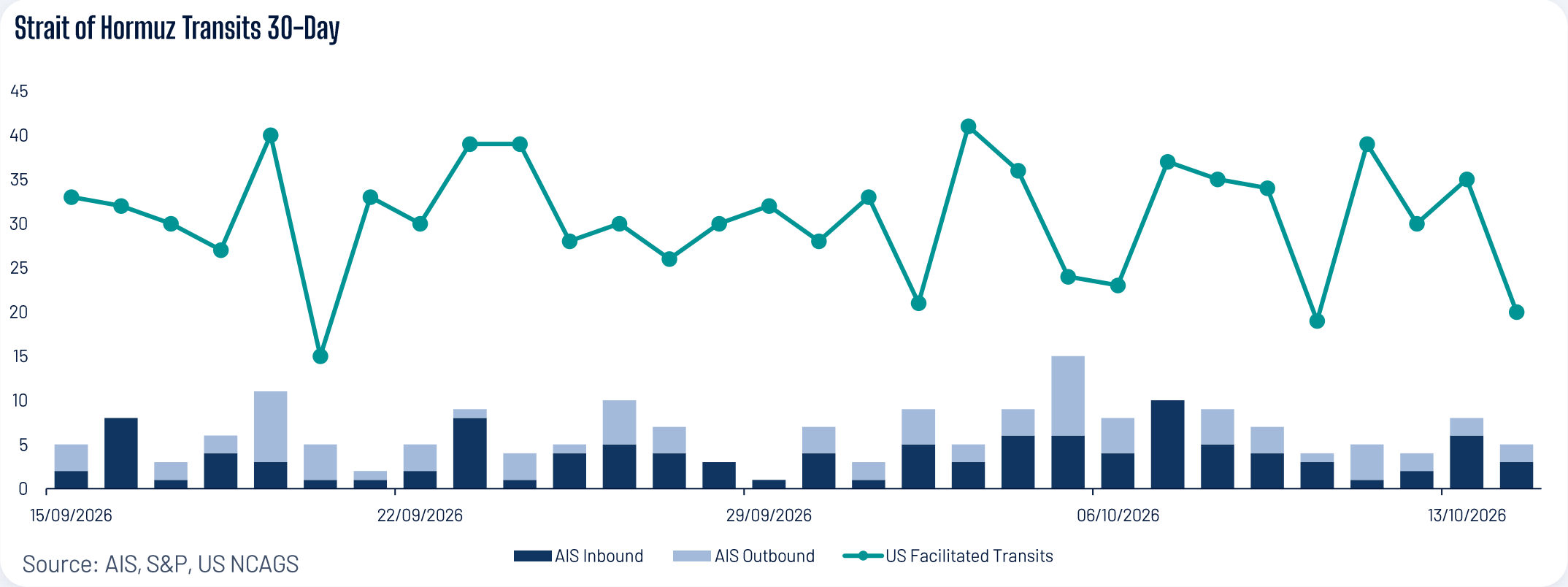
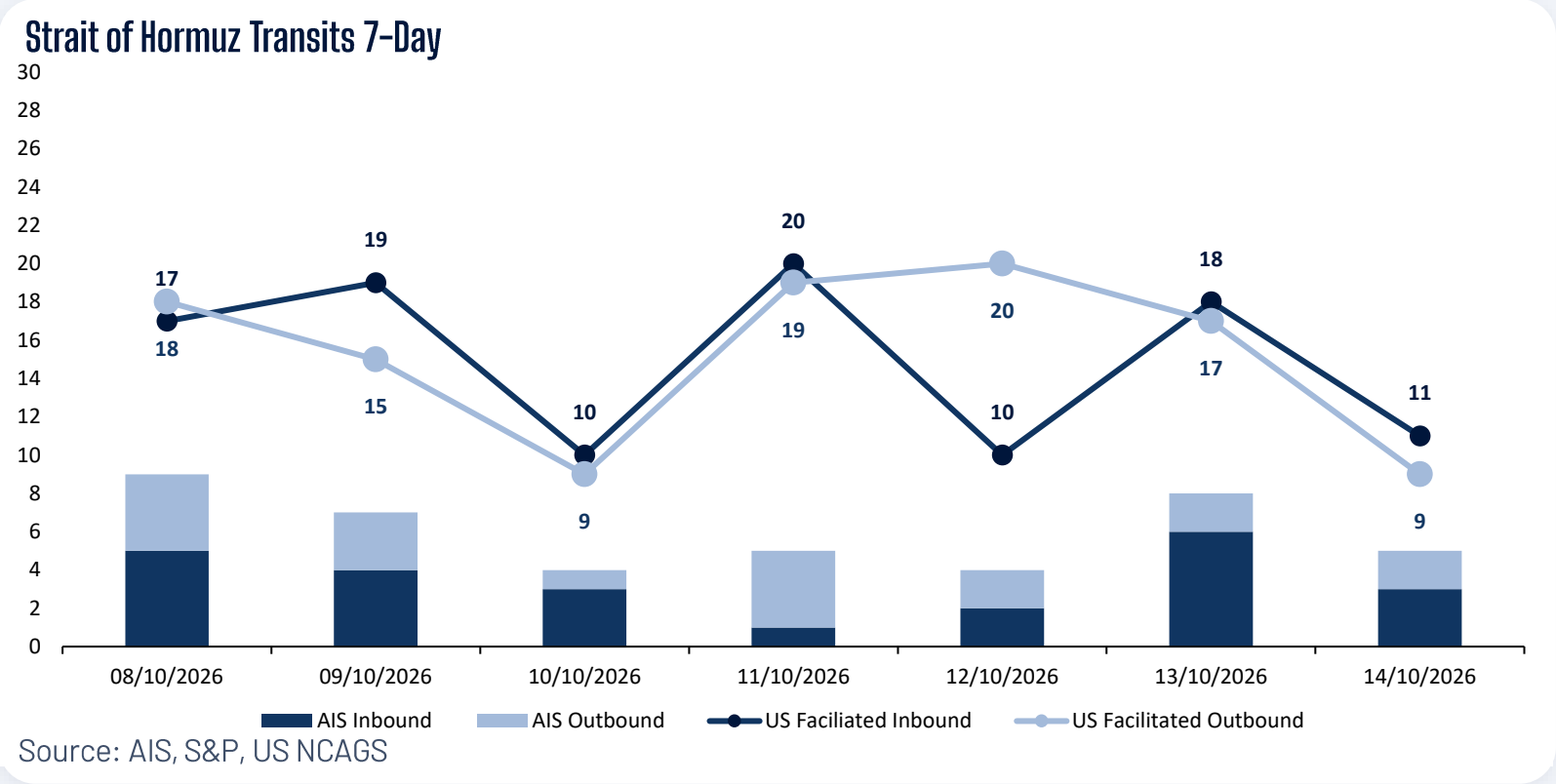
RED SEA ATTACKS ON
SHIPPING YTD

41

PIRACY RELATED
INCIDENTS YTD

STRAIT OF HORMUZ TRANSIT OVERVIEW

Week ending: 16 Oct 26
Reporting Range 28 Feb 26 – 14 Oct 26



TOTAL OUTBOUND TRANSITS LAST 7 DAYS

125
Total of AIS derived and US stated facilitated transits

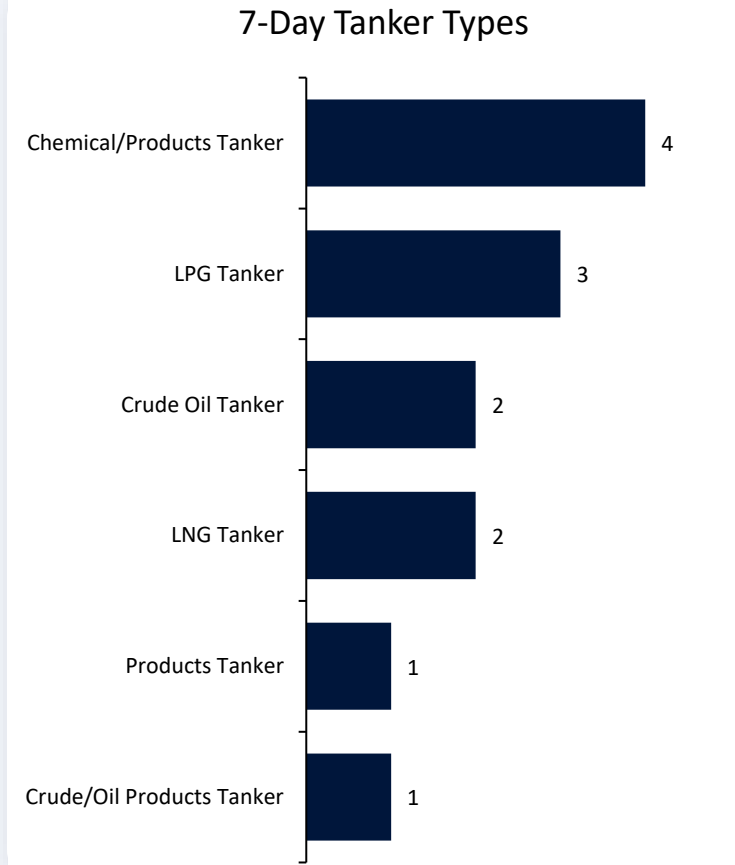
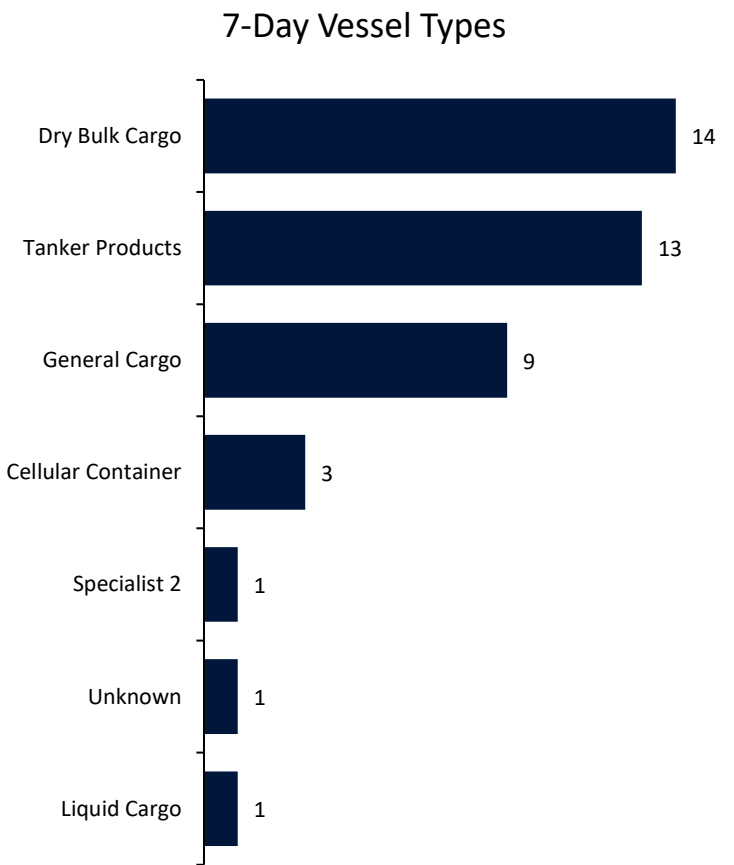
↓ Down

TOTAL INBOUND TRANSITS LAST 7 DAYS

129
Total of AIS derived and US stated facilitated transits

↓ Down

84
INCIDENTS REPORTED TO UKMTO
DURING STRAIT OF HORMUZ SINCE 28
FEB 26



7-Day Flags of Registration	Count	7-Day Economic Benefit	Count
Panama	6	United Arab Emirates	9
Marshall Islands	6	Unknown	6
India	4	Greece	5
Comoros	4	China	5
Barbados	3	India	4

Top 5 most occurring included, for the reporting period derived solely from AIS data, Red text denotes unknown ownership or false flag registry. Derived from S&P Data.

UKMTO Comment: Combined transits were 125 outbound and 129 inbound (129 & 146 last week), approximately 70% below pre-conflict levels. AIS observed transits fell to 42 (60 last week) while US-stated facilitated transits were roughly level, about 5:1. US JMIC reporting 80% of SoH transits remain energy carriers. Most AIS broadcasting vessels continue to route via Iranian Route.

Disclaimer: All figures are derived from AIS data and enriched through S&P vessel entity correlation, except US NCAGS facilitated transit figures and associated totals, which are sourced separately, including non-AIS broadcasting vessels, and cannot be independently verified by UKMTO at this stage.

MARITIME INCIDENTS – Strait of Hormuz, Arabian Gulf, Gulf of Oman

Week ending: 16 Oct 26
Reporting Range 28 Feb 26 – 14 Oct 26

114

REPORTS OF DAMAGE TO VESSELS YTD

↑Up

13

NEAR MISS REPORTS YTD

76

INJURY / FATALITIES YTD

↑Up

135

TOTAL EVENTS REPORTED YTD

228

DAYS SINCE CONFLICT START (28 FEB 26)

JMIC – ARABIAN GULF

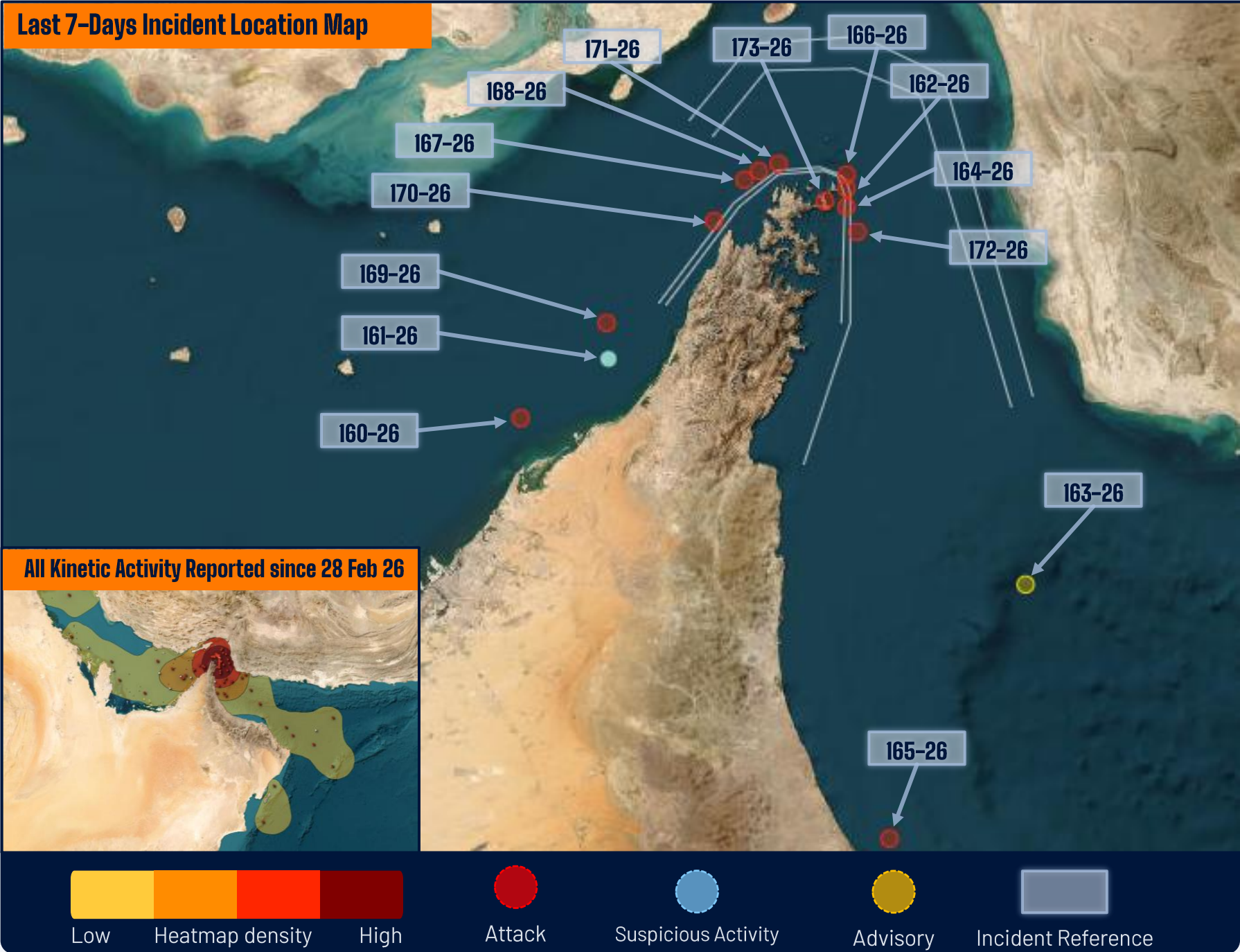
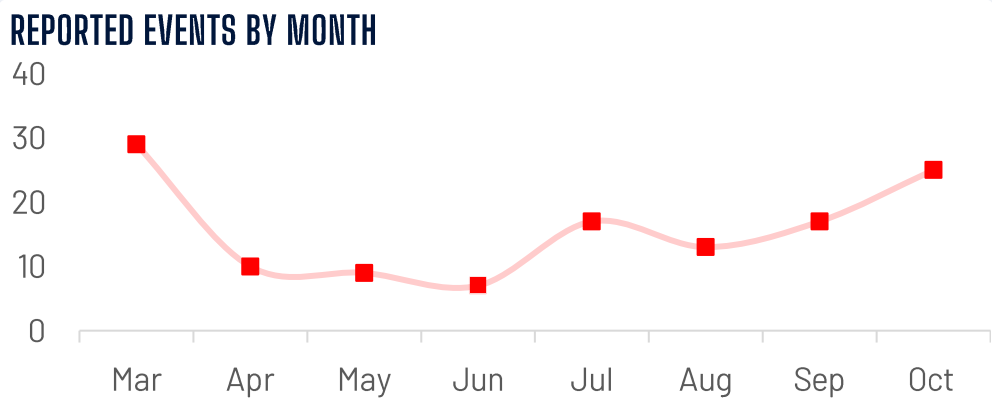
MODERATE

JMIC – STRAIT OF HORMUZ

SEVERE

JMIC – GULF OF OMAN

MODERATE



INCIDENTS REPORTED TO UKMTO IN THE LAST 7 DAYS

Date	Name	IMO	Type	Position	Event	Product
13/10/2026	AL SAADIYAT	9760598	CONTAINER SHIP	26°20'N 056°30'E	ATTACK	173-26
13/10/2026	GFS GISELLE	9704661	CONTAINER SHIP	26°15'N 056°36'E	ATTACK	172-26
13/10/2026	WITHHELD	WITHHELD	TANKER	26°26'N 056°21'E	ATTACK	171-26
13/10/2026	WITHHELD	WITHHELD	CONTAINER SHIP	26°16'N 056°09'E	ATTACK	170-26
11/10/2026	WITHHELD	WITHHELD	TANKER	26°00'N 055°50'E	ATTACK	169-26
11/10/2026	WITHHELD	WITHHELD	TANKER	26°24'N 056°18'E	ATTACK	168-26
11/10/2026	WITHHELD	WITHHELD	CONTAINER SHIP	26°23'N 056°15'E	ATTACK	167-26
11/10/2026	AL MAQAN	9732577	TANKER	26°24'N 056°34'E	ATTACK	166-26
11/10/2026	WITHHELD	WITHHELD	TANKER	24°33'N 056°42'E	ATTACK	165-26
11/10/2026	WITHHELD	WITHHELD	TANKER	26°19'N 056°34'E	ATTACK	164-26
10/10/2026	OCEAN MOLICA	9139270	GENERAL CARGO	25°16'N 057°06'E	ADVISORY	163-26
10/10/2026	WITHHELD	WITHHELD	TANKER	26°22'N 056°34'E	ATTACK	162-26
09/10/2026	WITHHELD	WITHHELD	TANKER	25°44'N 055°34'E	ATTACK	160-26

Red text denotes approximate position.

UKMTO Comment:

- UKMTO struggling to accurately report true number of attacks with majority of vessels attacked refusing to report to UKMTO.
- UKMTO is aware via other sources of incidents but constrained on reporting through lack of verification.
- 12 attacks reported this week: 10 in the Strait of Hormuz, 1 in the Arabian Gulf and 1 in the Gulf of Oman.
- Since 6 Jul, 55 of 74 projectile strikes were on the southern route.
- Of the 12, 6 continued or reached port, 1 was lost, 2 were disabled or not under command and 3 have damage or outcome unconfirmed.
- US CENTCOM reported disabling one vessel (163-26).

MARITIME INCIDENTS – Red Sea, Gulf of Aden

Week ending: 16 Oct 26
Reporting Range 01 Jan 26 – 14 Oct 26

6

Confirmed Attacks within Defined Area

8

Year to Date Suspicious Activity Reported

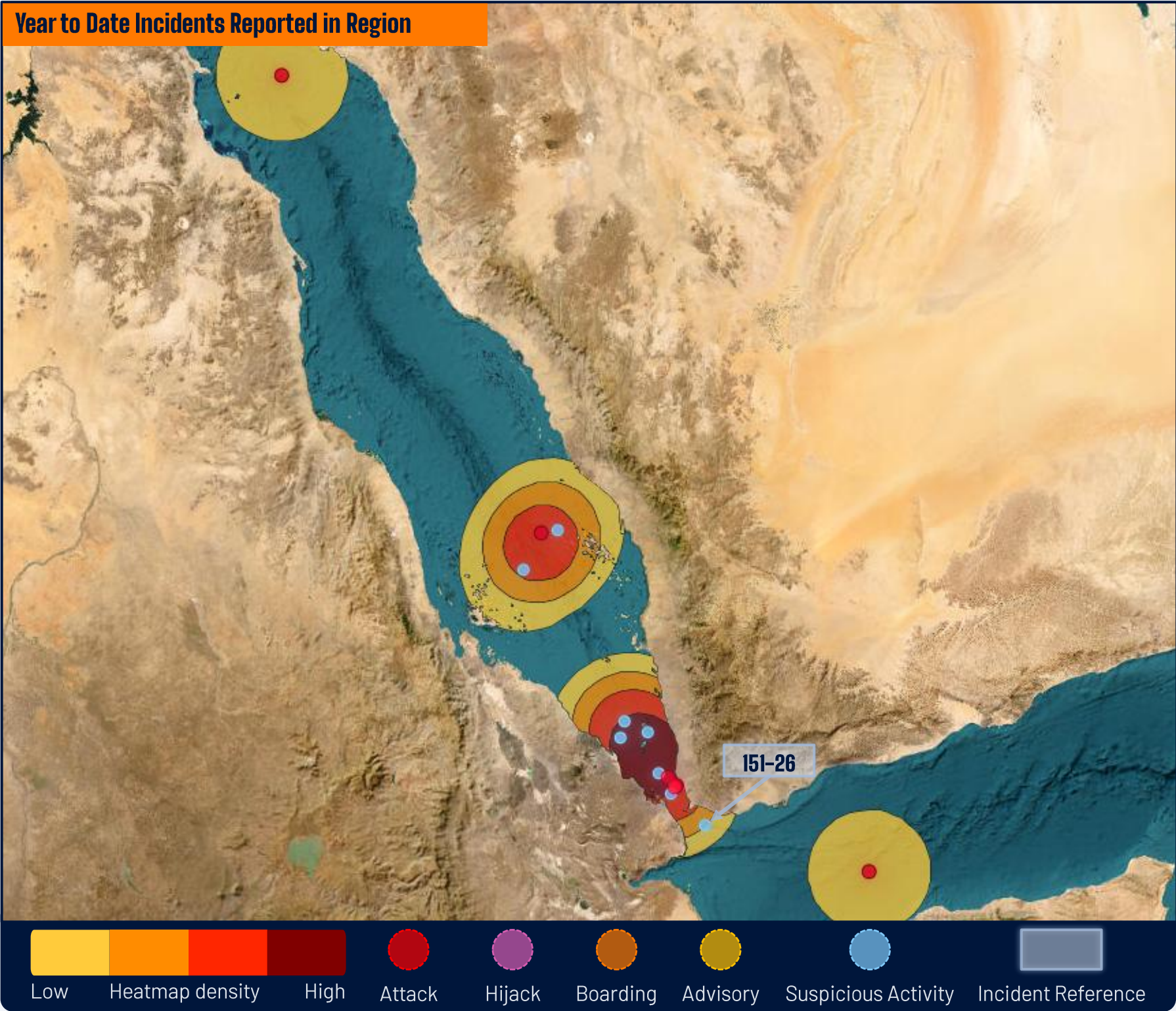
→ Level

-22%

Bab El-Mandeb Transits Prior to 22 Jul 26

6

Casualties Reported Year to Date



UKMTO Comment:

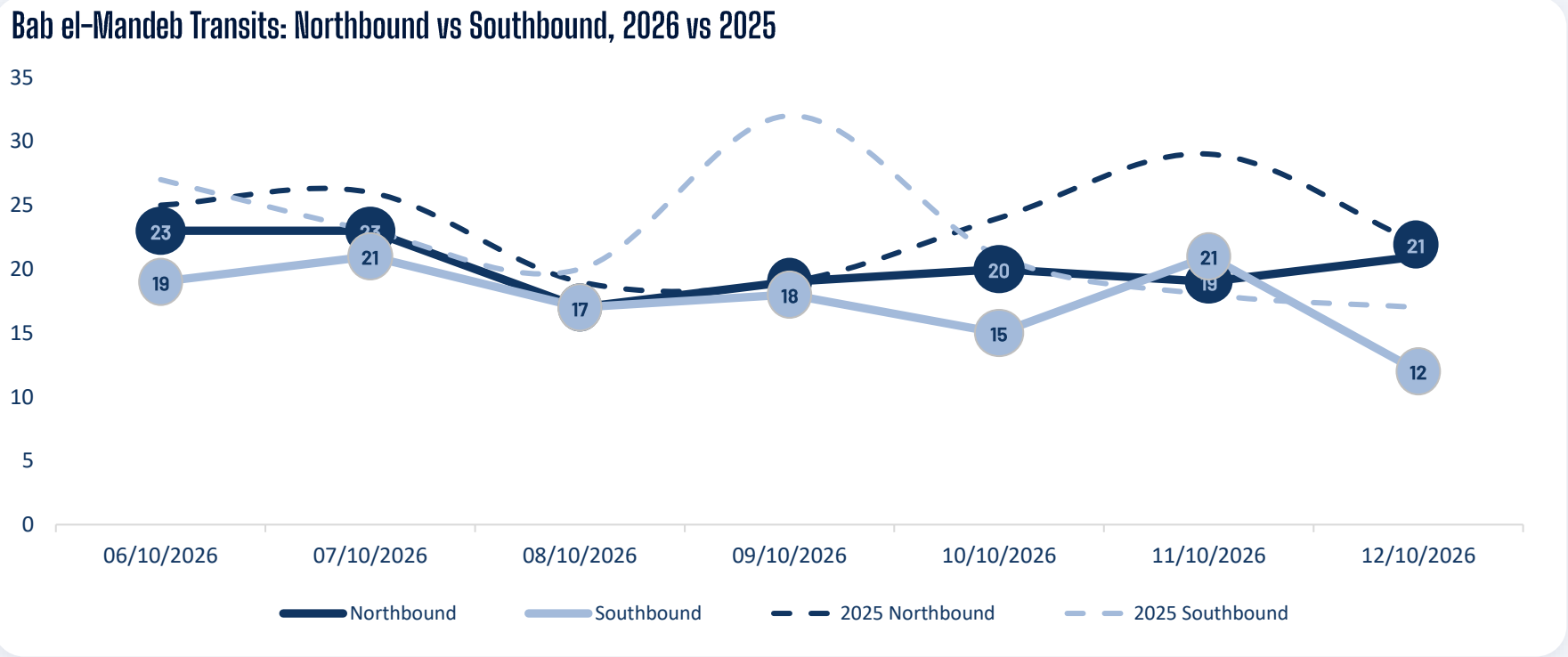
- No attacks or suspicious activity reported this week. No attacks on shipping have been reported in the Red Sea and Gulf of Aden since 24 Aug (51 Days).
- The most recent event, 151-26 (4 Oct, explosions close to a tanker near the Bab el-Mandeb), is assessed as spillover from the ongoing land conflict rather than intentional targeting of the vessel.
- Increase in reporting to UKMTO from vessels of messaging from Houthi sources and obviously fake messaging from sources claiming to be legitimate Yemeni authorities.
- Bab el-Mandeb transits remain 22% below the level before the Houthi blockade announcement on 22 Jul.
- Current threat to shipping appears to be in line with the published blockade on Saudi-linked shipping. Houthis are reported to have more control over the strait, including Mokha and key Red Sea islands.
- JMIC: Southern Red Sea, Bab el-Mandeb and Gulf of Aden are all SUBSTANTIAL threat level.

ATTACKS – projectile strikes, near misses & aggressive approaches with weapons discharged

- No attacks reported UKMTO in the last 7 days within the defined area

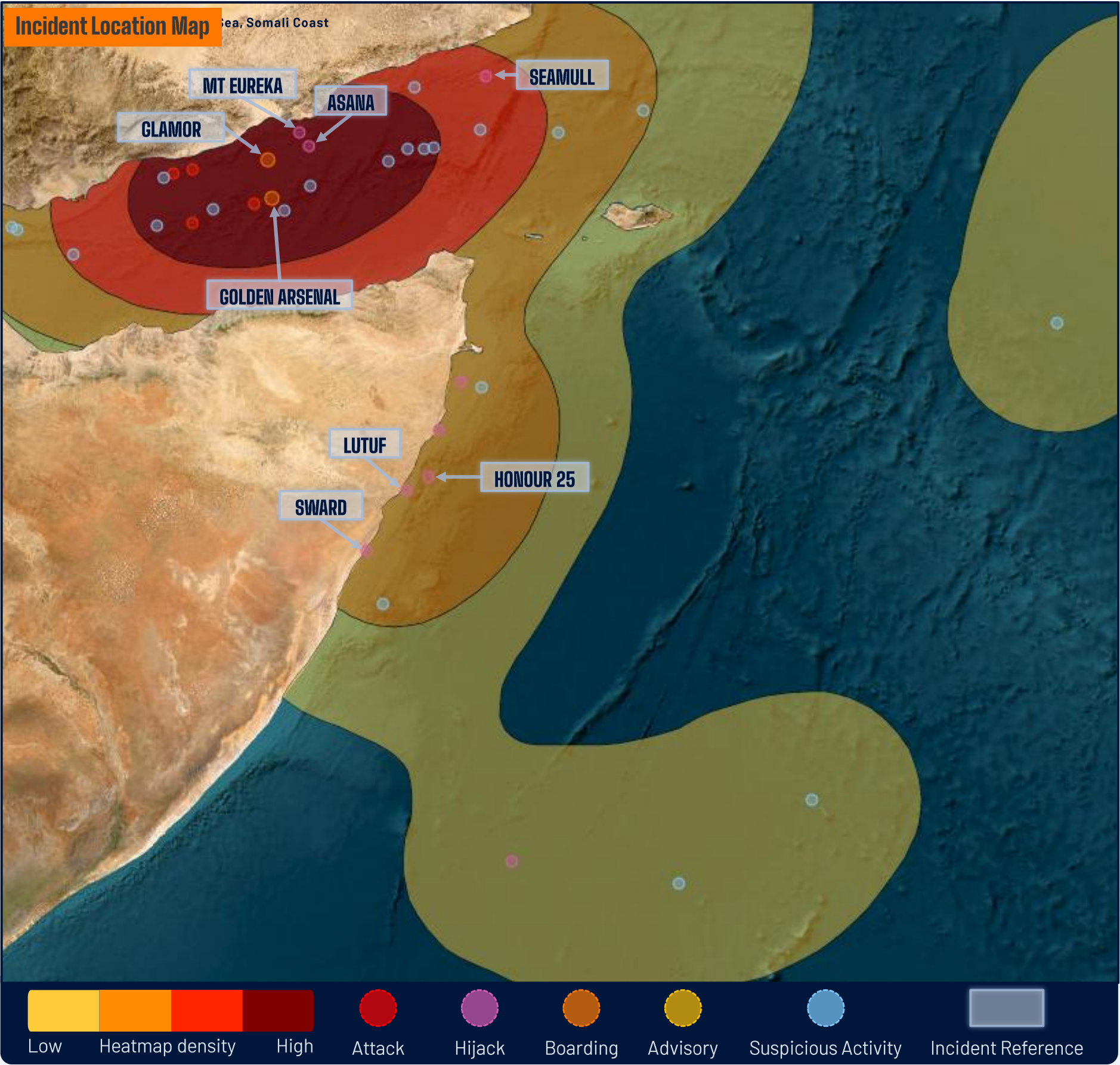
LATEST SUSPICIOUS ACTIVITY – unaccountable actions indicating potential threats, such as unusual equipment or behaviour

- No suspicious activity reported UKMTO in the last 7 days within the defined area



MARITIME PIRACY RELATED INCIDENTS – Gulf of Aden, Arabian Sea, Somali Coast

Week ending: 16 Oct 26
Reporting Range 01 Jan 26 – 14 Oct 26



41

PIRACY RELATED INCIDENTS YTD

10

BOARDING & HIJACKS YEAR TO DATE

4

ATTACKS YEAR TO DATE

27

SUSPICIOUS ACTIVITY YEAR TO DATE

HIJACKS & BOARDINGS – attackers who take control of or board a vessel against the crews will without legal justification

Date	Name	IMO	Type	Position	Event	Product	Status
10/09/26	GLAMOR	9177961	GENERAL CARGO	13°24'N, 047°58'E	BOARDING	132-26	Hijack Unsuccessful
20/08/26	SEAMULL	9204776	TANKER	14°41'N, 051°27'E	HIJACK	118-26	Released 25 Sep 26
17/08/26	LUTUF	9109134	GENERAL CARGO	08°12'N, 050°11'E	HIJACK	114-26	Released 29 Aug 26
17/07/26	ASANA	9035838	TANKER	13°36'N, 048°37'E	HIJACK	090-26	~89 days in captivity
01/07/26	GOLDEN ARSENAL	9493212	DRY BULK CARGO	12°52'N, 048°1'E	BOARDING	077-26	Released 03 Jul 26
02/05/26	EUREKA	1022823	TANKER	13°49'N, 048°28'E	HIJACK	Null	Released 29 Sep 26
26/04/26	SWORD	9174244	GENERAL CARGO	7°13'N, 049°32'E	HIJACK	046-26	Released 11 Sep 26
21/04/26	HONOUR 25	1099735	TANKER	8°25'N, 050°21'E	HIJACK	045-26	Released 29 Sep 26

ATTACKS – aggressive approach with weapons discharged

- No attacks reported UKMTO in the last 7 days within the defined area

SUSPICIOUS ACTIVITY – unaccountable actions indicating potential threats, such as unusual equipment or behaviour

- No suspicious activity reported UKMTO in the last 7 days within the defined area

UKMTO Comment:

- One vessel remains under pirate control as of 14 Oct: ASANA, held since 17 Jul.
- Five vessels have been released or recovered since 19 Aug (LUTUF, SWORD, SEAMULL, HONOUR 25 and EUREKA).
- No new piracy incidents were reported this week.
- Incidents meeting BMP criteria for piracy have migrated from the eastern Somali coastline towards the Gulf of Aden. Hijackings and boardings show a proven capability up to 500NM offshore, with opportunistic attacks closer to shore.
- None of the vessels successfully hijacked or boarded were actively reporting to UKMTO prior to the incident. Reports of anomalous behaviour act as early warning , UKMTO encourages all vessels within the VRA to report what they see.
- JMIC: Gulf of Aden SUBSTANTIAL; Somali Basin / Somali Coast MODERATE.

UKMTO VRA: VESSEL REPORTED GNSS INTERFERENCE

VESSEL REPORTING AND ANOMALOUS POSITIONS IN THE VRA

8 ↓ Down

7-DAY REPORTS

34 ↑ Up

30-DAY REPORTS

675

YTD REPORTS

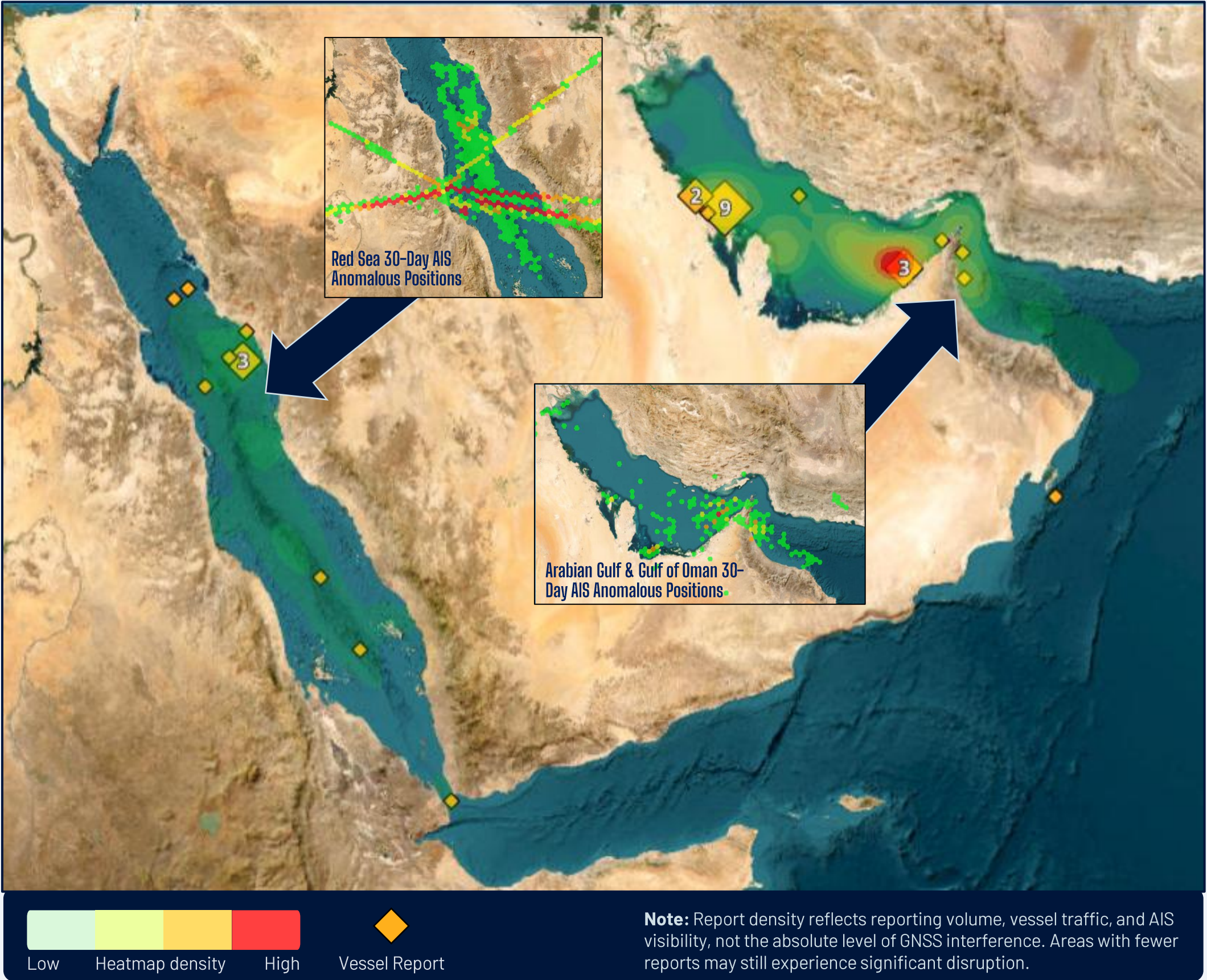
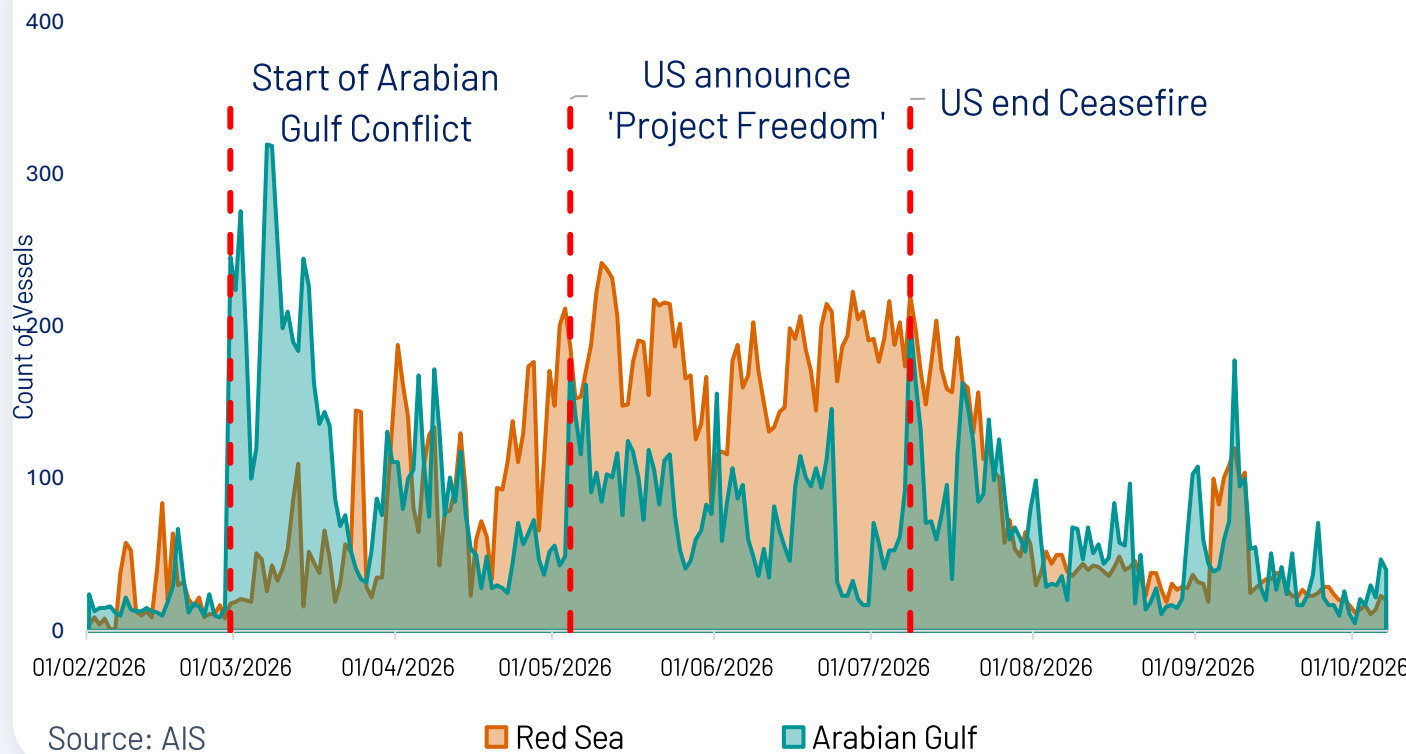
23,166 ↑ Up

7-DAY ANOMALOUS AIS

UKMTO Comment:

- 8 vessel reports this week (9 last week). 30-day reports rose to 34 (32) and 7-day anomalous AIS positions rose to 23,166 (18,881).
- Reporting remains concentrated in the Red Sea, Gulf of Oman and Arabian Gulf, with no significant change in distribution in the last 30 days.
- Areas with high report concentrations closely correlate with observed AIS spoofing, anomalous positions and movement patterns inconsistent with normal commercial operations, increasing confidence in this extent of disruption.
- Changes in report numbers do not necessarily reflect changes in the level of interference, as reporting is voluntary and depends on AIS availability.

ANOMALOUS AIS POSITIONS OVER TIME



WARNING & ADVISORY SUMMARY REPORTED TO UKMTO LAST 7-DAYS

WARNING (ATTACK) 160-26	DATE 09 OCT 26 VESSEL WITHHELD POSITION 25°44'N 055°34'E AREA ARABIAN GULF On 9 October, UKMTO received reports from multiple sources that the vessel had been struck by an unknown projectile causing a fire which was subsequently extinguished.
ADVISORY (SUSPICIOUS ACTIVITY) 161-26	DATE 10 OCT 26 VESSEL SEVERAL AT ANCHOR POSITION Vicinity of Ras Al Khaimah AREA ARABIAN GULF Several Masters at anchor in the vicinity of Ras Al Khaimah, UAE, have been directed via VHF broadcast to move from their anchorages. Authorities are investigating.
WARNING (ATTACK) 162-26	DATE 10 OCT 26 VESSEL WITHHELD POSITION 26°22'N 056°34'E AREA STRAIT OF HORMUZ The Master of an outbound tanker reported being struck on the port side by an unknown projectile, causing a fire on board. Crew reported safe. Damage assessment and environmental impact unknown at the time of report.
ADVISORY 163-26	DATE 11 OCT 26 VESSEL OCEAN MOLICA POSITION 25°16N 057°06'E AREA GULF OF OMAN On 11 October, US CENTCOM reported that it had disabled a ship that had ignored repeated warnings and attempted to run the ongoing naval blockade. Precision munitions were used to disable the vessel's propulsion, and the crew were reported safe.
WARNING (ATTACK) 164-26	DATE 11 OCT 26 VESSEL WITHHELD POSITION 26°19'N 056°34'E AREA STRAIT OF HORMUZ An outbound tanker was struck on the port side by an unknown projectile, causing damage to the steering gear room and port-side water tank. No injuries reported. The vessel proceeded to Fujairah anchorage.
WARNING (ATTACK) 165-26	DATE 11 OCT 26 VESSEL WITHHELD POSITION 24°33'N 056°42'E AREA GULF OF OMAN UKMTO received a report that a products tanker was struck by a UAV, leading to the evacuation of the crew. Indian Ministry of External Affairs reported two crew members missing. As of 14 Oct the vessel was drifting approx. 50 NM northeast of Sohar port.
WARNING (ATTACK) 166-26	DATE 11 OCT 26 VESSEL AL MAQAM POSITION 26°24'N 056°34'E AREA STRAIT OF HORMUZ UKMTO received a report that a tanker was struck by an unknown projectile while transiting the Strait of Hormuz outbound. No crew injuries reported. Vessel damage and environmental impact unknown.
WARNING (ATTACK) 167-26	DATE 11 OCT 26 VESSEL WITHHELD POSITION 26°23'N 056°15'E AREA STRAIT OF HORMUZ UKMTO received a report that a container ship was struck by an unknown projectile while transiting the Strait of Hormuz inbound. One minor crew injury reported. The vessel was able to continue its voyage. No environmental damage reported.
WARNING (ATTACK) 168-26	DATE 11 OCT 26 VESSEL WITHHELD POSITION 26°24'N 056°18'E AREA STRAIT OF HORMUZ UKMTO reported that a products tanker was struck by an unknown projectile while transiting the Strait of Hormuz outbound. The vessel was able to continue its voyage. Reports of environmental damage unconfirmed.
WARNING (ATTACK) 169-26	DATE 11 OCT 26 VESSEL WITHHELD POSITION 26°00'N 055°50'E AREA STRAIT OF HORMUZ UKMTO reported that a crude oil tanker was struck by an unknown projectile while transiting the Strait of Hormuz outbound. Reports of crew injuries unconfirmed. The vessel self-reported as not under command.
WARNING (ATTACK) 170-26	DATE 13 OCT 26 VESSEL WITHHELD POSITION 26°16'N 056°09'E AREA STRAIT OF HORMUZ UKMTO received a report that a container ship was struck by an unknown projectile while transiting the Strait of Hormuz outbound. The vessel caught fire, drifted and sank on 14 Oct approx. 4 NM northwest of Ras Shaykh Masud. All crew evacuated with no injuries. Status of debris, cargo and pollution unconfirmed.
WARNING (ATTACK) 171-26	DATE 13 OCT 26 VESSEL WITHHELD POSITION 26°26'N 056°21'E AREA STRAIT OF HORMUZ UKMTO received a report that a tanker was struck by an unknown projectile while transiting the Strait of Hormuz outbound. The vessel was able to continue its voyage. No crew injuries reported.
WARNING (ATTACK) 172-26	DATE 13 OCT 26 VESSEL GFS GISELLE POSITION 26°15'N 056°36'E AREA STRAIT OF HORMUZ UKMTO received a time-late report that a 50,000 tonne container ship was struck by an unknown projectile while transiting the Strait of Hormuz inbound. Minor damage reported; the vessel continued its voyage. No crew injuries or environmental impact reported.
WARNING (ATTACK) 173-26	DATE 13 OCT 26 VESSEL AL SAADIYAT POSITION 26°20'N 056°30'E AREA STRAIT OF HORMUZ UKMTO received a time-late report that a 19,000 tonne container ship was struck by an unknown projectile while transiting the Strait of Hormuz outbound. Minor damage reported; the vessel continued its voyage. No crew injuries or environmental impact reported.

WARNINGS

UKMTO warnings notify the maritime industry of attacks, boardings, hijackings, and other maritime security incidents occurring within the UKMTO Voluntary Reporting Area (VRA). They provide timely alerts to Masters and Company Security Officers (CSOs) to support risk awareness and decision-making.

ADVISORIES

UKMTO advisories are security-related reports received within, or relevant to, the Voluntary Reporting Area (VRA) that do not meet the BMP criteria for issuing a warning. They are published to maintain situational awareness and provide industry with information on maritime security developments within the region.

IRAN-US CONFLICT RELATED INCIDENTS

Events reported to, or shared with, UKMTO concerning maritime security-related incidents potentially linked to the Iran-US conflict within the Arabian Gulf, Strait of Hormuz, Gulf of Oman, and wider Arabian Sea.

RED SEA ATTACKS ON SHIPPING

Events reported to, or shared with, UKMTO relating to maritime security incidents within the Red Sea, Bab el-Mandeb, and adjacent areas. These incidents are reported separately from BMP-defined piracy activity, with a focus on kinetic events targeting commercial shipping in the region.

PIRACY RELATED INCIDENTS

Events reported to UKMTO within the Voluntary Reporting Area (VRA), predominantly covering the Somali Basin, Gulf of Aden, and wider Indian Ocean. This category focuses on incidents that meet BMP piracy reporting criteria, including hijackings, attacks, illegal boardings, and suspicious activity.

TRANSIT OVERVIEW

Derived from AIS data, supplemented with vessel characteristics, ownership, operator, flag state, and entity-link information from S&P Global. Vessel tracks are operator-verified to mitigate the effects of GNSS interference, AIS manipulation, and reporting anomalies. Full transits are defined as IMO-numbered vessels completing a movement from the Arabian Gulf to the Gulf of Oman, via any currently utilised Strait of Hormuz transit route, within a 24-hour reporting period. Vessels not completing a transit within the reporting window are reviewed on the following day and categorised as either completed transits or local/partial movements.

Complementary contextual reporting is also received from US NCAGS on daily facilitated transit volumes through the Strait of Hormuz. These figures cannot be independently verified in full by UKMTO and may include vessels not observable through AIS. Consequently, facilitated transit figures and AIS-derived transit statistics should be considered related but distinct datasets, each reflecting different collection methods, coverage, and limitations.

GNSS REPORTING

This heatmap displays year-to-date GNSS interference reports voluntarily submitted to UKMTO by vessels operating within the Voluntary Reporting Area (VRA). Geographic concentrations of reported interference broadly align with areas where anomalous AIS positions are observed, providing increased confidence that both datasets are reflecting the same underlying GNSS disruption patterns. AIS anomaly analysis is derived from commercial vessels over 1,000GT displaying geographically implausible positions or speeds greater than 30 knots within a 20km hexbin. The data presented should not be considered a complete representation of all GNSS interference activity, as reporting remains voluntary and is dependent upon vessel participation, AIS availability, data integrity, and reporting compliance.

INCIDENT INFORMATION

Events are correlated with AIS positioning and S&P entity data; some incident reporting remains single-source and cannot always be verified beyond the initial report information is verified against other sources where possible. Incident Attack density uses 100NM natural breaks; piracy density uses 250NM natural breaks, larger radius is to account for mobility of pirate action groups (PAG).

EVENT DEFINITIONS

The following event definitions are aligned with BMP Maritime Security (BMP MS) terminology and classifications wherever possible:

- **Hijack:** Attackers take control of a ship against the crew's will for purposes such as robbery, cargo theft, or kidnapping.
- **Kidnap:** Unauthorised forcible removal of one or more persons from a vessel.
- **Attack:** Aggressive approach or hostile action against a vessel, including the discharge of weapons or missiles, or the impact of loitering munitions on or near the vessel.
- **Illegal Boarding:** Boarding of a vessel without lawful authority and with intent to steal, cause harm, or commit another criminal act, without taking control of the vessel.
- **Attempted Boarding:** A close approach to a vessel with visible boarding paraphernalia or indicators of intent to board, where the boarding is unsuccessful or prevented by defensive measures.
- **Suspicious Activity:** Unaccountable actions, behaviours, or circumstances that may indicate a potential threat to a vessel. Indicators can include unusual equipment, unusual vessel behaviour, abnormal crew numbers, high-speed approaches, multiple skiffs, unusual vessel types for the location, or other activity inconsistent with normal maritime operations.

UKMTO event definitions are intended to be consistent with BMP MS guidance wherever possible.

This is not an exhaustive list. Other incidents, events, activities, vessels, or behaviours may reasonably be assessed as suspicious based on the professional judgement of a vessel's Master, crew, reporting authority, or relevant maritime security organisation, taking into account local operating conditions and information shared within the maritime community.

INFORMATION SOURCES, VALIDATION & USE

All information contained within this report is OFFICIAL and derived from a combination of commercial Automatic Identification System (AIS) data, geospatial analysis, vessel and industry reporting, open-source information, and information shared by partner organisations including the Joint Maritime Information Center (JMIC), Maritime Security Centre Indian Ocean (MSCIO), Information Fusion Center – Indian Ocean Region (IFC-IOR), US Naval Cooperation and Guidance for Shipping (NCAGS), MICA Center and other regional maritime security stakeholders.

Where practicable, information is assessed using a multi-source analytical process. Reporting is cross-referenced against available AIS, geospatial, industry and partner information to improve confidence, reduce duplication, and provide the most accurate representation of the maritime operating environment available at the time of publication. Some partner and vessel reporting may remain single-source and independently unverifiable.

This product is provided to support maritime security awareness, voyage planning, operational understanding, and risk-informed decision-making by Masters, operators and Company Security Officers operating within the UKMTO Voluntary Reporting Area (VRA). It should be considered alongside company procedures, Flag State guidance, industry best practice (BMP MS), and individual vessel risk assessments.

UKMTO provides information and situational awareness to support informed decision-making. The inclusion of information within this report does not constitute navigational advice, routing recommendations, operational direction, legal attribution of responsibility, or formal determination of liability.

Information reflects reporting available to UKMTO at the time of publication and may be subject to amendment as additional information becomes available. Whilst every effort is made to ensure accuracy and timeliness, UKMTO cannot guarantee the completeness, accuracy, or continued validity of third-party reporting.

This report may be shared for legitimate maritime safety and security purposes, provided the content remains unaltered and appropriate UKMTO attribution is retained.

UKMTO remains a neutral and impartial information provider, supporting vessels of all flags and ownership operating within the VRA.