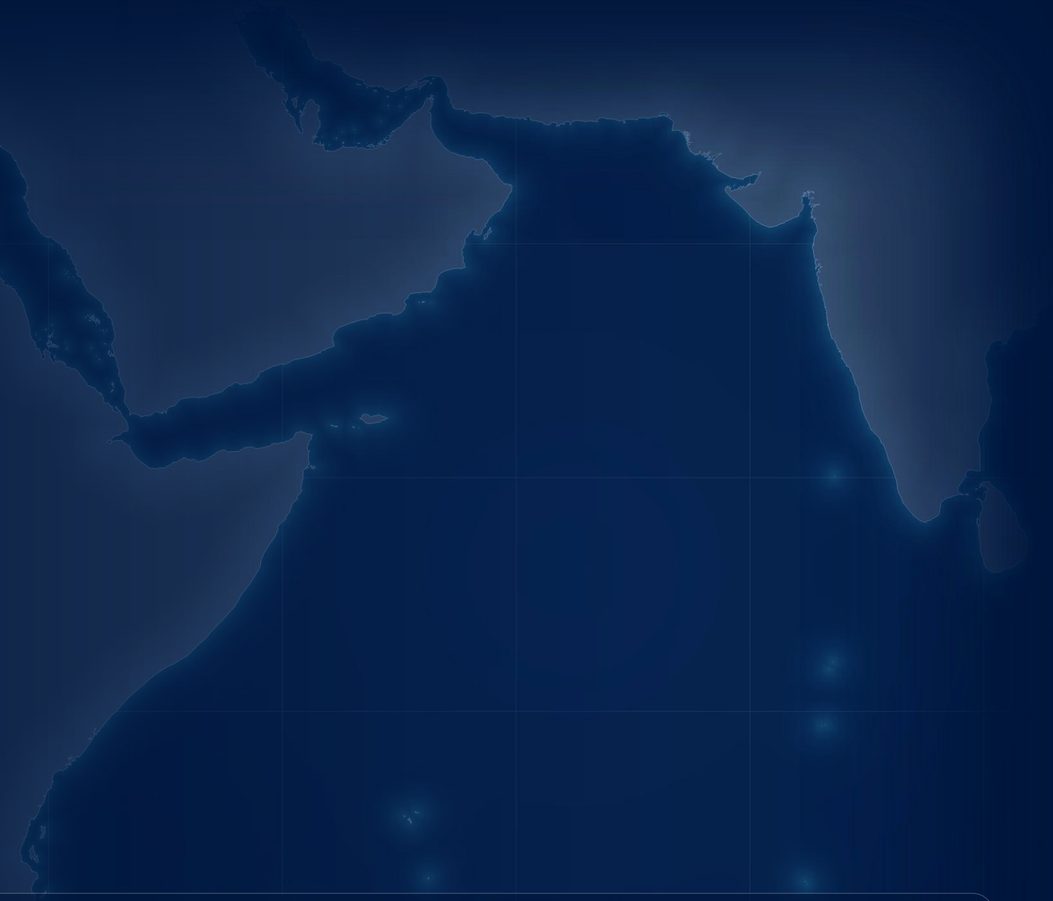
UKMTO
UK Maritime Trade Operations

VOLUNTARY REPORTING AREA

WEEKLY OVERVIEW



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

PRODUCED
06 Nov 2026

REPORT
No. 14

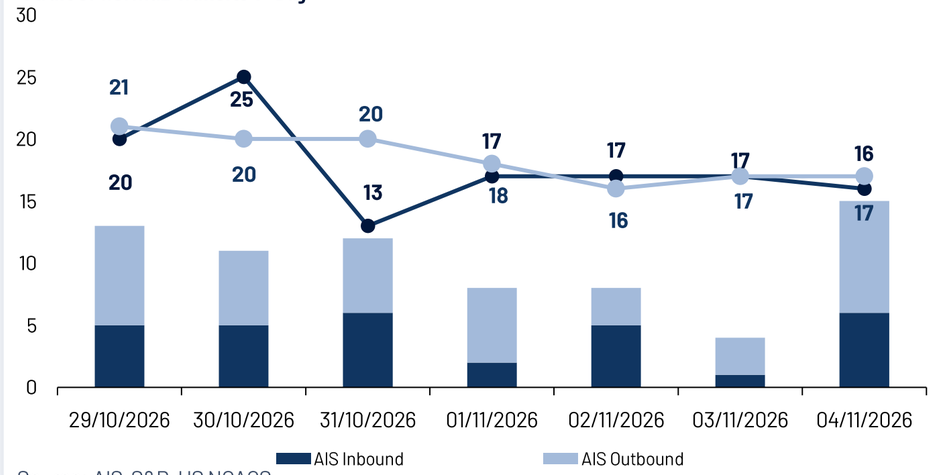
166	22	155	6	44
WARNINGS YTD	ADVISORIES YTD	IRAN–US CONFLICT RELATED INCIDENTS YTD	RED SEA ATTACKS ON SHIPPING YTD	PIRACY RELATED INCIDENTS YTD

STRAIT OF HORMUZ TRANSIT OVERVIEW

UKMTO
UK Maritime Trade Operations

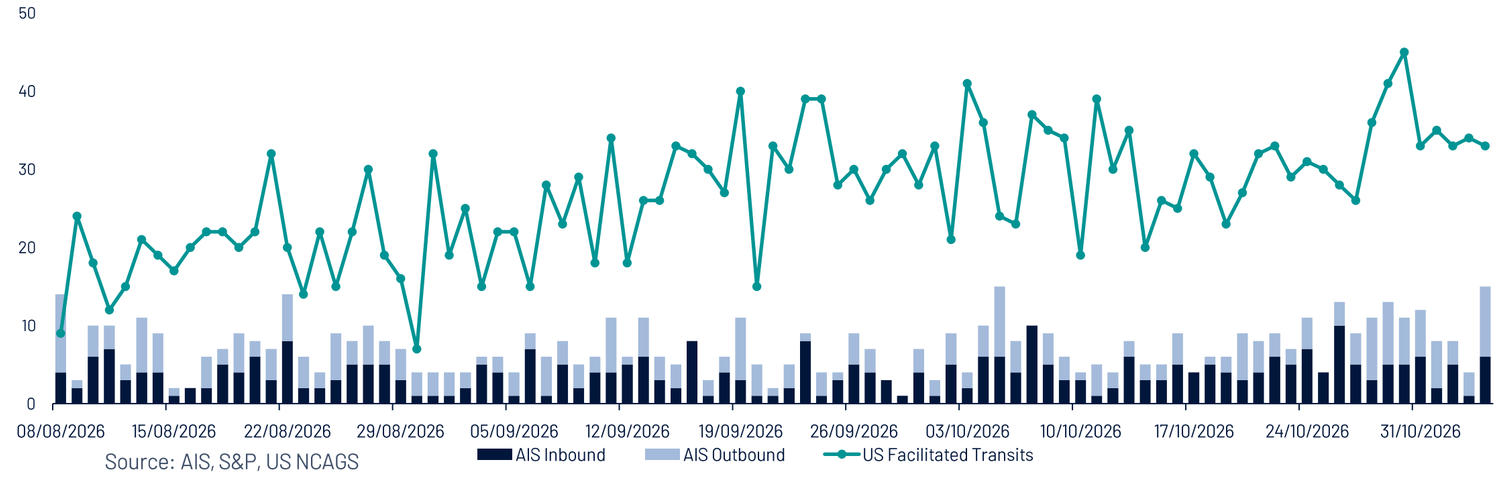
Week ending: 06 Nov 26
Reporting Range 28 Feb 26 – 04 Nov 26

Strait of Hormuz Transits 7-Day



Source: AIS, S&P, US NCAGS

Strait of Hormuz Transits 90-Day



Source: AIS, S&P, US NCAGS

TOTAL OUTBOUND TRANSITS LAST 7 DAYS

170

Up

Total of AIS derived and US stated facilitated transits

TOTAL INBOUND TRANSITS LAST 7 DAYS

155

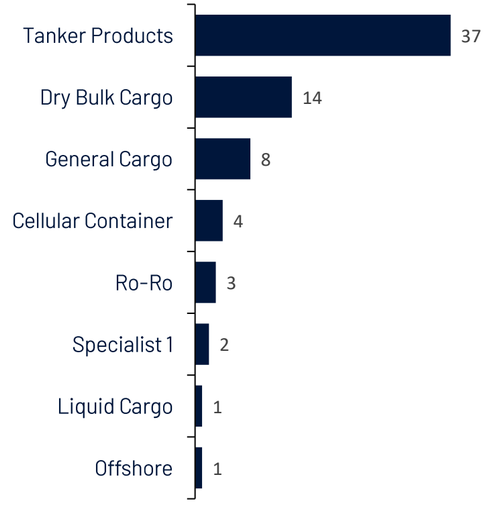
Level

Total of AIS derived and US stated facilitated transits

96

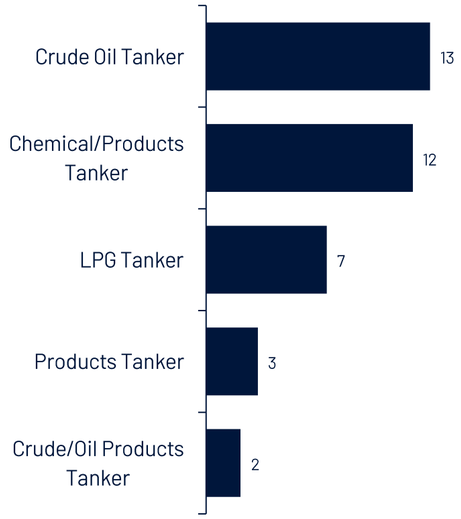
INCIDENTS REPORTED TO UKMTO DURING STRAIT OF HORMUZ SINCE 28 FEB 26

7-Day Vessel Types



Source: AIS, S&P

7-Day Tanker Types



7-Day Flags of Registration	Count
Liberia	14
Marshall Islands	11
Panama	10
Comoros	4
Barbados	4

7-Day Economic Benefit	Count
Greece	14
United Arab Emirates	14
China	9
South Korea	8
Marshall Islands	6

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 170 outbound and 155 inbound (122 & 155 last week), approximately 65% below pre-conflict levels. AIS observed transits rose to 71 (64 last week) while US-stated facilitated transits were roughly level, about 3:1. US NCAGS reporting 80% of SoH transits remain energy carriers. Most AIS broadcasting vessels continue to route via Iranian Route however there has been an increase in vessels transiting the southern 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.

UKMTO
UK Maritime Trade Operations

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

Week ending: 06 Nov 26
Reporting Range 28 Feb 26 –04 Nov 26

133 REPORTS OF DAMAGE TO VESSELS YTD — ⬆ Up

13 NEAR MISS REPORTS YTD

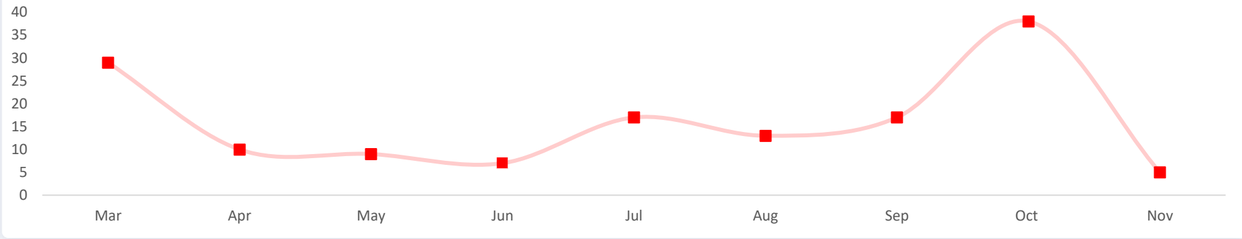
82 INJURY / FATALITIES YTD — ⬆ Up

155 TOTAL EVENTS REPORTED YTD

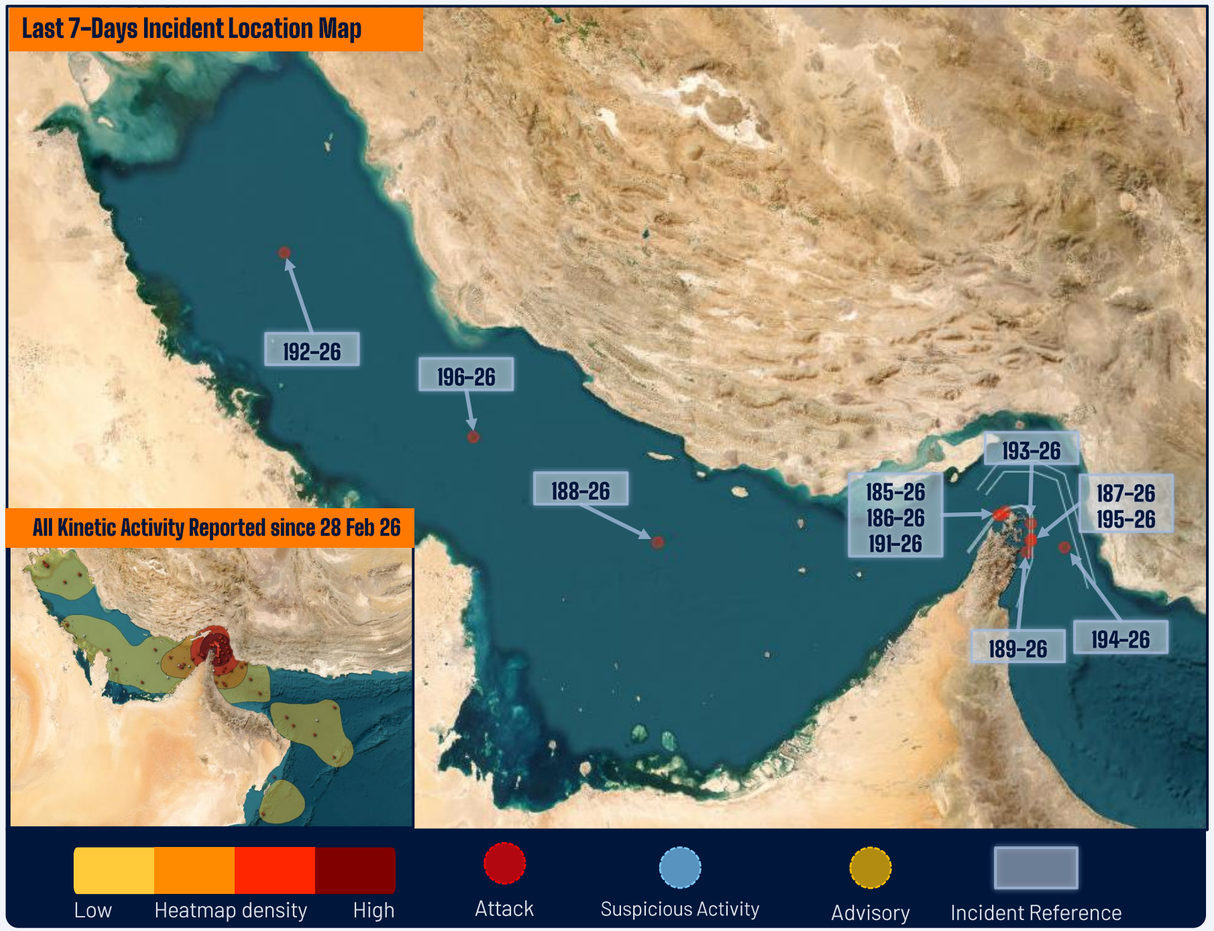
249 DAYS SINCE CONFLICT START (28 FEB 26)

JMIC - ARABIAN GULF	JMIC – STRAIT OF HORMUZ	JMIC - GULF OF OMAN
SUBSTANTIAL	SEVERE	MODERATE

REPORTED EVENTS BY MONTH



Last 7-Days Incident Location Map



OUTCOMES SINCE 28 FEB



INCIDENTS REPORTED TO UKMTO IN THE LAST 7 DAYS

Date	Name	IMO	Type	Position	Event	Product
04/11/2026	WITHHELD	WITHHELD	Tanker	26°58'N 051°37'E	ATTACK	196-26
03/11/2026	WITHHELD	WITHHELD	Tanker	26°09'N 056°34'E	ATTACK	195-26
02/11/2026	WITHHELD	WITHHELD	Dhow	26°06'N 056°52'E	ATTACK	194-26
01/11/2026	WITHHELD	WITHHELD	Bulk Carrier	26°17'N 056°34'E	ATTACK	193-26
01/11/2026	LARGO ATOM	1034747	Tanker	28°25'N 049°56'E	ATTACK	192-26
01/11/2026	WITHHELD	WITHHELD	Offshore	26°21'N 056°18'E	ATTACK	191-26
28/10/2026	WITHHELD	WITHHELD	Tanker	26°03'N 056°31'E	ATTACK	189-26
30/10/2026	WITHHELD	WITHHELD	Tanker	26°08'N 053°15'E	ATTACK	188-26
29/10/2026	WITHHELD	WITHHELD	Tanker	26°10'N 056°34'E	ATTACK	187-26
29/10/2026	RITI	9249075	Tanker	26°23'N 056°20'E	ATTACK	186-26
29/10/2026	WITHHELD	WITHHELD	Cargo Dhow	26°21'N 056°16'E	ATTACK	185-26

Red text denotes approximate position.

UKMTO Comment:

- UKMTO reports only incidents verified through primary sources; additional incidents are known but cannot be independently verified.
- 11 attacks reported this week: 8 in the Strait of Hormuz & 3 in the Arabian Gulf.
- Since 6 Jul, 63 of 88 projectile strikes were on the southern route.
- Of the 11 incidents, 3 continued their voyage, 5 required assistance and 3 Vessels sunk.

UKMTO
UK Maritime Trade Operations

MARITIME INCIDENTS – Red Sea, Gulf of Aden

Week ending: 06 Nov 26
Reporting Range 01 Jan 26 – 04 Nov 26

6
Confirmed Attacks within Defined Area

8
Year to Date Suspicious Activity Reported

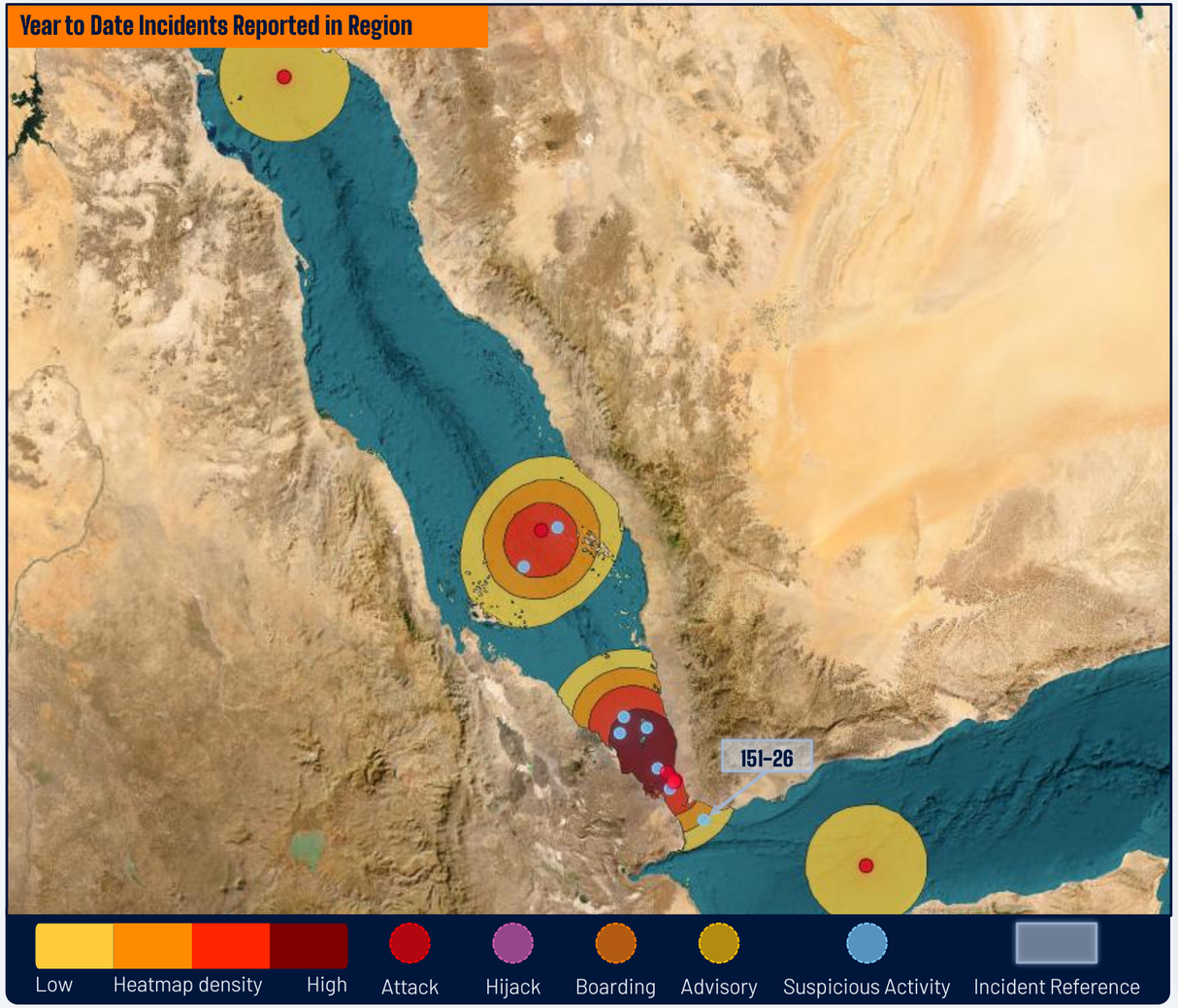
Up
–23%
Bab El-Mandeb Transits Prior to 22 Jul 26

6
Casualties Reported Year to Date

UKMTO Comment:

- No attacks on shipping reported in the Red Sea and Bab el-Mandeb this week. The last was 24 Aug (65 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 interactions with claimed Yemeni Authorities.
- Bab el-Mandeb transits remain 24% 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.
- Recognised Government and Houthi sources provide conflicting accounts, with no clear open-source confirmation of current control of coastal areas following the September offensive.
- JMIC: Southern Red Sea, Bab el-Mandeb and Gulf of Aden are all SUBSTANTIAL threat level.

Year to Date Incidents Reported in Region



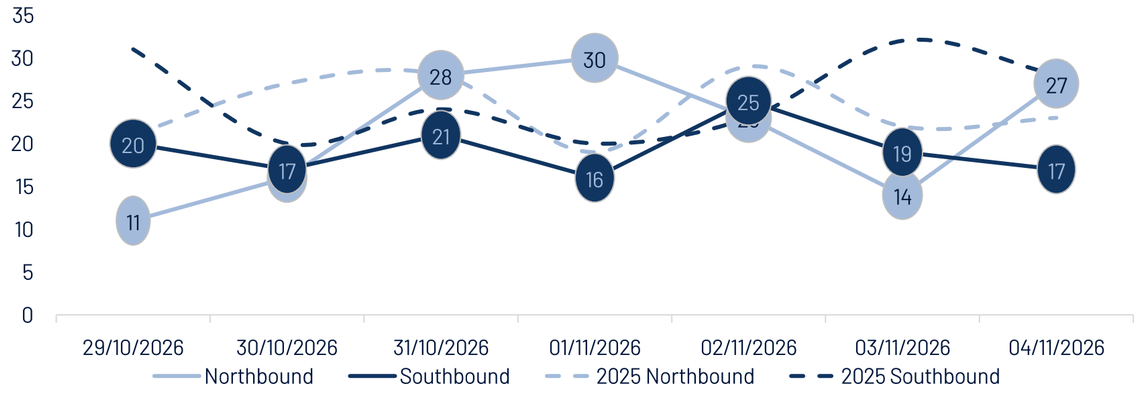
ATTACKS – projectile strikes, near misses & aggressive approaches with weapons discharged

- 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

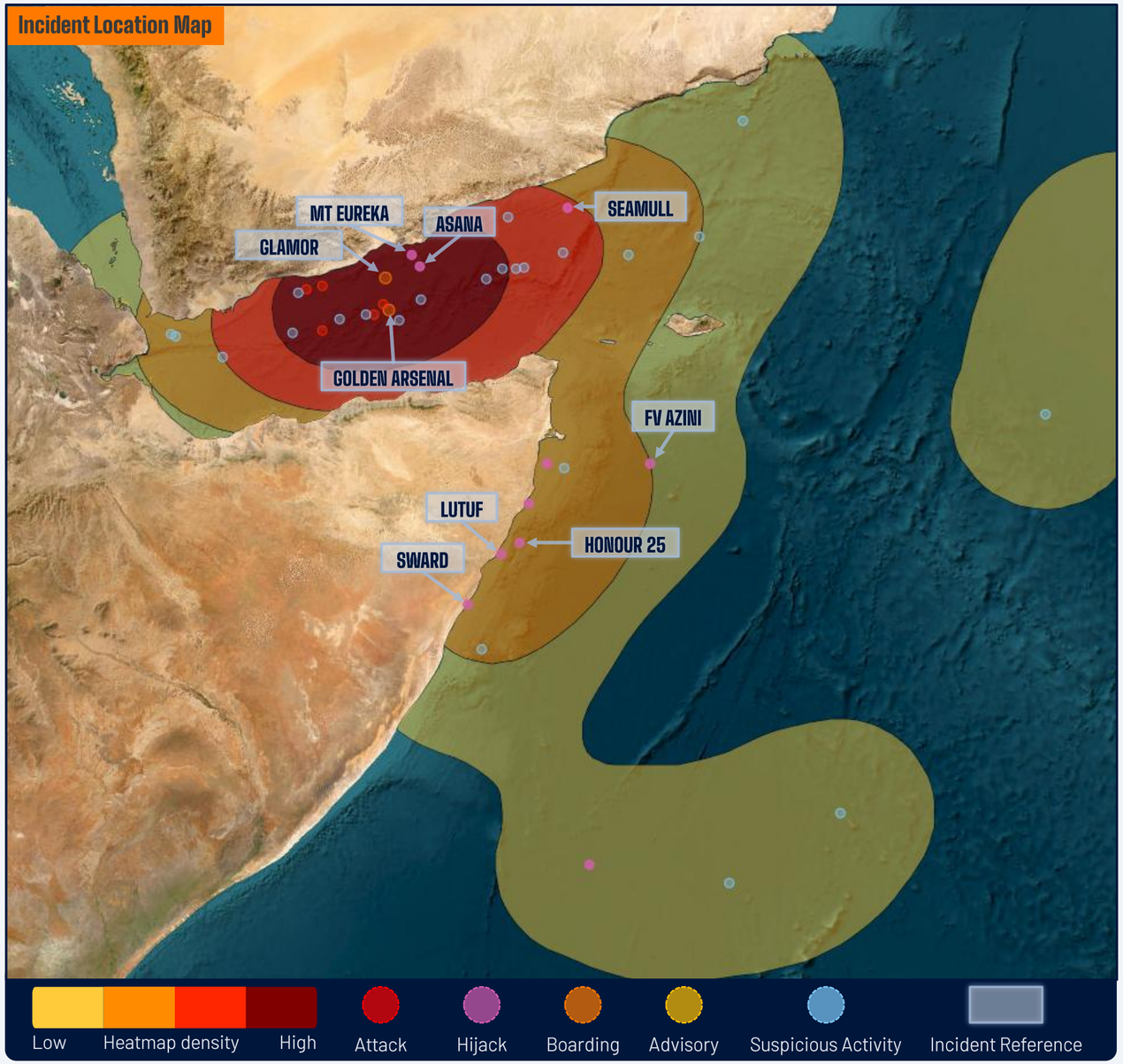
Bab el-Mandeb Transits: Northbound vs Southbound, 2026 vs 2025



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

UKMTO
UK Maritime Trade Operations

Week ending: 06 Nov 26
Reporting Range 01 Jan 26 – 04 Nov 26



44 PIRACY RELATED INCIDENTS YTD

11 BOARDING & HIJACKS YEAR TO DATE

5 ATTACKS YEAR TO DATE

28 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
30/10/26	FV AZINI	Nul	FISHING VESSEL	09°54'N,053°04'E	HIJACK	190-26	Released 02 Nov 26
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	~103 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	SWARD	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 to 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 to UKMTO in the last 7 days within the defined area

UKMTO Comment:

- One vessel remains under pirate control as of 28 Oct: ASANA, held since 17 Jul.
- Five vessels have been released or recovered since 19 Aug (LUTUF, SWARD, SEAMULL, HONOUR 25 and EUREKA).
- 1 new piracy incident 184-26 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.
- On 1 Nov, a large FV was hijacked in an attempt to re-role the vessel into a Pirate Action Group (PAG) mothership. This would have enabled unauthorised personnel boarding the vessel to sustain piracy operations further offshore. On 2 Nov, the Indian Navy successfully recovered the vessel, detained unauthorised persons onboard and safely rescued the original crew.

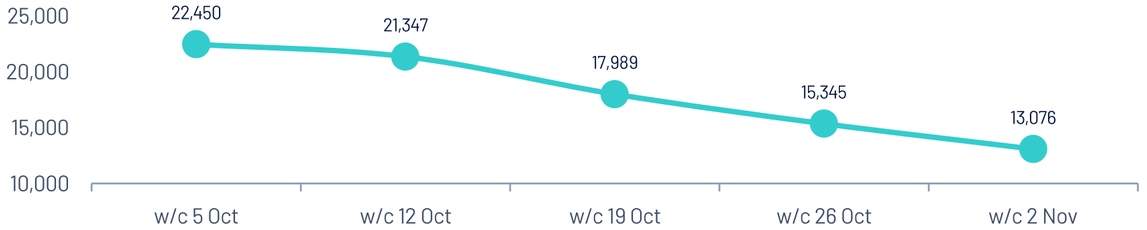
GNSS INTERFERENCE

UKMTO
UK Maritime Trade Operations

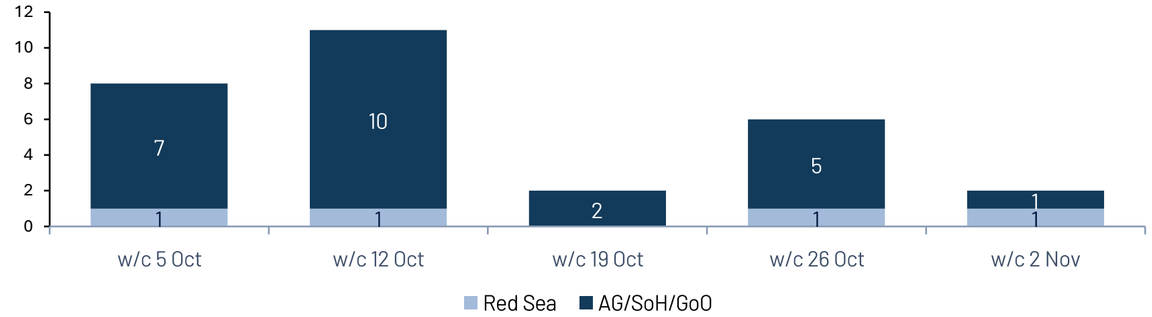
Week ending: 6th Nov 26
Reporting Range 01 Jan 26 – 5th Nov 26

716 +30	**24** -4 vs prev wk	**3** - 1 vs prev wk	**33** - 6 vs prev month	**17,976** +14%	**80,352**
GNSS REPORTS YTD	REPORTS IN LAST 30 DAYS	REPORTS IN LAST 7 DAYS	REPORTS IN OCTOBER	ANOMALOUS POSITIONS LAST 7 DAYS	PEAK WEEKLY ANOMALOUS AIS (W/C 7 SEP) YTD

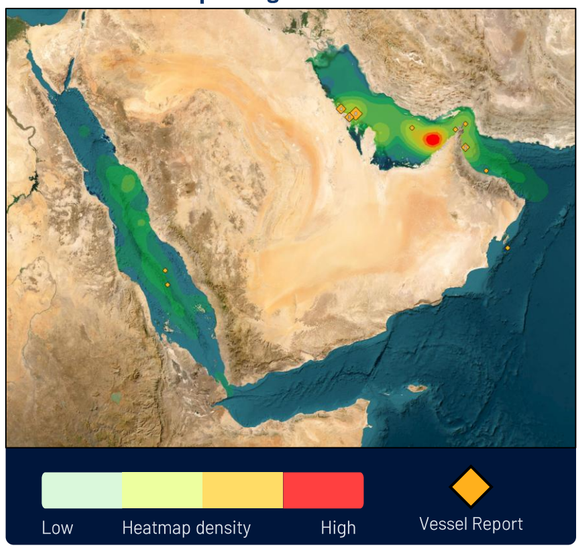
ANOMALOUS AIS POSITIONS PER WEEK



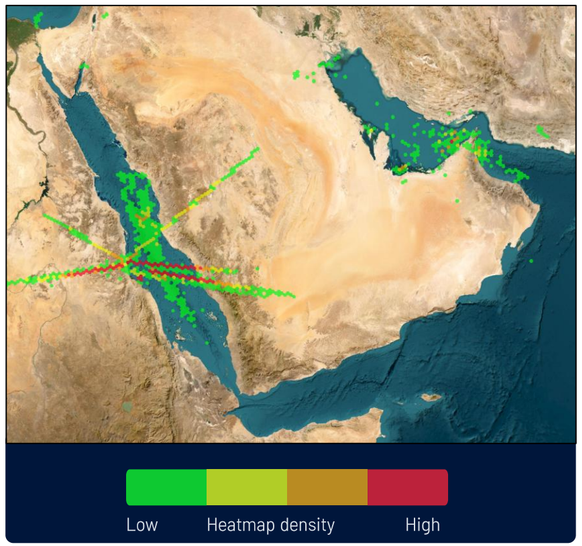
GNSS REPORTS PER WEEK



Vessel Reporting GNSS Interference



Last 30 Days Anomalous AIS Positions



WHAT IS GNSS INTERFERENCE?

Jamming blocks satellite signals: the receiver loses position.

Spoofing sends false signals: the receiver shows a wrong position, sometimes ashore or moving in circles.

Both can affect AIS, ECDIS and anything that relies on GNSS time or position.

RECOGNISE & REPORT GNSS INTERFERENCE to Watchkeepers@ukmto.org

UKMTO Comment:

- 3 vessel report this week (4 last week). 30-day reports 24 (28 last week) and 7-day anomalous AIS positions dropped slightly to 18,065 (15,714 last week).
- No change to hotspots of GNSS interference, remains concentrated in the Red Sea, Gulf of Oman and Arabian Gulf
- Areas of vessel reporting closely align with observed AIS spoofing, anomalous positions and movement patterns.
- Changes in report numbers do not necessarily reflect changes in the level of interference, as reporting is voluntary and depends on AIS availability

UKMTO
UK Maritime Trade Operations

WARNING & ADVISORY SUMMARY REPORTED TO UKMTO LAST 7-DAYS

Week ending: 06 Nov 26

WARNING (ATTACK) 196-26	DATE 04 NOV 26	VESSEL WITHHELD	POSITION 26°58'N 051°37'E	AREA ARABIAN GULF
	A Marshall islands flagged tanker is reported to have been struck by two unknown projectiles while transiting the Arabian Gulf. The vessel is drifting and is being supported by local authorities.			
WARNING (ATTACK) 195-26	DATE 03 NOV 26	VESSEL WITHHELD	POSITION 26°09'N 056°34'E	AREA STRAIT OF HORMUZ
	A Barbados flagged tanker was struck by two unknown projectiles on their port side while transiting the Strait of Hormuz, resulting in a fire in the engine room. The tanker paused their transit and was able to bring the fire under control. The crew are reported safe and arrived at the next port of call.			
WARNING (ATTACK) 194-26	DATE 02 NOV 26	VESSEL WITHHELD	POSITION 26°06'N 056°52'E	AREA STRAIT OF HORMUZ
	UKMTO received third party reports of a dhow being struck by an unknown projectile. One crew member deceased and 13 other rescued by local authorities.			
WARNING (ATTACK) 193-26	DATE 01 NOV 26	VESSEL WITHHELD	POSITION 26°17'N 056°34'E	AREA STRAIT OF HORMUZ
	A Panama flagged bulk carrier was transiting the Strait of Hormuz when they observed an explosion but continued their transit. The crew noticed some damage to the cargo hold while awaiting a pilot. A lot of debris was found inside the hold and crew kept away from the area.			
WARNING (ATTACK) 192-26	DATE 01 NOV 26	VESSEL LARGO ATOM	POSITION 28°25'N 049°56'E	AREA ARABIAN GULF
	A Liberia flagged tanker reported being struck by 2 unknown projectiles on the port side. The tanker lost power and steering. The crew were able to recover the engines and proceeded safely to its next port of call.			
WARNING (ATTACK) 191-26	DATE 01 NOV 26	VESSEL WITHHELD	POSITION 26°21'N 056°18'E	AREA STRAIT OF HORMUZ
	A Panama flagged supply vessel was struck by an unknown projectile. A nearby merchant vessel rendered assistance and rescued all crew members. The supply vessel reportedly sunk as a result of the incident.			
WARNING (ATTACK) 190-26	DATE 30 OCT 26	VESSEL FV AZINI	POSITION 09°54'N, 053°04'E	AREA SOMALI BASIN
	UKMTO received information regarding an Iranian flagged fishing vessel being hijacked off the coast of Somalia. Reportedly 10–12 armed persons boarded the vessel. On the 2nd Nov, the crew and fishing vessel was rescued by Indian navel forces with no casualties reported.			
WARNING (ATTACK) 189-26	DATE 28 OCT 26	VESSEL WITHHELD	POSITION 26°03'N 056°31'E	AREA STRAIT OF HORMUZ
	UKMTO received reports of a Liberian flagged tanker being struck by an unknown projectile while conducting an outbound Straits of Hormuz transit. Crew are reportedly safe and well.			
WARNING (ATTACK) 188-26	DATE 30 OCT 26	VESSEL WITHHELD	POSITION 26°08'N 053°15'E	AREA ARABIAN GULF
	A Marshall Islands LNG Carrier reports being stuck on the port side by three unknown projectiles resulting in a fire in the engine room and accommodation block. The fire was later extinguished, and the vessel was able to return to port under her own power. No injuries reported.			
WARNING (ATTACK) 187-26	DATE 29 OCT 26	VESSEL WITHHELD	POSITION 26°10'N 056°34'E	AREA STRAIT OF HORMUZ
	A Panama flagged tanker observed a small manned craft approaching their port side and placed 2 unidentified objects on the hull above the waterline. This resulted in an explosion and subsequent fire in the engine room. The vessel was able to get back underway and proceeded to their next port of call.			
WARNING (ATTACK) 186-26	DATE 29 OCT 26	VESSEL RITI	POSITION 26°23'N 056°20'E	AREA STRAIT OF HORMUZ
	A Panama flagged tanker reportedly struck by an unknown projectile causing a small fire onboard and resulting in loss of propulsion and navigation systems. Vessel is being supported by local authorities, no injuries to crew were reported.			
WARNING (ATTACK) 185-26	DATE 29 OCT 26	VESSEL WITHHELD	POSITION 26°21'N 056°16'E	AREA STRAIT OF HORMUZ
	A Indian flagged dhow was reported to be involved in an incident and subsequently sunk. No injuries to crew have been reported to UKMTO.			

LEXICON

UKMTO
UK Maritime Trade Operations

ABOUT THIS REPORT

What it is
UKMTO's weekly summary of maritime security incidents, Strait of Hormuz transits and GNSS interference reported to, or observed by, UKMTO across the VRA (Suez to 10°S and 78°E).

What it is not
Not navigational advice, a routing recommendation, operational direction or an attribution of responsibility. Not a complete record: reporting is voluntary and some incidents cannot be independently verified. Read alongside company procedures, Flag State guidance, BMP MS and your own risk assessment.

How it is produced
OFFICIAL, from commercial AIS, geospatial analysis, vessel and industry reporting, open source and partners (JMIC, MSCIO, IFC-IOR, US NCAGS, MICA Center). Cross-referenced where practicable. Open source may help identify incidents but is not verification in itself.

REPORTING PERIODS

Week ending / Reporting Range
Publication date / the period the data covers, normally ending two days earlier. SoH slides run from 28 Feb 2026; other slides from 1 Jan 2026.

YTD / Last 7 days
From 1 Jan 2026 unless shown / the seven days to the end of the Reporting Range.

PRODUCTS AND EVENTS

Warning
Alerts industry to attacks, boardings, hijackings and other maritime security incidents in the VRA.

Advisory
A security report that does not meet the BMP criteria for a Warning, published for situational awareness.

Product reference (e.g. 001-26)
Sequential product number. Links the map label, table row and Warning & Advisory Summary entry.

Attack
Hostile action against a vessel, including weapons, missiles or loitering munitions on or near it.

Hijack / Kidnap
Attackers take control of a ship / forcible removal of persons from a vessel.

Illegal / Attempted Boarding
Boarding without lawful authority, without taking control / a close approach with intent to board that is unsuccessful or prevented.

Suspicious Activity
Actions or circumstances that may indicate a threat: unusual behaviour, high-speed approaches, multiple skiffs, activity inconsistent with normal operations.

DATA TERMS AND CONVENTIONS

Combined transits
AIS-derived transits (operator-verified, S&P Global data) plus US-stated facilitated transits from US NCAGS. Facilitated figures cannot be independently verified in full.

AIS dark / Pre-conflict average
A vessel transiting without AIS / average weekly transits before 28 Feb 2026 (state AIS only or combined).

GNSS reports and heatmaps
Reports voluntarily submitted by vessels, checked against anomalous AIS positions. Heatmaps reflect reporting volume, not the absolute level of interference.

WITHHELD
Vessel name or IMO number not published.

Red text
Approximate position, or unknown ownership / suspected false flag.

Trend (Up / Down / Level)
Direction against the previous weekly report only. Not a judgement of improvement or deterioration.

Outcomes
Total loss; Required assistance (tug, salvage, evacuation, not under command); Continued voyage.

JMIC THREAT LEVELS

LOW	MODERATE	SUBSTANTIAL	SEVERE	CRITICAL
An attack is highly unlikely	An attack is possible but not likely	An attack is a strong possibility	An attack is highly likely	An attack is almost certain

Assessed by the Joint Maritime Information Center (JMIC), not by UKMTO

REPORTING TO UKMTO Register with UKMTO on entering the VRA. Report what you see and experience, however minor it seems. If a vessel is registered, UKMTO can contact it directly if an incident occurs in the vicinity, giving timely warning. Questions or feedback: info@ukmto.org

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

For more UKMTO Reporting and Products

www.ukmto.org