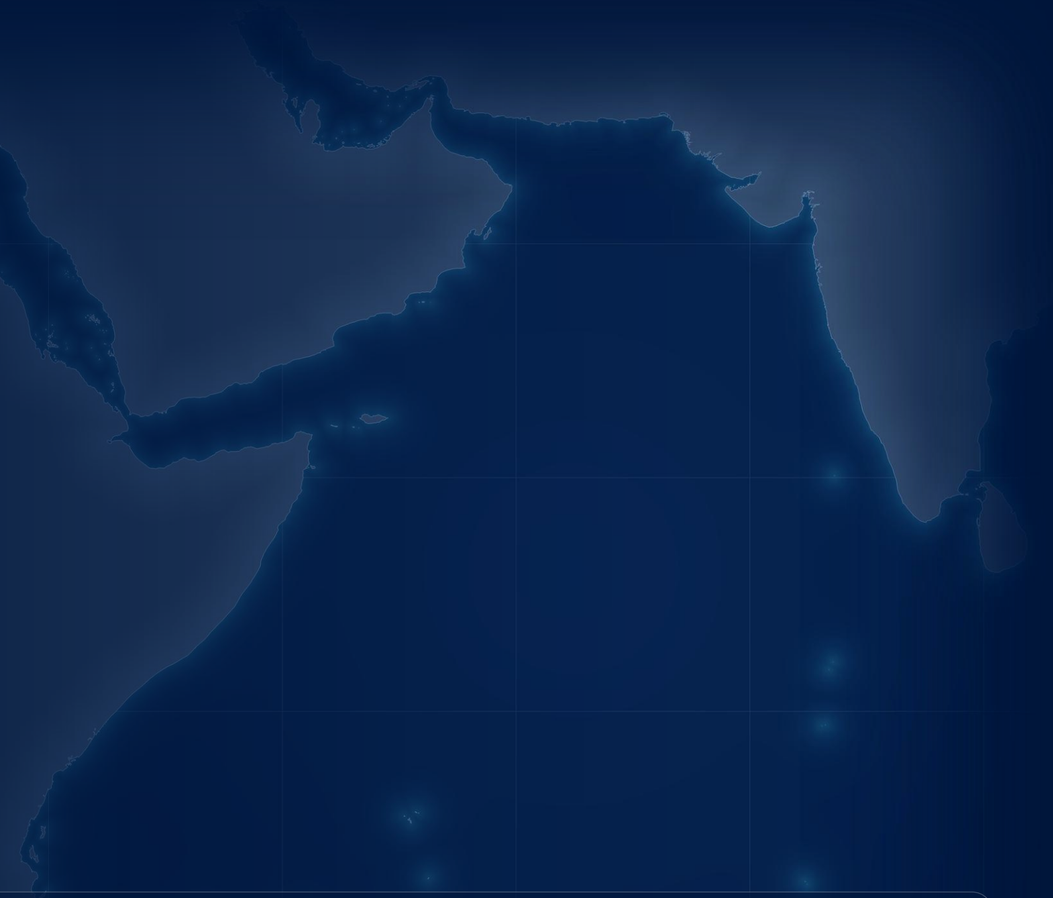
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VOLUNTARY REPORTING AREA

WEEKLY OVERVIEW



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

PRODUCED
13 Nov 2026

REPORT
No. 15

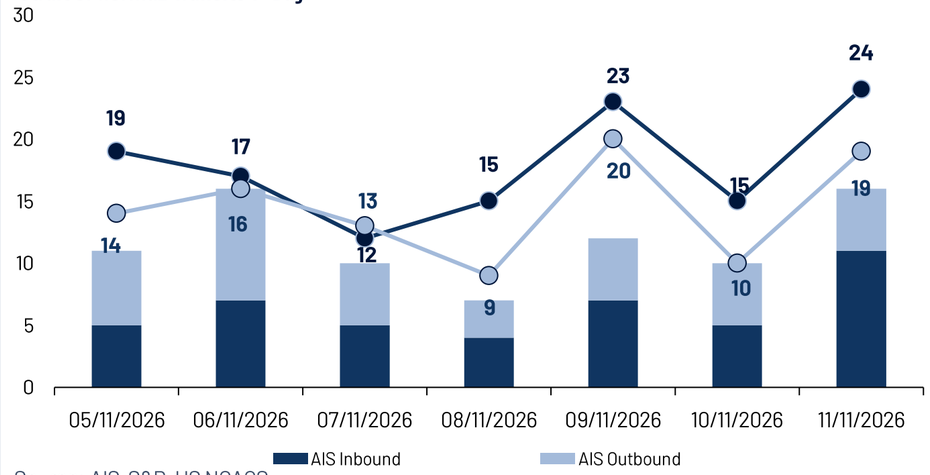
173	23	163	6	44
WARNINGS YTD	ADVISORIES YTD	IRAN–US CONFLICT RELATED INCIDENTS YTD	RED SEA ATTACKS ON SHIPPING YTD	PIRACY RELATED INCIDENTS YTD

STRAIT OF HORMUZ TRANSIT OVERVIEW

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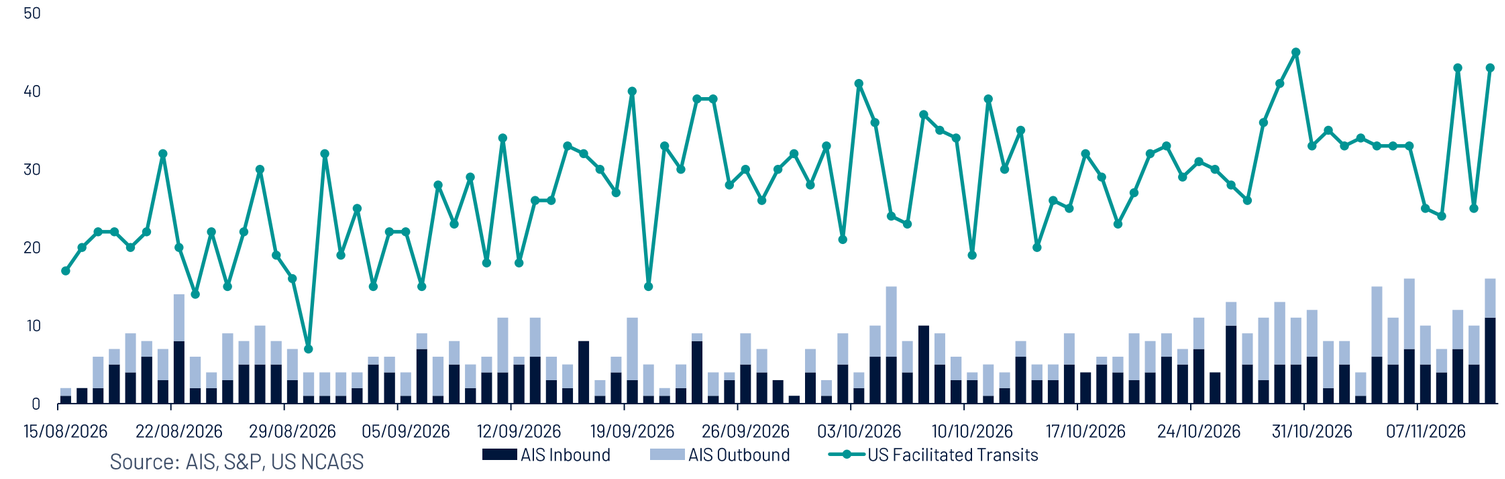
Week ending: 13 Nov 26
Reporting Range 28 Feb 26 – 11 Nov 26

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

139 Down

Total of AIS derived and US stated facilitated transits

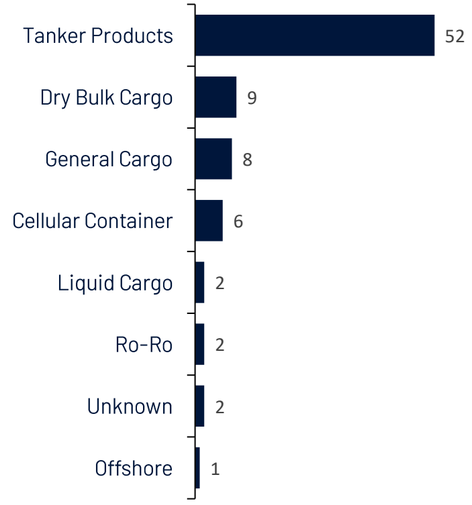
TOTAL INBOUND TRANSITS LAST 7 DAYS

169 Up

Total of AIS derived and US stated facilitated transits

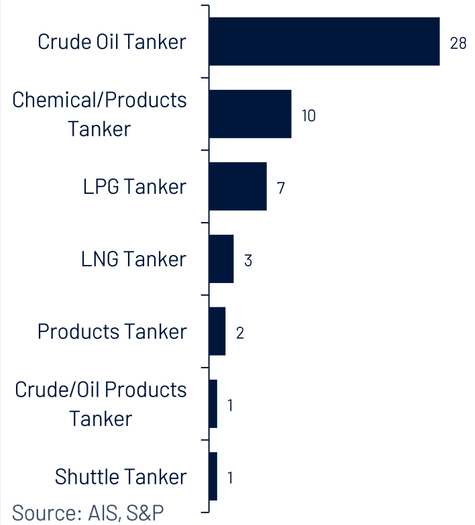
102 **INCIDENTS REPORTED TO UKMTO DURING STRAIT OF HORMUZ SINCE 28 FEB 26**

7-Day Vessel Types



Source: AIS, S&P

7-Day Tanker Types



Source: AIS, S&P

7-Day Flags of Registration	Count
Liberia	31
Marshall Islands	8
Comoros	6
Panama	5
Barbados	4

7-Day Economic Benefit	Count
United Arab Emirates	19
South Korea	15
Greece	8
Marshall Islands	7
China	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 139 outbound and 169 inbound (170 & 155 last week), approximately 65% below pre-conflict levels. AIS observed transits rose to 82 (71 last week) while US-stated facilitated transits were roughly level, about 2.5:1. US NCAGS reporting 50% 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.

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

Week ending: 13 Nov 26
Reporting Range 28 Feb 26 – 11 Nov 26

141 REPORTS OF DAMAGE TO VESSELS YTD — ⬆ Up

13 NEAR MISS REPORTS YTD

86 INJURY / FATALITIES YTD — ⬆ Up

163 TOTAL EVENTS REPORTED YTD

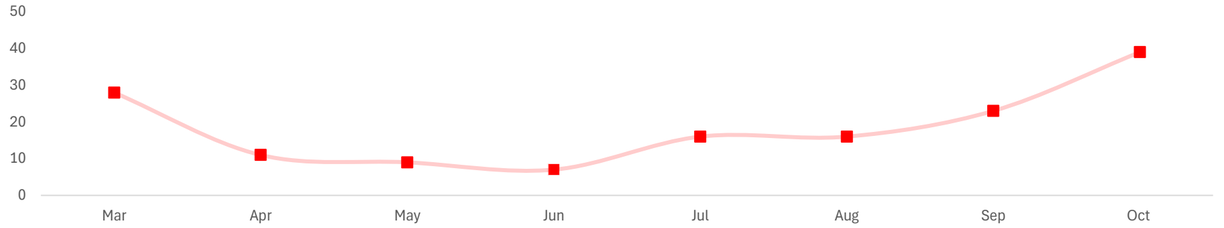
256 DAYS SINCE CONFLICT START (28 FEB 26)

JMIC - ARABIAN GULF: **SUBSTANTIAL**

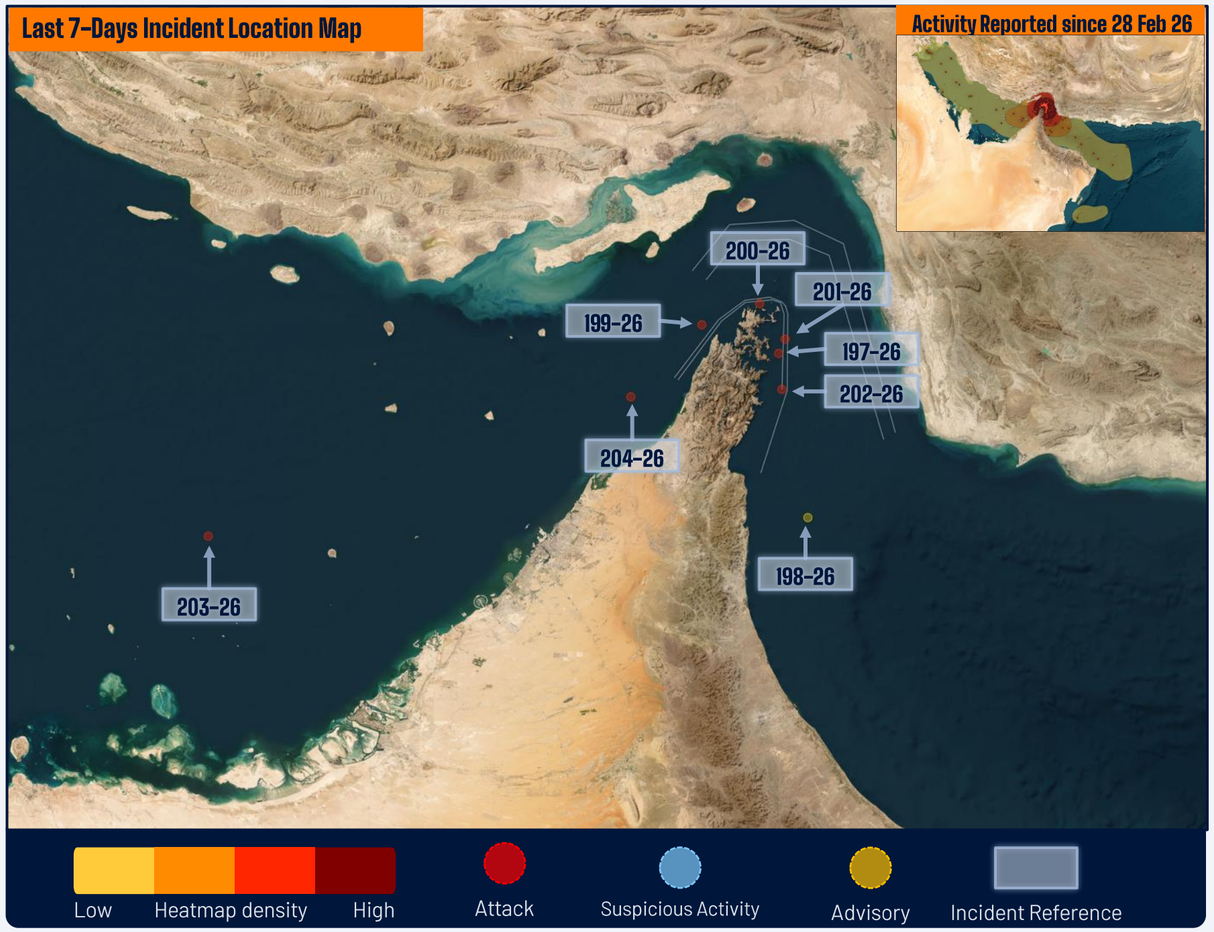
JMIC – STRAIT OF HORMUZ: **SEVERE**

JMIC - GULF OF OMAN: **MODERATE**

REPORTED EVENTS BY MONTH



Last 7-Days Incident Location Map



OUTCOMES SINCE IRAN-US MOU EXPIRED 17 AUG 26



INCIDENTS REPORTED TO UKMTO IN THE LAST 7 DAYS

Date	Name	IMO	Type	Outcome	Event	Product
11/11/2026	WITHHELD	WITHHELD	Tanker	Abandoned	ATTACK	204-26
10/11/2026	WITHHELD	WITHHELD	Tanker	Unknown	ATTACK	203-26
10/11/2026	WITHHELD	WITHHELD	Tanker	Towed	ATTACK	202-26
10/11/2026	WITHHELD	WITHHELD	Tanker	Continued Safely	ATTACK	201-26
07/11/2026	WITHHELD	WITHHELD	Tanker	Continued Safely	ATTACK	200-26
07/11/2026	WITHHELD	WITHHELD	Tanker	Unknown	ATTACK	199-26
07/11/2026	HUDA	9197088	Bulk Carrier	Awaiting Tow	ADVISORY	198-26
05/11/2026	WITHHELD	WITHHELD	Tanker	Continued Safely	ATTACK	197-26

UKMTO Comment:

- UKMTO only reports incidents verified through primary sources; additional incidents are known but cannot be independently verified.
- 8 incidents reported this week: 5 in the Strait of Hormuz, 1 in the Gulf of Oman & 2 in the Arabian Gulf. 3 Continued voyage, 3 required assistance, 2 unknown outcomes and none reported sunk.
- Since 6 Jul, most projectile strikes were on the southern route.
- Of all the vessels currently on the Iranian PGSA Non-Compliance List (NCL), 42% have been involved in incidents within the Arabian Gulf, SoH and Gul of Oman.
- Since the expiry of the Iran/US MOU on the 17 Aug, less than 10% of all vessels reported as attacked, have been confirmed as lost or sunk. Nearly 40% of all reported vessel attacks were confirmed to have continued their transit safely, with just over 50% still to be verified or requiring assistance and awaiting further investigation.

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MARITIME INCIDENTS – Red Sea, Gulf of Aden

Week ending: 13 Nov 26
Reporting Range 01 Jan 26 – 11 Nov 26

6
Confirmed Attacks within Defined Area

8
Year to Date Suspicious Activity Reported

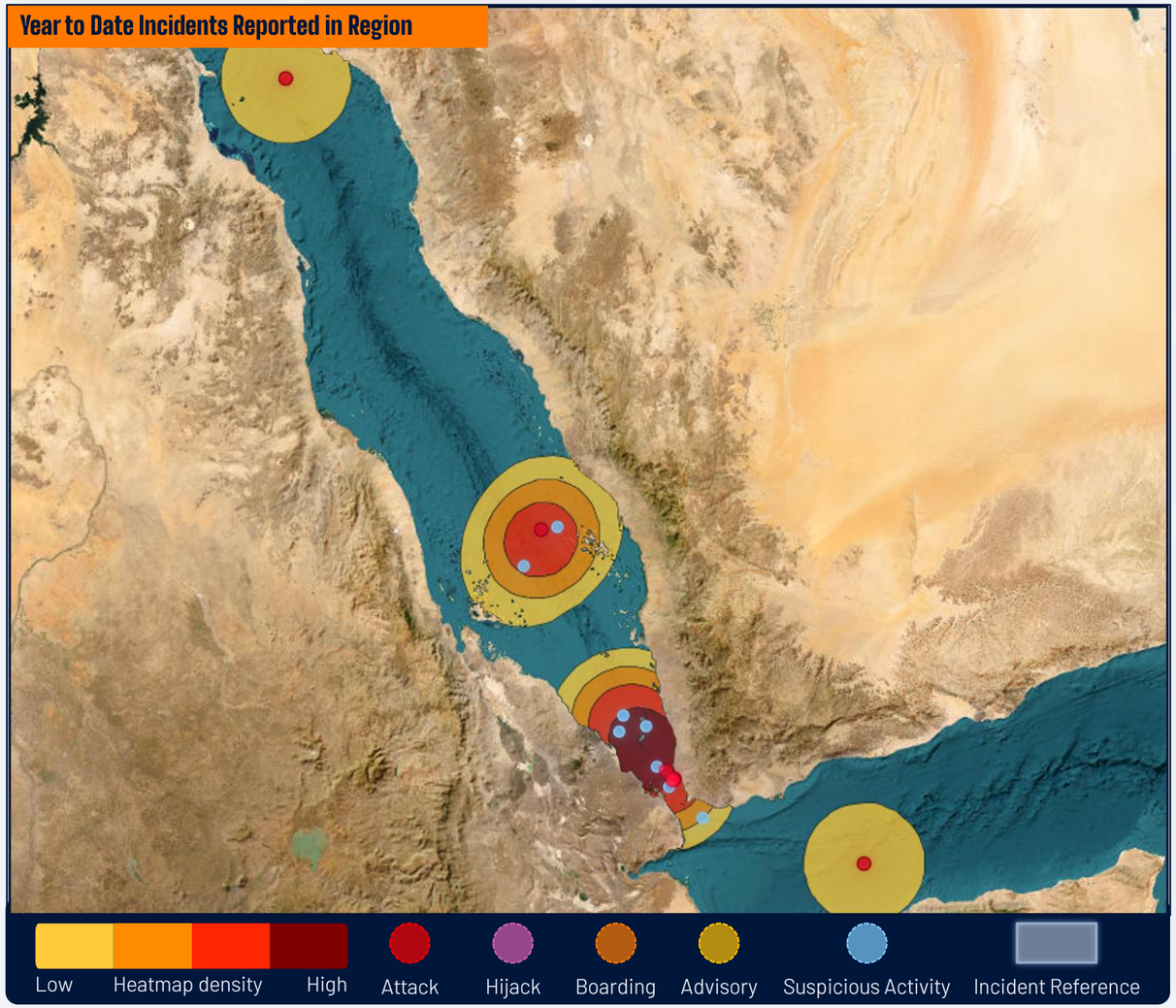
Up
–24%
Bab El-Mandeb Transits Prior to 22 Jul 26

6
Casualties Reported Year to Date

UKMTO Comment:

- No attacks on shipping reported in the Red Sea and Bab el-Mandeb this week, and none since 24 Aug (79 days). No suspicious activity has been reported to UKMTO in the last 30 days.
- MSCIO reported a large explosion on the sea surface near the Bab el-Mandeb at 22:45 UTC on 6 Nov (suspicious activity alert 208)
- Bab el-Mandeb transits remain ~24% below levels prior to 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 give conflicting accounts of control of coastal areas following the September offensive, with no clear open-source confirmation.
- JMIC: Southern Red Sea, Bab el-Mandeb and Gulf of Aden are all SUBSTANTIAL.

Year to Date Incidents Reported in Region



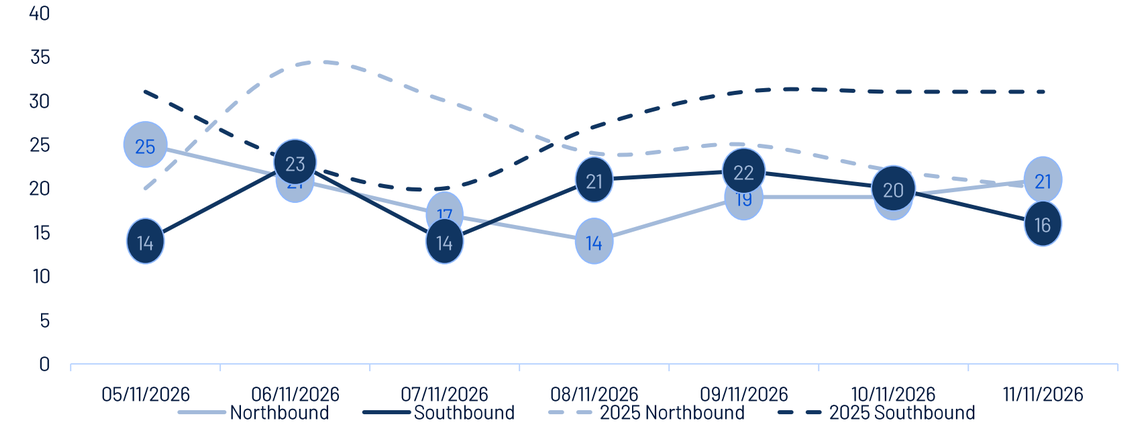
ATTACKS – projectile strikes, near misses & aggressive approaches with weapons discharged

- No attacks reported UKMTO in the last 30 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 30 days within the defined area

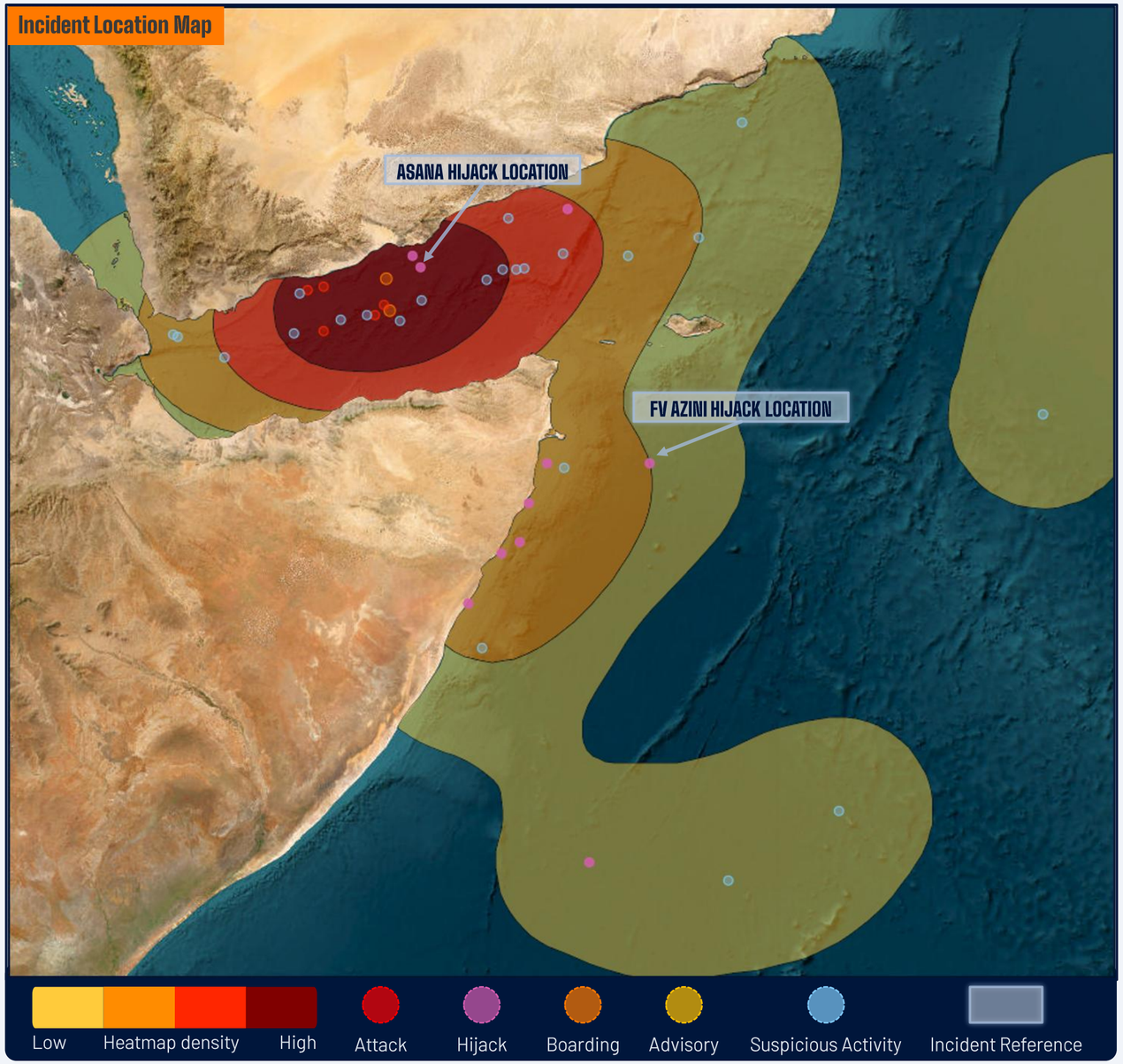
Bab el-Mandeb Transits: Northbound vs Southbound, 2026 vs 2025



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

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Week ending: 13 Nov 26
Reporting Range 01 Jan 26 – 11 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
17/07/26	ASANA	9035838	TANKER	13°36'N, 048°37'E	HIJACK	090-26	~110 days in captivity

ATTACKS – aggressive approach with weapons discharged

- No attacks reported to UKMTO in the last 30 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 30 days within the defined area

UKMTO Comment:

- One vessel remains under pirate control as of 11 Nov: ASANA, held since 17 Jul (~117 days)
- Six vessels have been released or recovered since 28 Aug: LUTUF, SWARD, SEAMULL, HONOUR 26, EUREKA and FV AZINI.
- FV AZINI, a fishing vessel, was hijacked on 30 Oct in an apparent attempt to re-role it as a Pirate Action Group (PAG) mothership. On 2 Nov the Indian Navy recovered the vessel, detained those on board and rescued the crew.
- Seas have been calmer since the south-west monsoon eased in September, which historically favours small boat activity. In its report for 18-25 Sep, EUNAVFOR ATALANTA advised vessels to maintain heightened vigilance, adhere to BMP MS and report suspicious activity immediately to MSCIO AND UKMTO. UKMTO encourages all Masters in the Gulf of Aden, Somali Basin and Arabian Sea to register and report anything suspicious, however minor it seems.
- JMIC: Gulf of Aden SUBSTANTIAL; Somali Basin / Somali Coast MODERATE.

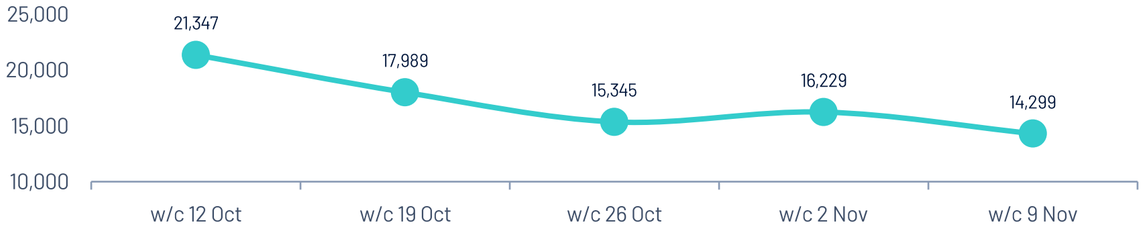
GNSS INTERFERENCE

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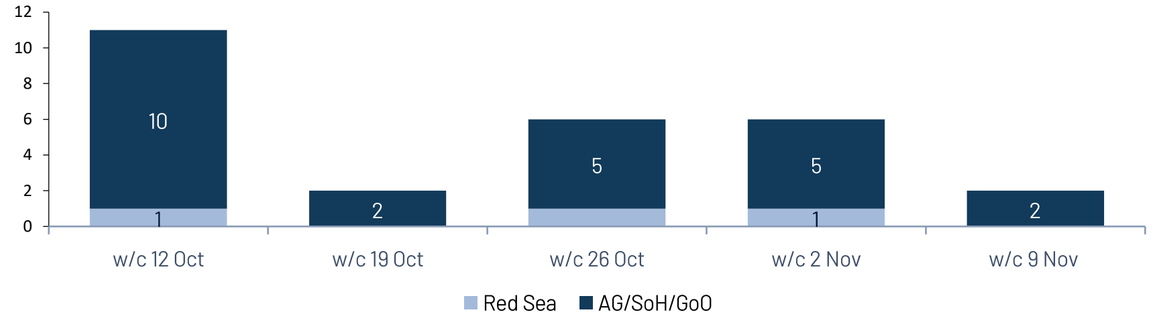
Week ending: 13th Nov 26
Reporting Range 01 Jan 26 – 11th Nov 26

722 +6	**23** -5 vs prev wk	**6** + 2 vs prev wk	**33** - 6 vs prev month	**15,374** -2%	**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

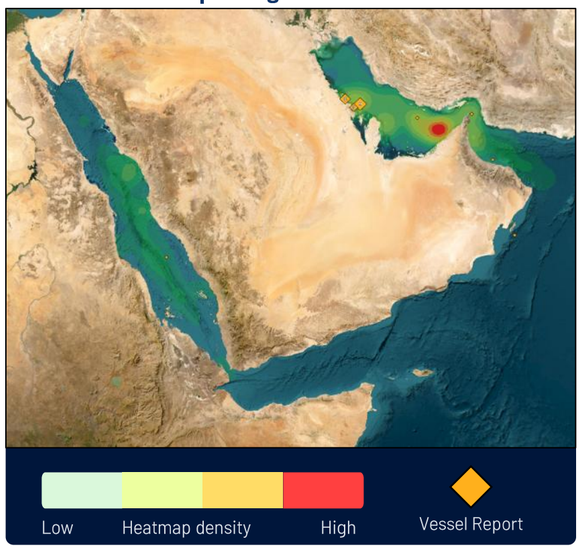
ANOMALOUS AIS POSITIONS PER WEEK



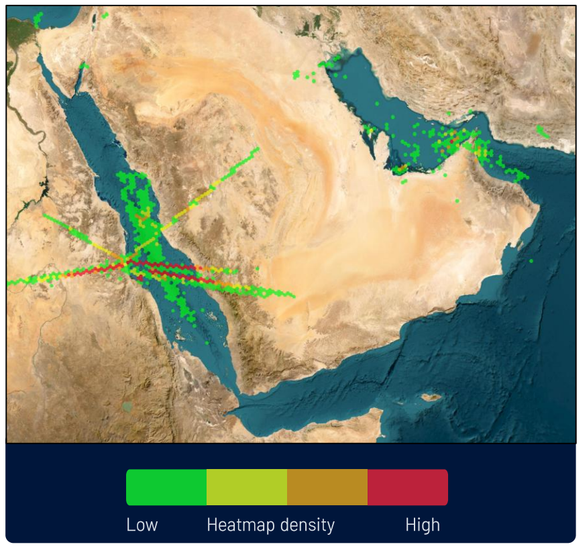
GNSS REPORTS PER WEEK



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:

- 6 vessel report this week (4 last week). 30-day reports 23 (28 last week) and 7-day anomalous AIS positions dropped slightly to 15,374 (17,976 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

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WARNING & ADVISORY SUMMARY REPORTED TO UKMTO LAST 7-DAYS

Week ending: 13 Nov 26

WARNING (ATTACK) 204-26	DATE 11 NOV 26	VESSEL WITHHELD	POSITION 25°58'N 055°45'E	AREA STRAIT OF HORMUZ
	JMIC Comment: UKMTO received a time-late report that at 111800Z a tanker, was struck by an unknown projectile in the engine room, 14 NM northwest of Ra's al Khaymah, UAE. No casualties have been reported, and all crew have been evacuated safely. Fire fighting efforts were ongoing at the time of the report.			
WARNING (ATTACK) 203-26	DATE 10 NOV 26	VESSEL WITHHELD	POSITION 25°18'N 053°34'E	AREA ARABIAN GULF
	JMIC Comment: UKMTO received a time-late report that on 10 Nov a tanker, was struck by an unknown projectile whilst travelling eastbound in the Arabian Gulf. Multiple casualties were sustained and have been taken ashore for medical assistance. All remaining crew are safe and accounted for. No damage assessment or environmental impact were available at the time of the report.			
WARNING (ATTACK) 202-26	DATE 10 NOV 26	VESSEL WITHHELD	POSITION 26°00'N 056°33'E	AREA STRAIT OF HORMUZ
	JMIC Comment: UKMTO received a report from military authorities of an attack against a vessel,Omani authorities reported the attack on the vessel at approx. 0200 UTC north of Khasab, Oman. The crew was reported safe and environmental damage was unknown.			
WARNING (ATTACK) 201-26	DATE 10 NOV 26	VESSEL WITHHELD	POSITION 26°14'N 056°34'E	AREA STRAIT OF HORMUZ
	JMIC Comment: UKMTO received a report that on 10 Nov a tanker reported being struck by an unknown projectile 19 NM northeast of Lima, Oman, at 1338 UTC. The crew was reported safe and no environmental damage reported.			
WARNING (ATTACK) 200-26	DATE 07 NOV 26	VESSEL WITHHELD	POSITION 26°24'N 056°26'E	AREA STRAIT OF HORMUZ
	JMIC Comment: UKMTO received a time-late report that on 07 Nov the Company Security Officer of a tanker reported that the vessel was struck by an unknown projectile while transiting outbound through the Strait of Hormuz. All crew are safe and accounted for and there is no reported environmental impact.			
WARNING (ATTACK) 199-26	DATE 07 NOV 26	VESSEL WITHHELD	POSITION 26°18'N 056°08'E	AREA STRAIT OF HORMUZ
	JMIC Comment: UKMTO received a time-late report that on 07 Nov military authorities reported that a tanker approx. 8 NM northwest of Khasab, Oman, was on fire, which resulted in the evacuation of the crew.			
ADVISORY 198-26	DATE 07 NOV 26	VESSEL HUDA	POSITION 25°24'N 056°41'E	AREA GULF OF OMAN
	JMIC Comment: UKMTO reported that on 07 Nov, a vessel identified by US CENTCOM as the HUDA, was disabled by military forces in the Gulf of Oman, approx. 18 NM east of Khor Fakkan, UAE. CENTCOM stated that U.S. forces disabled the vessel after its crew ignored repeated warnings and attempted to violate the naval blockade; a U.S. military aircraft fired precision munitions at the stern after directing the crew to abandon targeted spaces. Status of the crew, damage assessment and environmental impact were unknown at the time of the UKMTO report.			
WARNING (ATTACK) 197-26	DATE 05 NOV 26	VESSEL WITHHELD	POSITION 26°10'N 056°32'E	AREA STRAIT OF HORMUZ
	JMIC Comment: UKMTO reported that on 05 Nov the Master of a tanker transiting the Strait of Hormuz outbound reported an explosion at the waterline, port side, approx. 16 NM east of Khasab, Oman. The crew reported safe, and the vessel continued its voyage. Also reported by MSCIO in 171/26.			

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SINGLE INFORMATION FRAMEWORK REPORTS

JMIC REPORTING

ABOUT JOINT MARITIME INFORMATION CENTER (JMIC)

Joint Maritime Information Center (JMIC) is a Combined Maritime Forces (CMF) capability operating in close cooperation with maritime stakeholder organizations that support a Single Information Framework (SIF) process. The JMIC seeks, where possible, participation from multiple military stakeholders including Naval Cooperation and Guidance for Shipping (NCAGS) and Information Fusion Centers (IFC) specialists to fuse open source.

ALL JMIC Products

Link: JMIC Products

JMIC Products within last 7 days

JMIC Advisory Note 113 - 12 Nov 26:
JMIC Advisory Note 113

JMIC Advisory Note 112 - 8 Nov 26
JMIC Advisory Note 112

MSCIO REPORTING

ABOUT THE MARITIME SECURITY CENTRE INDIAN OCEAN (MSCIO)

The Maritime Security Centre Indian Ocean (MSCIO) is an initiative of the European Union Naval Force (EUNAVFOR) ATALANTA, established to enhance maritime security across the Red Sea, Gulf of Aden, Indian Ocean, and Persian Gulf. The MSCIO plays a crucial role in safeguarding global trade routes and ensuring freedom of navigation in one of the world's most strategically significant waterways. With up to 47% (EUROSTAT) of the European Union's trade by volume being transported by sea and 10% (IMO) of global trade being transported through the Gulf of Aden. The MSCIO's mission is essential to the welfare and prosperity of nations.

MSCIO Products within last 7 days

ALERT SUSPICIOUS ACTIVITY – 7 Nov 26:
A large explosion on the sea surface reported at 22:45 UTC on 6 Nov 26 in the vicinity of the Bab el-Mandeb Strait.

Link: https://www.mscio.eu/alerts/208

MSCIO WEBSITE

https://www.mscio.eu/

MICA CENTER REPORTING

ABOUT MARITIME INFORMATION COOPERATION & AWARENESS CENTER (MICA)

Based in Brest and placed under the direct authority of the Deputy for Operations of the Chief of Staff for the French Navy, the MICA Center collects, verifies and relays useful information relating to security events to all actors in the field of maritime industry, as part of the Voluntary Naval Cooperation (CNV: Coopération Navale Volontaire), but also to all the stakeholders involved in certain tension areas such as the Gulf of Guinea (MDAT-GoG). MICA Center is designed to process maritime security data worldwide. To this end, it maintains a vast dedicated network, particularly in the Indian Ocean and the Pacific. Its main objectives are to reassure the maritime industry, enhance security for the benefit of every seafarer, and be able to support the protection of Sea Lines of Communication (SLOCs).

MICA CENTER WEBSITE

https://www.mica-center.org/

IFC IOR REPORTING

ABOUT INFORMATION FUSION CENTRE – INDIAN OCEAN REGION (IFC-IOR)

Established by the Government of India in 2018 and hosted by the Indian Navy, IFC-IOR is a regional maritime information-sharing hub that enhances maritime safety and security across the Indian Ocean. It develops a shared maritime situational picture, supports international collaboration, and facilitates the timely exchange of information on maritime security threats and incidents.

IFC IOR WEBSITE

https://ifcior.indiannavy.gov.in/home

LEXICON

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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