JMIC Weekly Dashboard for the Middle East

Accurate and timely information for the protection of Mariners

Week 09 – 2026
(23 Feb to 01 Mar)

Combined Maritime Forces (CMF)

JMIC Weekly Assessment for the Middle East Region.

Guidance for Vessels transiting the High Threat Area

Regional Overview: Active military operations are ongoing in parts of the Middle East. The security environment remains dynamic and subject to rapid escalation. Maritime operators should anticipate potential spillover effects into maritime domain, including:

1. Possible disruption to commercial shipping routes
2. Short-notice coastal or navigation warnings
3. Increased military presence and activity at sea and in the air
4. Heightened risk of miscalculation in congested waterways

The overall threat level to merchant vessels transiting the RS, BAM, GoA, Arabian Gulf, Gulf of Oman and SoH varies by sub-region. Threat level in the RS, BAM, and GoA remain assessed as **MODERATE**. However, the threat levels in the Arabian Gulf, Gulf of Oman, and SoH are assessed as **CRITICAL**. At present, SoH is not officially closed, and merchant vessels remain able to transit. UKMTO and JMIC continue to operate, with support from onsite and remote locations. Shippers are requested to continue reporting and to reach out to UKMTO / JMIC as needed.

JMIC continues to monitor reports of suspicious approaches in the region and will issue Information Notes for confirmed pirate activity.
No active PAGs are noted at time of this report assessed possibly due to unfavourable weather conditions

Risk mitigation measures and resources include:

1. BMP-Maritime Security
2. JMIC Bridge Emergency Reference Cards
3. Register for ASPIDES protection via EUNAVFOR ASPIDES website

Specific Events

Indian Ocean and Coast of Somalia

- The piracy threat is currently assessed as **LOW** in the GoA, Somali Basin, and the Indian Ocean.

Arabian Gulf, Strait of Hormuz and Central Red Sea

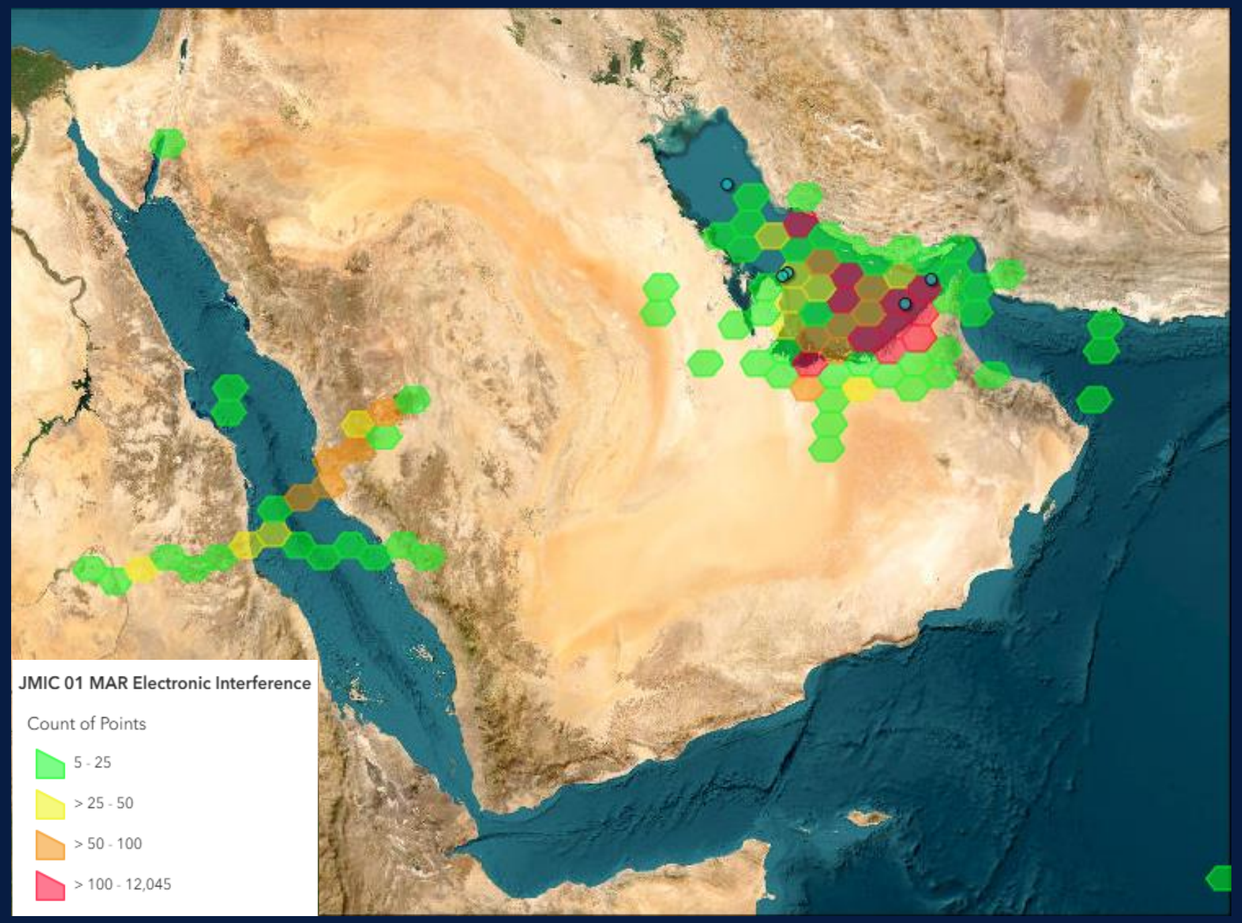
- **CRITICAL** EMI
- Maintain awareness on small crafts operating in the BAM area, but be aware that not all small crafts have hostile intentions.

CMF Regional Threat Level Assessment

Due to the ongoing conflict in the Middle East, CMF N2 is currently unable to provide the Regional Threat Level Assessment.

For updates and outlook of the respective Area of Operation (AOO), the shipping industry may refer to the JMIC Daily Advisory Note.

Electromagnetic Interference



- Across the central Red Sea region, the levels of interference remain at the critical levels. However, to the north and south regions, the levels appears to have decreased, as highlighted around the Suez Canal and Bab el Mandeb areas.

- Compared to last week, the levels of interference observed in the vicinities of Fujairah, Khor Fakkan, Dubai, Abu Dhabi and Bandar Abbas have all increased to severe levels.

- The vicinity of Bandar e-Pars remains at a critical level. The Northern and Central Arabian Gulf now ranges from low to moderate, with the Strait of Hormuz and Southern Arabian Gulf now indicate higher levels of interference, ranging from severe to critical. UKMTO has received more direct reports from vessels, compared to last week.

- Vessels are requested to report experience of electronic interference to UKMTO, in support of keeping the broader shipping community better informed.

Source: UKMTO

Houthi related incidents reported by UKMTO: None



Date	Type of Incident Source	Vessel Name Flag / IMO / Location	Reports
NTR	-	-	-

Merchant ship incidents reported by JMIC/UKMTO



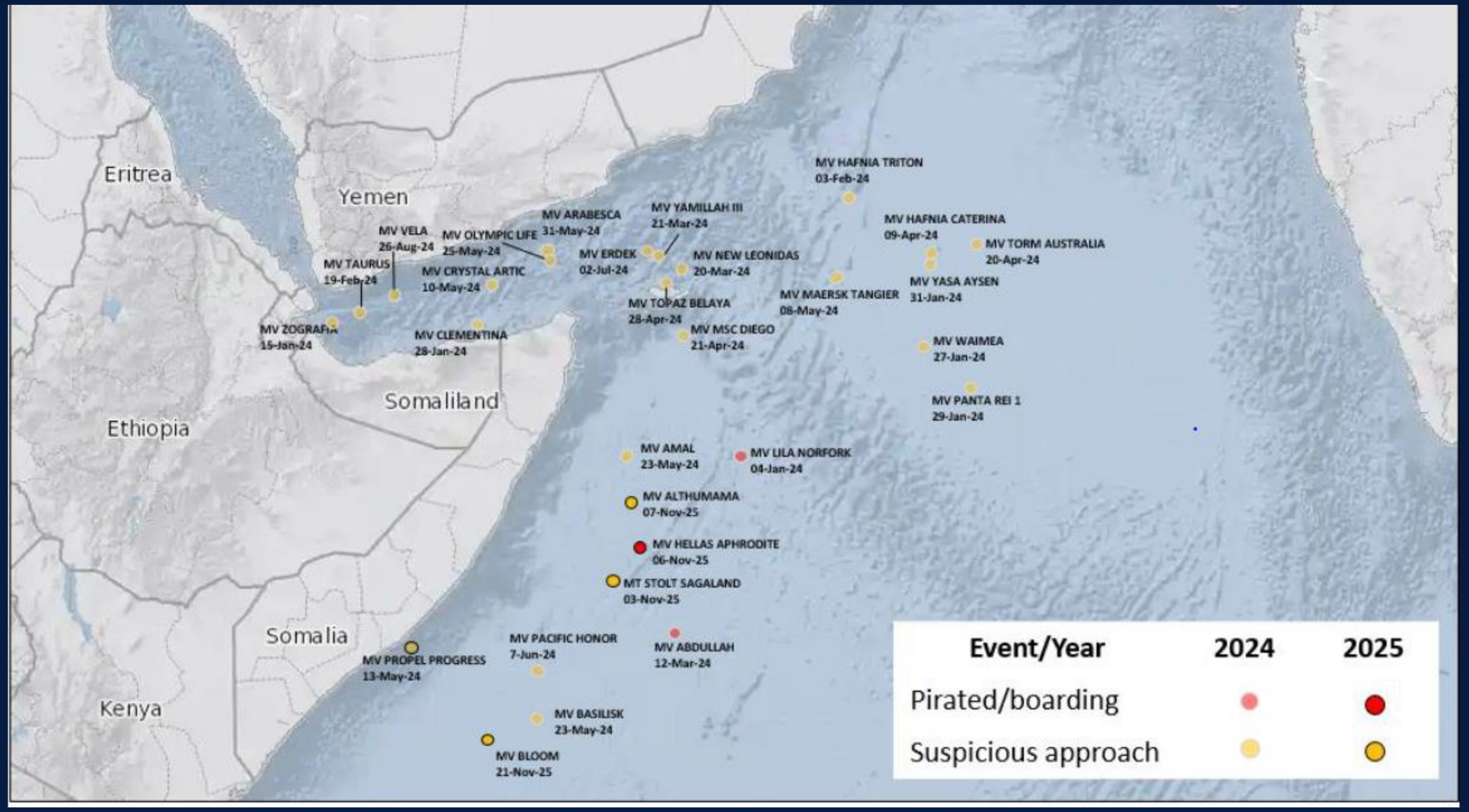
Date	Total number of Attacks/Near Miss	Remarks
01 Mar	4 attacks (serious) + 1 attack (minor)	Refer to JMIC Daily Advisory Note 01 Mar

Piracy incidents reported by UKMTO: None



Date	Type of Incident Source	Vessel Type / Flag	Location	Reports
NTR	-	-	-	-

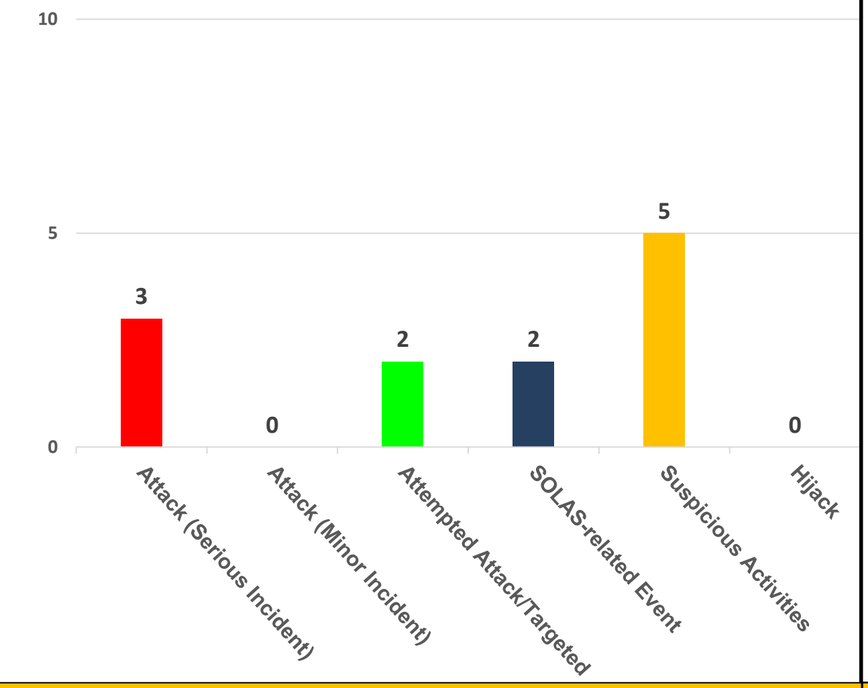
Piracy incidents 2024 2025 Comparison



JMIC Investigated Incidents

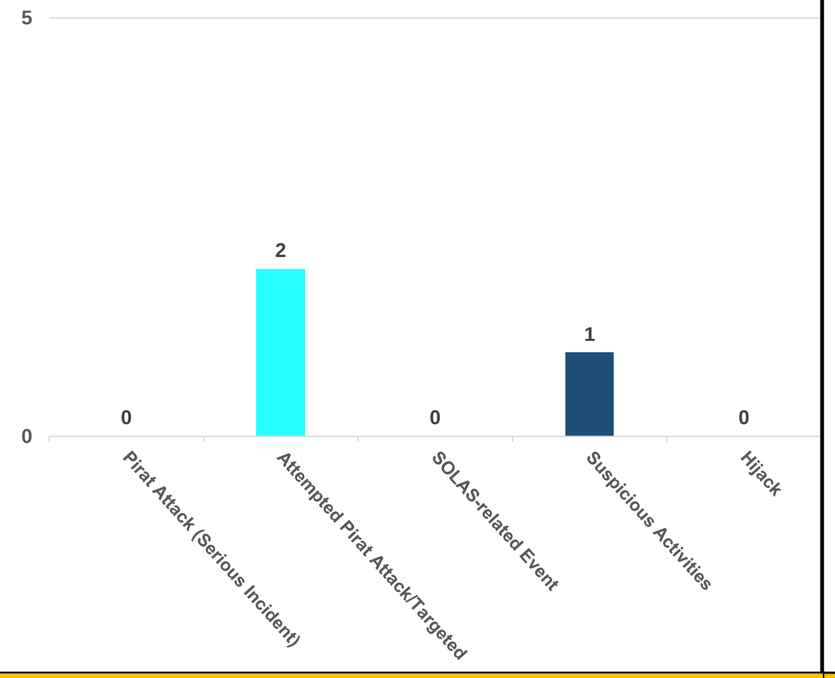
Total number of Incidents *(excluding coalition engagements)*	**133** (0 new this week)
Days since last incident / incident type	0 day / Attack (Serious) (since 01 Mar 26)

Red Sea / GoA Incidents



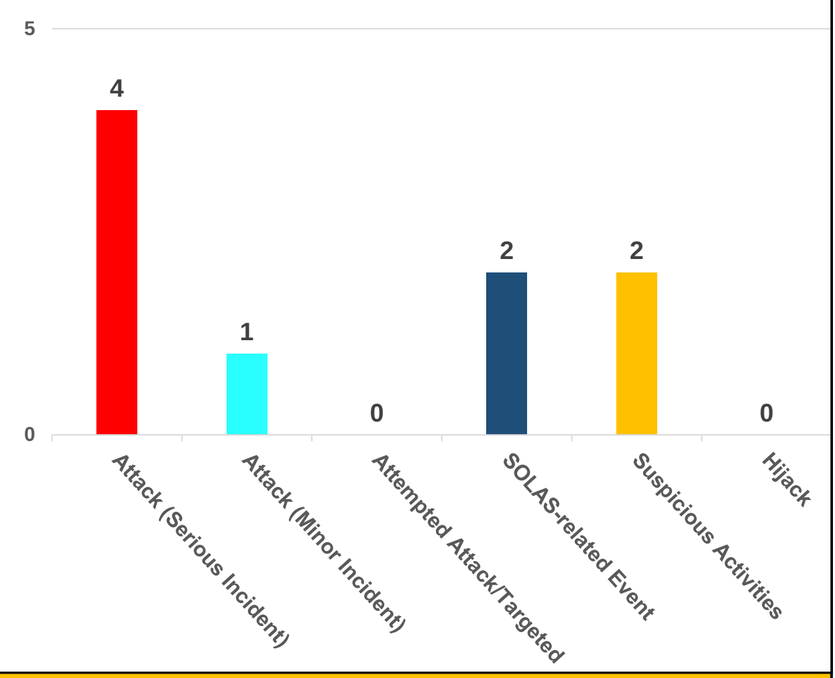
Last incident info:
Date: 17 FEB 2026
Type: SUSPICIOUS ACTIVITY
Ship: TUG

Indian Ocean and Coast of Somalia



Last incident info:
Date: 07 NOV 2025
Type: ATTEMPTED PIRATE ATTACK
Ship: TANKER

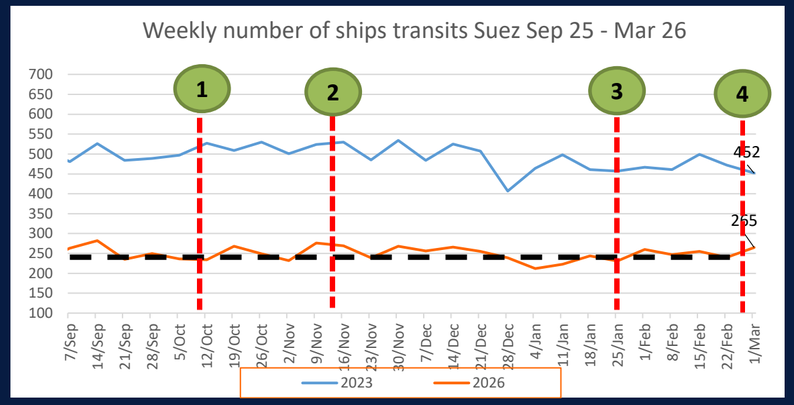
Arabian Gulf / SoH / GOO



Last incident info:
Date: 01 MAR 2026
Type: ATTACK (SERIOUS) / ATTACK (MINOR)
Ship: TANKER / BULK CARRIER

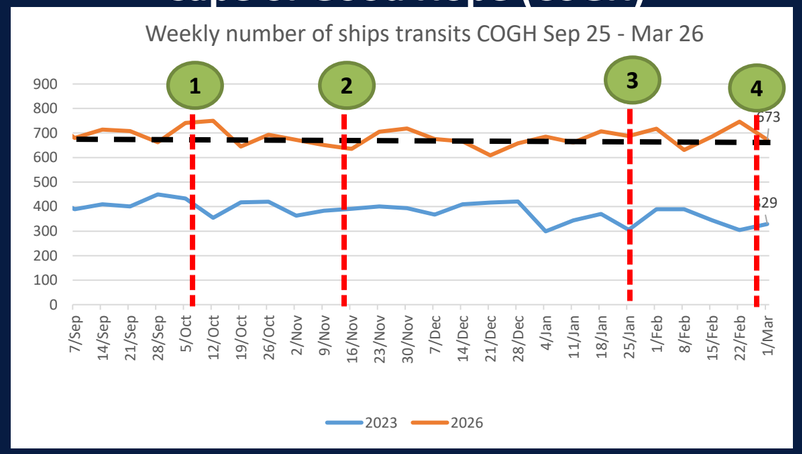
Weekly Transits

Suez



10.4% Increase last week

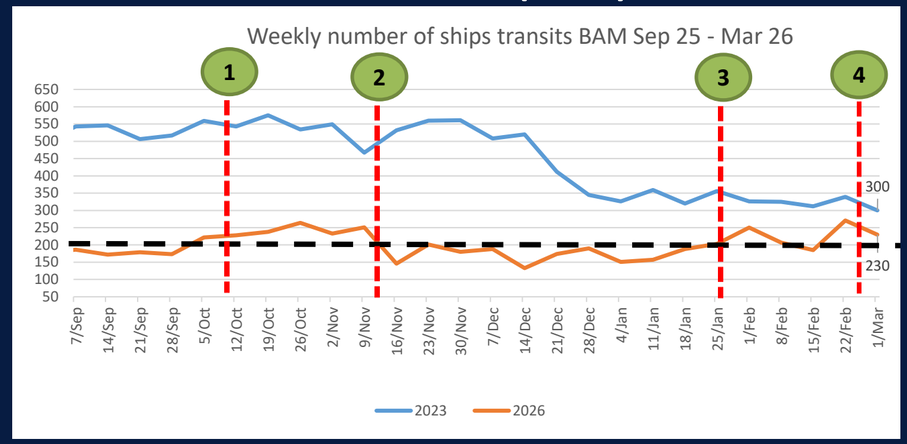
Cape of Good Hope (CoGH)



9.7% Decrease last week

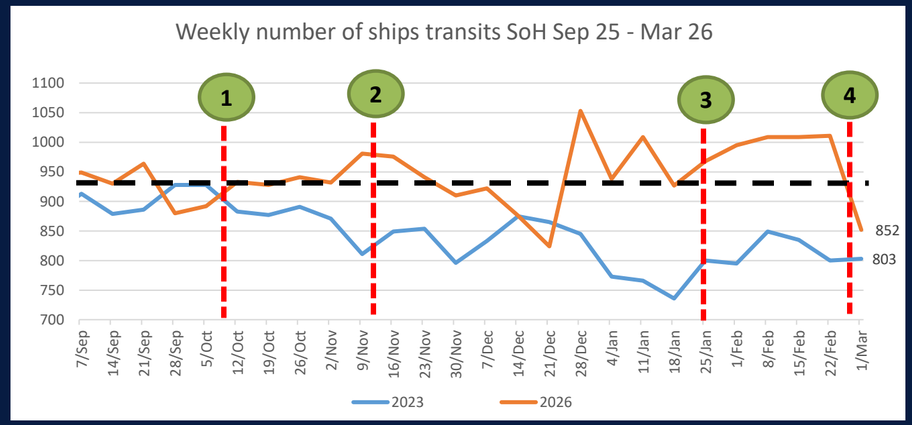
1. Hamas-Israel ceasefire 10 OCT 2025
2. Houthi Statement 11 NOV 2025
3. Houthi announcement on the retalitionary maritime attack if strikes in the region 25 JAN 2026
4. Outbreak of regional hostilites in the Middle East 28 FEB 2026

Bab al-Mandeb (BAM)



15.1% Decrease last week

Strait of Hormuz (SoH)



15.7% Decrease last week

*The statistics presented in this report are based solely on cargo caring vessels engaged in international trade/transit. This data does not include smaller vessels such as pleasure crafts, yachts, fishing vessels, tugboats, or other types of smaller ships that operate within local or regional waters and are not involved in international shipping.

Data Source: S&P Global

Definitions – Incident types

General Categories	Explanatory Notes
Attack (Serious Incident)	The result of a deliberate launching of weapons (i.e missiles, drones), and/or ramming into a vessel that results in serious damage to the vessel. The attack is deemed serious if any resulting damage 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.
Attack (Minor Incident)	The result of a deliberate launching of weapons (i.e missiles, drones), and/or ramming into a vessel that results in either a miss or minor damage to the vessel. The attack is deemed minor if any resulting damage does not impact the vessel's ability to continue functioning and/or does not require immediate assistance.
Attempted Attack/Targeted	This refers to the act of targeting a vessel with the use of force that results in a miss and no damage to the vessel. • Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel. • No damage may include but not limited to missile ditching, and/or coalition warships shooting down missiles and/or drones.
Hijack	Is where attackers have illegally boarded and taken control of a ship against the crew's will.
Suspicious Activities	This refers to any act of activity near the vessel that is enough to warrant suspicion. To include aerial, surface, and subsurface activities.
SOLAS-related Event	A SOLAS event in this terms refers to a major safety related event (Including but not limited to: Fire/Flooding/Capsizing) which is not due to an attack. This is reported by JMIC solely to avoid speculations about if this was a harmful activity towards a merchant vessel or not.

Additional Resources

Additional Resources on Incident:
UKMTO Reporting Visit: https://www.ukmto.org
Email: watchkeepers@ukmto.org
Emergency Tel: +44 (0)2392 222060

Additional Resources on Industry Guidance:
BMP - MARITIME SECURITY
BMP-MS-March 2025

Industry Transit Advice for Southern Red Sea and Gulf of Aden from 25th of September 2024
Industry Transit Advice - 25th September 2024

MSCIO
MSCIO Website
EUNAVFOR ASPIDES Support Request

JMIC
Info Notes, Advisories, Weekly Summary, Monthly Statistics, and Bridge Emergency Reference Cards:
JMIC Products (ukmto.org)

JMIC Advisory on CMF Maritime Threat Levels

Please also visit our LinkedIn page https://www.linkedin.com/company/jmic/