

Joint Maritime Information Center

Update 103 to JMIC Advisory Note:

01 March – 08 October 2026

Regional Tension - Impact on Maritime Security

Area of Concern:

Middle East Maritime Region

JMIC# 001-26

ICOD: 081500 UTC

Regional Threat Level: SEVERE

1. Confirmed Maritime Security Incidents List since last report

Date	Vessel	Vessel Type	Event Type	Location	Narrative
04 Oct 2026 UKMTO 151-26	CHRYSTAL SKY	Tanker	Suspicious activity	Bab el Mandeb	UKMTO was informed by the CSO that on 04 Oct, approx. 15 NM off Yemen, while transiting northwest through the BAM, the vessel observed a loud explosion in the air within 100 meters of the starboard bow, followed by 7–8 smaller explosions. No damage or crew injuries reported. The vessel was able to continue its voyage.
05 Oct 2026 UKMTO 152-26	Name withheld UFN	Tanker	Suspicious activity	Strait of Hormuz	UKMTO was informed by the master and CSO that on 05 Oct the vessel was hailed on VHF by the IRGC while transiting the SOH inbound at 0827 UTC and in position 2623N 05619E. The hail threatened the vessel to turn back and return or be targeted. The vessel aborted its transit. No damage or crew injuries reported.
05 Oct 2026 UKMTO 153-26	Name withheld UFN	LNG Carrier	Attack	Strait of Hormuz	UKMTO was informed by a verified source that on 04 Oct the vessel was struck by a suspected UAV while transiting the SOH inbound. No crew injuries reported. The vessel was able to continue its voyage.
05 Oct 2026 UKMTO 154-26	Name withheld UFN	Tanker	Attack	Strait of Hormuz	UKMTO was informed by a verified source that on 04 Oct the vessel was struck by two unknown projectiles while transiting the SOH inbound IVO the Musandam Peninsula. No crew injuries reported.



05 Oct 2026 UKMTO 155-26	Name withheld UFN	Tanker	Attack	Strait of Hormuz	UKMTO was informed by a verified source that on 03 Oct the vessel was struck by unknown projectile while transiting the SOH inbound. No crew injuries reported. The vessel was able to continue its voyage.
05 Oct 2026 UKMTO 156-26	Name withheld UFN	LNG Carrier	Attack	Strait of Hormuz	UKMTO was informed by the vessel's master that on 05 Oct the vessel was struck by an unknown projectile while transiting the SOH outbound. Fire ignited in the engine room and was subsequently extinguished. No crew injuries reported. The vessel was able to continue its voyage.
06 Oct 2026 UKMTO 157-26	ON PEACE	Tanker	Attack	Strait of Hormuz	The Indian Ministry of External Affairs reported that on 05 Oct the vessel was struck by an unknown projectile while transiting the SOH outbound. Twelve crew members were reported to have been injured. The injured crew have been evacuated. Vessel damage unknown.
07 Oct 2026 UKMTO 158-26	Name withheld UFN	Tanker	Attack	Arabian Gulf	UKMTO was informed by the CSO that on 07 Oct the vessel was struck by three UAVs while transiting in the Central Arabian Gulf, approx. 51NM from the Qatari coast, igniting a fire in the engine room that was subsequently extinguished. One crew member injury reported. Vessel was able to continue its voyage.

2. Operational Summary – Last 96 Hours

2A. Arabian Gulf

One confirmed attack was reported in this period (UKMTO 158-26). This is the first confirmed attack or disruption inside the Arabian Gulf since 09 Sept 2026 (UKMTO 130-26), (UKMTO 131-26). However, also on 09 Sept, UKMTO 129-26 recorded several merchant vessels in the Northern Arabian Gulf subjected to disabling fire amid military activity. The last reported attack unrelated to these early September events was reported on 01 Jun 2026 (UKMTO 063-26).

Traffic flows remained stable, with anchorage congestion unchanged across the region. Mariners should monitor relevant VHF channels and coordinate all movements with the appropriate port authorities.

Navigational system interference and wider regional military activity continued to warrant caution, and recurring GNSS interference remained consistent with prior reporting.

2B. Strait of Hormuz

Six confirmed attacks or advisories/disruptions were reported in this period (UKMTO 152-26 - UKMTO 157-26). Between 03 and 06 Oct 2026, UKMTO reported six incidents. Five merchant vessels, including tankers and LNG carriers, were struck by unknown projectiles or UAVs while



transiting, and one vessel was threatened by Iranian forces and told to turn back or be targeted. These attacks have become more frequent since the last reporting period and require added crew vigilance and additional industry monitoring.

IRGC attacks, attempted attacks, and/or harassment activity persisted including UAV overflight, targeted surveillance of merchant shipping, and occasional VHF hailing. These actions continue to demonstrate Iran's intent to assert presence along key transit lanes and maintain pressure on transiting vessels.

Commercial traffic through the Strait of Hormuz remained at reduced levels compared to the 2025 baseline. Independent tracking data indicated suppression with single-digit numbers transiting in both directions, while US NCAGS data indicated traffic flows averaging approximately 30 vessel transits per day for the last 96 hours. CENTCOM stated on 7 October traffic was still moving, including about 20 million barrels of crude.

2C. Gulf of Oman (No change)

No confirmed attacks or disruptions were reported in this period. Traffic flows in the Gulf of Oman remained stable, with vessels maintaining heightened awareness amid ongoing naval activity.

Naval presence remained elevated due to blockade enforcement activity. Latest available official CENTCOM figure (5 October), 130 commercial vessels had been redirected, three disabled as a result of blockade enforcement, and two boarded for compliance verification. Over the past 12 weeks, CENTCOM also stated (05 October) that 13 commercial vessels that were violating the blockade or part of the IRGC's shadow network has been destroyed.

Vessels were expected to respond promptly to military queries and maintain AIS-on unless constrained by security threats. Operators continued to exercise caution due to regional strike activity, and ongoing IRGC monitoring of shipping in adjacent waters.

2D. Arabian Sea (No change)

No confirmed attacks or disruptions were reported in this period. Naval forces continued routine patrols, and commercial traffic was transiting without disruption. The broader operating environment remained influenced by regional tensions.

2E. Gulf of Aden (No change)

No confirmed attacks or disruptions were reported in this period. Commercial traffic remained relatively steady in the Gulf of Aden.

2F. Southern Red Sea & Bab el Mandeb

Two (incl NAVWARN) confirmed attacks or disruptions were reported in this period. In the Bab el Mandeb (UKMTO 151), the tanker CRYSTAL SKY saw an airburst and several smaller explosions close to the ship; it was not damaged, and the event is assessed as a probable intercepted aerial threat with no attribution confirmed. NAVAREA IX 363/26 reports piracy activity at 12-58N 043-12E in the TSS, 12NM west of Dhubab; mariners are advised to keep a sharp lookout and report suspicious activity to the relevant authorities.

Houthi forces remain in control of Mocha, Mayun/Perim, Zuqar and the Hanish islands, commanding both Bab el-Mandeb channels after the 10–12 September seizures. Traffic remains below the 20 July Houthi selective embargo.



2G. Somali Coast and Somali Basin (No change)

No confirmed incidents were reported in this period. One merchant vessel has remained hijacked since the date of initial incident reporting:

- MT ASANA, Tanzanian-flagged product/chemical tanker: Hijacked 17 July 2026 approximately 65 NM southwest of Mukalla, Yemen with oil products.

2H. Northern Red Sea & Suez Canal

Ship loadings have resumed at Yanbu after strikes on the East – West Pipeline on 10 – 11 Sep. Indicating the pipeline is (partly) functioning again and as of 06 October morning had reached 5.8 million barrels This was confirmed by Saudi Arabia’s minister of energy on Oct 6 and corroborated by ship tracking data.

One possible attack was reported on 01 Oct, striking Yanbu and causing minor disruptions in port operations.

2I. Eastern Mediterranean (No change)

No confirmed attacks or disruptions were reported in this period – consistent with persistent baseline.



3. Regional Threat overview

JMIC Threat Scale: ● Low | ● Moderate | ● Substantial | ● Severe | ● Critical

Region	Threat Level	Notes
Arabian Gulf	MODERATE	Navigation interference and residual kinetic risk persist; an attack is possible but not likely under current conditions.
Strait of Hormuz	SEVERE	Due to recent Iranian attacks, the threat level remains SEVERE, with deliberate hostile action considered as highly likely under current conditions. Navigation interference persists, and mariners are advised to remain vigilant for attempted mining within and adjacent to the TSS. IRGC attacks, hailing, and routing pressure continue, particularly for AIS-on vessels.
Gulf of Oman	MODERATE	The U.S. naval blockade remains enforced, with ongoing monitoring, hailing, and verification queries, particularly near approaches to Iranian ports. Enforcement activity poses no direct impact to neutral shipping transits in the Gulf of Oman. Electronic interference continues to present a credible concern for mariners.
Arabian Sea	MODERATE	Residual conflict-linked risk persists, but no attacks have been reported, and current indicators suggest no imminent change to the threat environment.
Gulf of Aden	SUBSTANTIAL	Due to piracy-related events and Houthi rhetoric and attacks, the threat level remains SUBSTANTIAL, with a strong possibility of a maritime security incident in coastal approaches, transit corridors, and established small-craft areas.
Bab el-Mandeb / Southern Red Sea	SUBSTANTIAL	Due to Houthi attacks on vessels and maritime infrastructure in the Southern Red Sea and territorial gains in Yemen along the Red Sea, the threat level remains SUBSTANTIAL. Based on the recent attacks, sustained intent against Saudi-affiliated interests, and maintained capability, additional attacks are a strong possibility
Somali Coast / Somali Basin	MODERATE	PAG activity remains possible; monsoon conditions restrict offshore skiffs, but coastal opportunism persists.
Northern Red Sea / Suez Canal	MODERATE	Suez Canal operations remain normal. Periodic Electro-magnetic Interference (EMI) remains possible.
Eastern Mediterranean	LOW	Due to a lack of security incidents, the threat level remains LOW. Localized EMI disruptions persist, and regional naval presence remains consistent.

JMIC Regional Threat Levels

Threat Level	Definition
Low	An attack is highly unlikely
Moderate	An attack is possible but not likely
Substantial	An attack is a strong possibility
Severe	An attack is highly likely
Critical	An attack is almost certain



4. Maritime Incidents & Traffic Assessment

4A. Confirmed Vessel Incidents since 01 March

Total of 135 incidents since 01 March.

4B. Infrastructure Incidents (Last 96 Hours) (no change)

The overall risk remains MODERATE driven by the potential for an increase in kinetic activity and ongoing uncertainty along Iranian, Yemeni, and Saudi coastal areas. Caution is warranted due to the conflict between Houthi forces and Saudi Arabia that have resulted in missile exchanges with targets hit on both sides of the border.

4C. Traffic Trends

- Strait of Hormuz:
 - Historical average: ~138 vessels/day (2025 baseline)
 - U.S. – facilitated SoH transits 04 – 07 October (past 96 hours): 120

** Metrics are drawn from two separate sources: U.S. NCAGS data reflecting U.S.-facilitated Strait of Hormuz transits only, and S&P Maritime/SeaVision data reflecting non-facilitated vessel traffic for cargo carrying vessels above 1,000 deadweight tons, excluding vessels calling Iranian ports adjacent to the Strait of Hormuz.*

- Bab el-Mandeb:
 - Historical average: ~61 vessels/day (2023 baseline)
 - Vessel transits 04 – 07 October (past 96 hours): 97

** Metrics are drawn from S&P Maritime for cargo carrying vessels above 1,000 deadweight tons.*

4D. Port & Anchorage Congestion (no change)

High vessel density persists across Arabian Gulf and Omani anchorages with overall congestion remaining stable.

Periodic repositioning within anchorages remains advisable to avoid long-term predictability and to maintain safe separation in congested areas.

4E. GNSS / AIS Interference

Pattern unchanged. Persistent mixed GNSS jamming/spoofing remains the baseline across the northern AOO (Arabian Gulf, Strait of Hormuz approaches, and Gulf of Oman), with the highest reported density in the southern and eastern Arabian Gulf. Anomalous AIS positions and speeds continue to correlate with these areas.

Interference in the Red Sea and Bab el-Mandeb remains residual and lower intensity. Broad-spectrum spoofing and false AIS manipulation persist along the Hodeidah littoral and southern Red Sea approaches, with elevated interference and AIS-off operations in the vicinity of Yanbu.

No new specific UKMTO, MARAD, NAVCENT, or NAVAREA IX GNSS/EMI notices were issued 04 – 07 October. Baseline advisories remain in force.

5. Outlook (24–48 Hours)

5A. Arabian Gulf (No change)

The threat level remains MODERATE, with continued navigational system interference and residual kinetic risk. An attack is possible but not likely under current conditions. However, tension



between the U.S. and Iran should be monitored closely. Rapid, short-notice actions near Iranian coastal waters and anchorages remain possible. The attack reported in UKMTO 158-26 is an unusual disruption in the area that requires continued monitoring.

Vessels stationary for extended periods, or maintaining AIS-on while static, may still face elevated targeting risk.

Electronic interference presents a credible concern in the Southern Arabian Gulf. The operating environment requires heightened situational awareness throughout all approaches.

5B. Strait of Hormuz (No change)

The threat level remains SEVERE, with deliberate attacks considered highly likely under current conditions. Attack frequency against commercial shipping in the Strait has remained consistent over the reporting period, including unknown-projectile strikes on both inbound and outbound transiting vessels, and the environment reflects an established post-MOU status quo. Vessels transiting with AIS-on can expect elevated targeting risk and receive directed hails instructing them to divert toward the northern Iranian-controlled route.

Maritime traffic through the Strait of Hormuz is expected to remain at reduced levels, compared to the 2025 baseline, across both the northern Iranian-controlled route and the southern Omani corridor. Operator caution should continue, driven by a series of vessel attacks, ongoing U.S. blockade enforcement, and elevated regional tension.

The U.S. blockade of Iranian ports continues to be enforced. Unauthorized entry or departure may result in interception or force. Neutral transit is permitted, but vessels should expect visit-and-search checks, strong U.S. naval presence, persistent IRGC monitoring, and increased VHF hails. A 30 NM standoff from U.S. units is advised to reduce misidentification risk.

A vetted humanitarian-cargo exemption remains in place but requires submission to NAVCENT NCAGS. Approved vessels may transit to Iranian ports but remain subject to inspection and may not load cargo in Iran beyond fuel and stores.

Navigation interference persists, and mariners are encouraged to remain vigilant for mining activity in the area.

Industry Guidance for Safe Management of Vessel Transit through the Strait of Hormuz:

<https://www.maritimeglobalsecurity.org/media/vkaa3pjr/2026-05-20-guidance-strait-of-hormuz.pdf>

5C. Gulf of Oman (No change)

The threat level remains MODERATE. Vessels can expect persistent IRGC monitoring and routing pressure in that sector; however, further east/south within Gulf of Oman, attacks are considered possible but not likely. Residual risk diminishes with distance from the primary concentration of IRGC activity and with distance from Musandam / Jask.

A U.S. naval blockade remains enforced, with ongoing monitoring, hailing, and verification queries, particularly near approaches to Iranian ports. Unauthorized entry or departure may result in interception or force. Neutral transit is permitted, but vessels should expect visit-and-search checks, strong U.S. naval presence, persistent IRGC monitoring, and occasional hails. A 30 NM standoff from U.S. units is advised, as well as ensuring continuous monitoring of VHF Channel 16, to reduce misidentification risk.

Electronic interference continues to present a credible concern. The operating environment requires heightened situational awareness throughout all approaches.



5D. Arabian Sea (No change)

The threat level remains MODERATE. The regional posture remains stable, with no confirmed maritime attacks reported. Residual risk persists due to broader regional tensions; an attack is possible but not likely, and current indicators do not suggest any shift toward increased threat levels in the near term.

5E. Gulf of Aden (No change)

The threat level remains SUBSTANTIAL. Attacks and piracy-related activity remain a strong possibility in the Gulf of Aden and IRTC. Small-craft groups retain close-approach capability, and Pirate Action Groups can still board and divert merchant vessels as monsoon restrictions ease.

5F. Southern Red Sea / Bab el Mandeb

The threat level remains SUBSTANTIAL. Houthi messaging consistently frames the 20 July maritime blockade as selective against assets considered as Israeli-, Saudi-, or Yemeni internationally recognized government-linked. Over the last 96 hours, exchanges of fire between Saudi Arabia and Yemeni government-aligned forces over land continued. As well as Saudi naval ships firing on Houthi positions.

The threat to shipping in the Bab el-Mandeb and the southern Red Sea remains elevated since the 10 September Houthi forces territorial gains in Yemen adjacent to the strait, which shorten engagement ranges for missiles, drones, USVs and artillery or fast boats. Attacks in the wider area remain a strong possibility but expansion into indiscriminate targeting of all commercial shipping is possible but not the declared policy.

Mariners should maintain heightened security postures, implement speed and timing mitigation, minimize predictable AIS behavior in the narrows, and prepare for short-notice navigational directives.

5G. Somali Coast and Somali Basin (No change)

The threat level remains MODERATE as PAG activity persists across the Somali Coast and Somali Basin. Southwest monsoon conditions are approaching a seasonal end. Offshore sea state remains elevated and continues to restrict extended-range skiff operations, while coastal waters stay comparatively sheltered. Residual opportunistic piracy risk persists in nearshore Somali waters and the Gulf of Aden, where small-boat activity remains feasible. Pirate Action Groups retain the capability to board and divert merchant vessels along the Somali coast, IRTC approaches, and adjacent Gulf of Aden lanes as monsoon restrictions begin to lift.

5H. Northern Red Sea / Suez (No change)

The threat level remains MODERATE. Periodic EMI and GNSS disruptions are likely to continue in the area. AIS-off at Yanbu berths and approaches are expected to persist. Suez Canal will remain functional in both directions with no interruption.

5I. Eastern Mediterranean (No change)

The threat level remains LOW for security risks to merchant shipping, with localized EMI/GNSS as the principal published hazard.

Naval presence remains, and vessels should maintain prudent separation from military units. No Change – consistent with persistent baseline.



ANNEXES

Transit comparisons

CARGO VESSELS TRANSITS COMPARISON

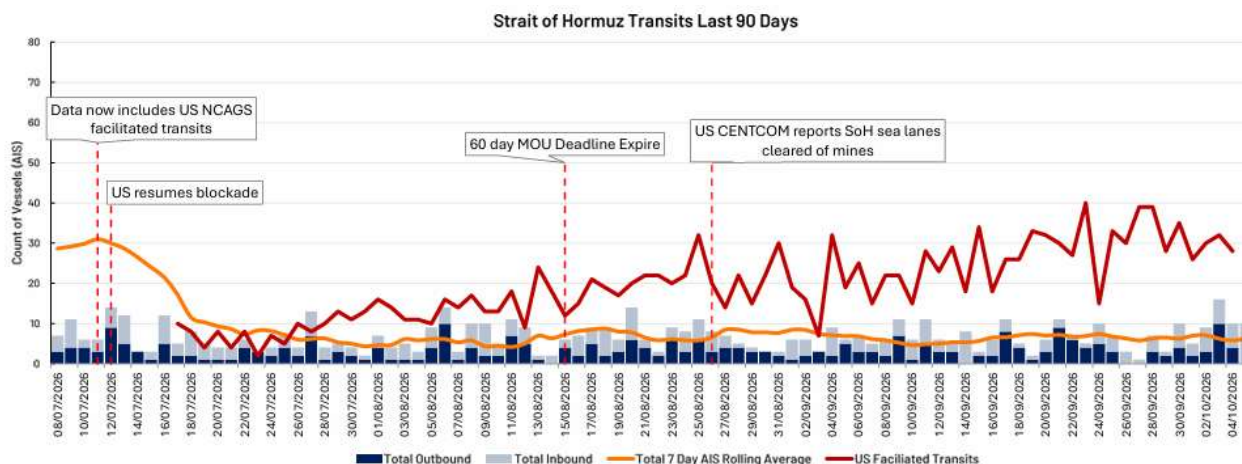
Date	01-Oct	02-Oct	03-Oct	04-Oct	05-Oct	06-Oct	07-Oct
SoH E	0	1	0	2	6	0	0
SoH W	0	2	2	4	4	0	4
SoH Total	0	3	2	6	10	0	4
BAM NW	5	19	8	3	7	11	12
BAM SE	5	6	9	5	11	10	8
BAM Total	10	25	17	8	8	21	20

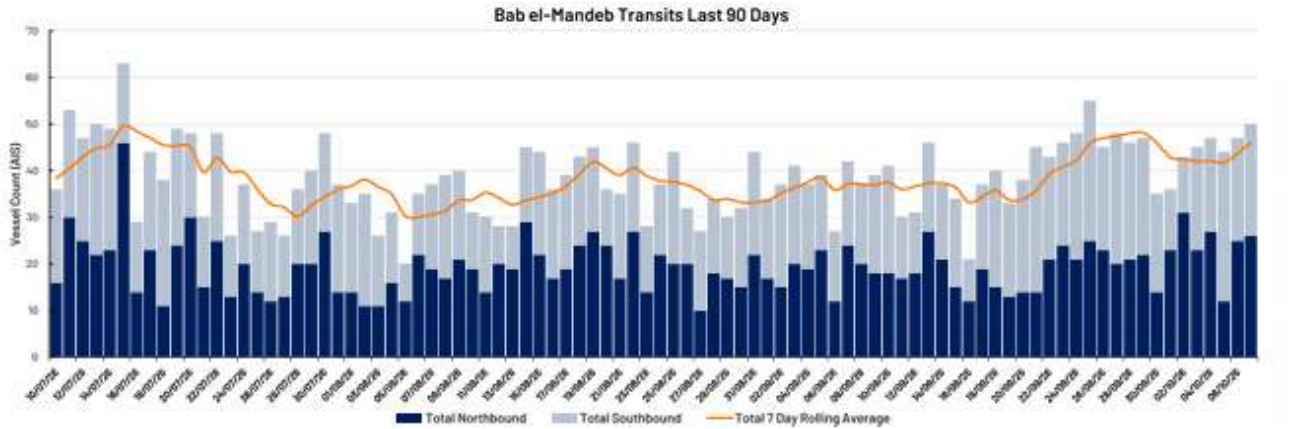
TANKERS (ALL TYPES) TRANSITS COMPARISON

Date	01-Oct	02-Oct	03-Oct	04-Oct	05-Oct	06-Oct	07-Oct
SoH E	1	1	1	0	1	1	0
SoH W	0	1	0	0	1	0	4
SoH Total	1	2	1	0	2	1	4
BAM NW	4	7	4	1	2	6	4
BAM SE	3	4	3	1	9	3	4
BAM Total	7	11	7	2	11	9	8

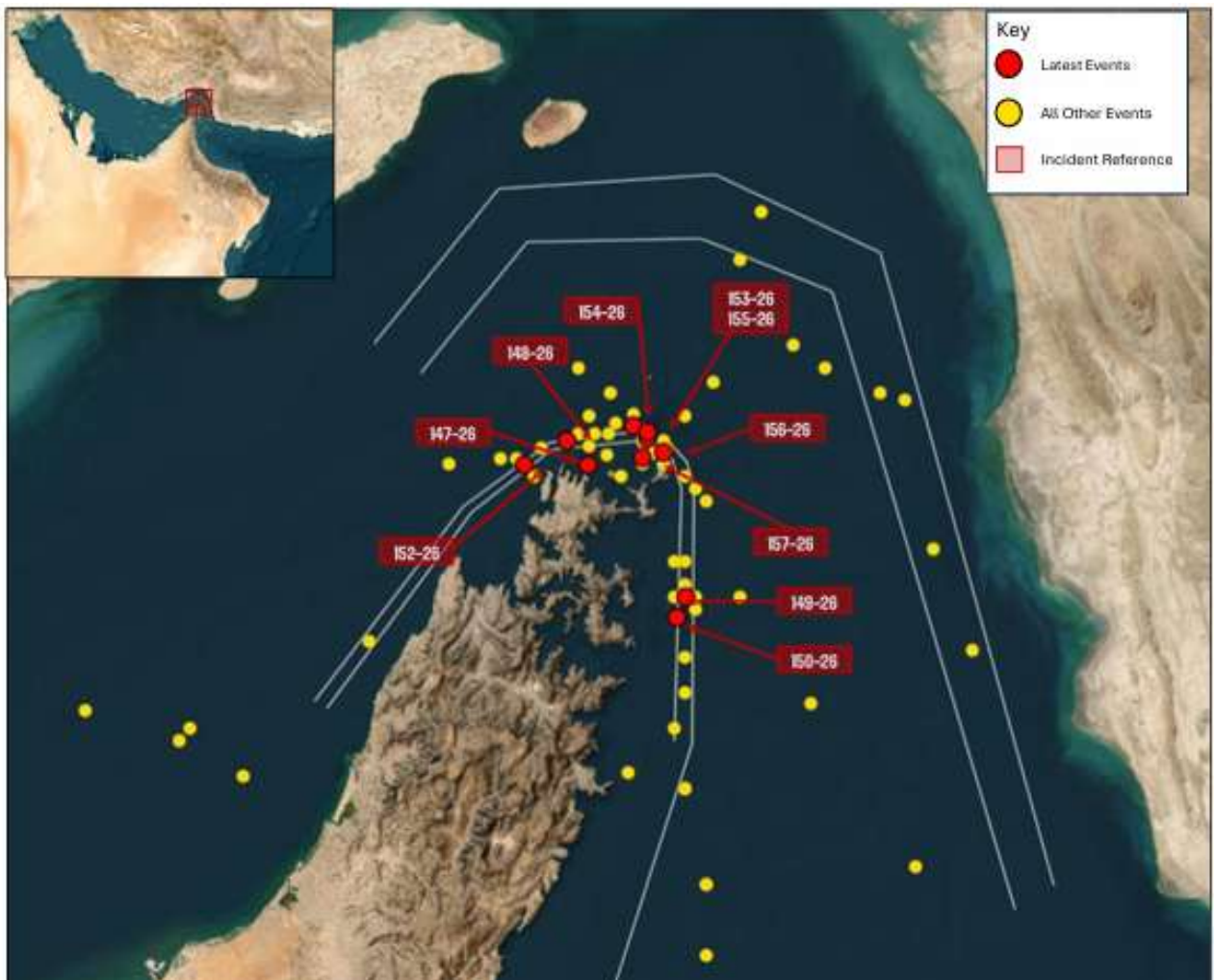
* Metrics are drawn from two separate sources: S&P Maritime / SeaVision data reflecting non-facilitated vessel traffic above 1,000 deadweight tons, excluding vessels calling Iranian ports adjacent to the Strait of Hormuz.

UKMTO transits





UKMTO Strait of Hormuz – Latest incidents



UKMTO VRA AIS Anomalies

