

# Joint Maritime Information Center

## Update 104 to JMIC Advisory Note:

01 March – 11 October 2026

Regional Tension - Impact on Maritime Security

### Area of Concern:

Middle East Maritime Region

JMIC# 001-26

ICOD: 111500 UTC

Regional Threat Level: SEVERE

### 1. Confirmed Maritime Security Incidents List since last report

| Date                        | Vessel            | Vessel Type | Event Type | Location                                                         | Narrative                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------|-------------------|-------------|------------|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 08 Oct 2026<br>UKMTO 159-26 | Name withheld UFN | Tanker      | Attack     | Strait of Hormuz                                                 | Time-late report. UKMTO received confirmation from management that, on 06 Oct, the vessel was struck by an unknown projectile in the port aft quarter, causing the vessel to lose power. There were no casualties or injuries reported. The vessel is en route to Ras Al Khaimah with tug assistance.                                                                                                                                                                                        |
| 09 Oct 2026<br>UKMTO 160-26 | GEM NO.2          | Tanker      | Attack     | Arabian Gulf, at anchor in UAE TTW about 11–13 NM off the coast. | At 1134 UTC on 9 October, a security company contacted UKMTO to report a possible attack on a vessel in the Arabian Gulf, at anchor about 11–13 NM off the coast of the UAE. UKMTO then conducted a welfare check, and a nearby vessel's master reported witnessing smoke coming from the vessel earlier reported as having been hit. That same evening, India's Minister of Ports, Shipping & Waterways also confirmed the attack and additionally reported that all Indian crew were safe. |
| 10 Oct 2026<br>UKMTO 162-26 | Name withheld UFN | Tanker      | Attack     | Strait of Hormuz                                                 | UKMTO received a report from the master of an outbound tanker being hit by an unknown projectile on the port side, causing a fire. The fire has now been extinguished, a damage assessment is to be conducted, and the vessel no longer requires assistance. The crew are safe, and the vessel is awaiting its next orders.                                                                                                                                                                  |



|                             |                                                           |                 |          |                  |                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------|-----------------------------------------------------------|-----------------|----------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11 Oct 2026<br>UKMTO 163-26 | M/V Ocean<br>Molica (aka<br>Akira Sun and<br>Victoria Hk) | Bulk<br>Carrier | Advisory | 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.                                                                                      |
| 11 Oct 2026<br>UKMTO 164-26 | Name<br>withheld UFN                                      | Tanker          | Attack   | Strait of Hormuz | The CSO reported to UKMTO that the vessel had been hit by an unknown projectile. The vessel has been struck on the port side and sustained damage to the steering gear room and port side water tank. There is no visible fire. The crew are safe and well with no injuries sustained. The vessel is now proceeding to Fujairah anchorage. |

## 2. Operational Summary – Last 72 Hours

### 2A. Arabian Gulf

One confirmed attack was reported in this period: (UKMTO 160-26), a vessel struck by a projectile, fire extinguished. This is extending the threat beyond the Strait of Hormuz to stationary vessels at UAE anchorages and vessels transiting the Arabian Gulf. Over the last 72 hours, reporting shows the campaign spreading beyond the Hormuz transit lanes that defined last week. Separately, UKMTO 161-26 (10 October) is an advisory: several masters near Ras Al Khaimah reported a VHF order to leave their anchorages. No attacker, no damage, no compliance confirmed.

Traffic flows remained stable, with anchorage congestion unchanged across the region.

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

Three confirmed attacks, one reported late, occurred in this period (UKMTO 159, 162, and 164-26).

UKMTO 164-26 is the second outbound tanker struck within about 16 hours, following the 10 October strike that caused a fire on another tanker. The threat to merchant shipping in the Strait of Hormuz remains SEVERE, and vessels should transit with caution and report all incidents and suspicious activity to UKMTO without delay.

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 29 vessel transits per day for the last 72 hours.



## **2C. Gulf of Oman**

No third-flag attacks were reported in this period. On 10 October CENTCOM disabled M/V Ocean Molica in the Gulf of Oman after it left an Iranian port (UKMTO 163-26). 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. According to the latest available official CENTCOM figures (11 October), 135 commercial vessels had been redirected, four had been disabled because of blockade enforcement, and two had been boarded for compliance verification.

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**

NAVAREA IX Warning 363/26, self-cancels at 142359 UTC, reports piracy activity at 12-58N 043-12E in the TSS, 12NM west of Dhubab. However, this was likely an incident where local fishermen fired shots in the air as a warning regarding a small CPA, with the merchant vessel reporting the event. Mariners are still advised to keep a sharp lookout and report suspicious activity to the relevant authorities.

Houthi forces remain in control of Mocha, and much of the territory seized in September. 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, a Tanzanian-flagged product/chemical tanker, was hijacked on 17 July 2026 approximately 65 NM southwest of Mukalla, Yemen, while carrying oil products.

## **2H. Northern Red Sea & Suez Canal (No change)**

Ship loadings have resumed at Yanbu after strikes on the East – West Pipeline on 10 – 11 Sep., indicating the pipeline is functioning again and, as of the morning of 06 October, 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.

## **2I. Eastern Mediterranean (No change)**

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



### 3. Regional Threat Overview

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

| Region                           | Threat Level       | Notes                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Arabian Gulf                     | <b>MODERATE</b>    | Navigation interference and residual kinetic risk persist; an attack is possible but not likely under current conditions.                                                                                                                                                                                                                                                      |
| Strait of Hormuz                 | <b>SEVERE</b>      | 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                     | <b>MODERATE</b>    | 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                      | <b>MODERATE</b>    | 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                     | <b>SUBSTANTIAL</b> | 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 | <b>SUBSTANTIAL</b> | 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      | <b>MODERATE</b>    | PAG activity remains possible; monsoon conditions restrict offshore skiffs, but coastal opportunism persists.                                                                                                                                                                                                                                                                  |
| Northern Red Sea / Suez Canal    | <b>MODERATE</b>    | Suez Canal operations remain normal. Periodic Electro-magnetic Interference (EMI) remains possible.                                                                                                                                                                                                                                                                            |
| Eastern Mediterranean            | <b>LOW</b>         | 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 140 incidents since 01 March.

### 4B. Infrastructure Incidents (Last 72 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 has 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 08 – 10 October (past 72 hours): 86

*\* 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 08 – 10 October (past 72 hours): 86

*\* 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 and spoofing remain the baseline across the northern AOO, including the Arabian Gulf, Strait of Hormuz approaches, and Gulf of Oman. Interference remains most elevated in the southern and eastern Arabian Gulf, including Bandar-e-Pars and adjacent areas, where anomalous AIS positions and speeds continue to correlate with reported activity.

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 from 08–10 October. Baseline advisories remain in force.



## 5. Outlook (24–48 Hours)

### 5A. Arabian Gulf

The threat level remains MODERATE, with continued navigational system interference and residual demonstrated kinetic threat, with potential for further sporadic incidents. The 07 and 09 October incidents mark a geographic expansion of kinetic activity into the central and southern Arabian Gulf. If this posture is sustained, sporadic kinetic incidents inside the Arabian Gulf (particularly southern and central sectors) are more probable than in the preceding period.

Tension between the U.S. and Iran should be monitored closely. Rapid, short-notice actions near Iranian coastal waters and anchorages remain highly possible.

Vessels stationary for extended periods, or maintaining AIS-on while static, may still face elevated targeting risk. To mitigate risk, vessels at anchor or stationary are encouraged to consider:

- Prioritize reducing unnecessary time at anchor through berth coordination and arrival planning.
- Qualify movement and periodic repositioning as conditional measures whose protective value is uncertain. Any maneuvering should remain subject to the master's judgment, port/VTS coordination, traffic conditions, and reliable navigation.
- Retain the AIS compliance language, while making clear that AIS-off does not prevent detection or guarantee reduced targeting risk.
- Retain regular UKMTO reporting irrespective of AIS status, supported by propulsion readiness and contingency planning.

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

The threat level remains SEVERE, with deliberate attacks considered highly likely under current conditions.

Reported incidents involving commercial shipping in the Strait of Hormuz have increased. If this pattern persists, additional projectile or drone incidents could affect tankers at UAE anchorages (Ras Al Khaimah, Umm al Quwain, Sharjah, and possibly Fujairah) and outbound vessels in the southern Omani corridor.

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.maritimelglobalsecurity.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 the 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 72 hours, exchanges of fire between Saudi Arabia and Yemeni government-aligned forces over land continued, as did reports of 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, artillery, or fast boats. Attacks in the wider area remain a strong possibility but expansion into indiscriminate targeting of all commercial shipping is possible, although it is still 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. 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.

#### **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. The 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 the persistent baseline.



## ANNEXES

### Transit comparisons

CARGO VESSELS TRANSITS COMPARISON

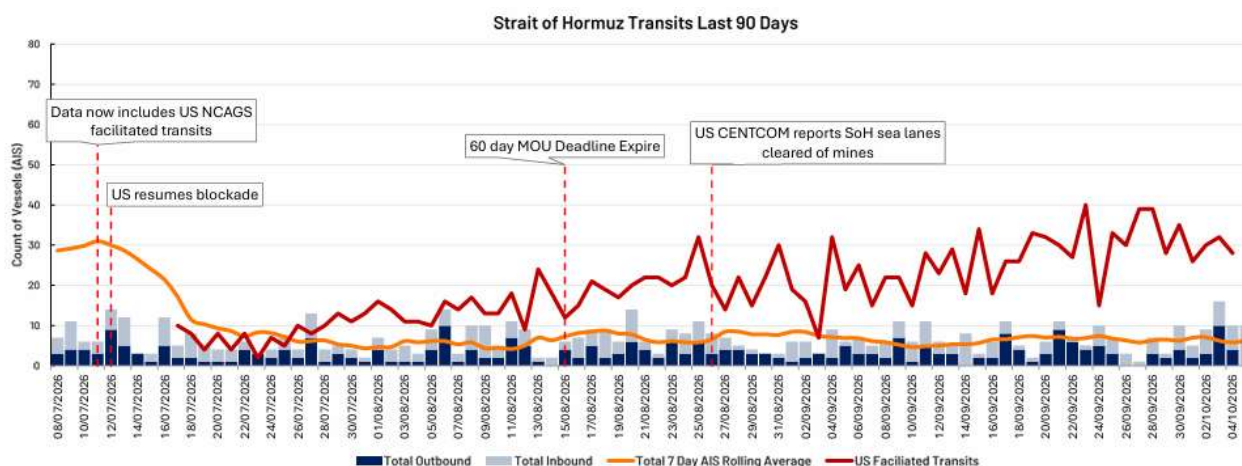
| Date             | 04-Oct   | 05-Oct    | 06-Oct    | 07-Oct    | 08-Oct    | 09-Oct    | 10-Oct    |
|------------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|
| SoH E            | 2        | 6         | 0         | 0         | 2         | 2         | 1         |
| SoH W            | 4        | 4         | 0         | 4         | 3         | 1         | 1         |
| <b>SoH Total</b> | <b>6</b> | <b>10</b> | <b>0</b>  | <b>4</b>  | <b>5</b>  | <b>3</b>  | <b>2</b>  |
| BAM NW           | 3        | 7         | 11        | 12        | 8         | 12        | 14        |
| BAM SE           | 5        | 11        | 10        | 8         | 4         | 9         | 10        |
| <b>BAM Total</b> | <b>8</b> | <b>8</b>  | <b>21</b> | <b>20</b> | <b>12</b> | <b>21</b> | <b>24</b> |

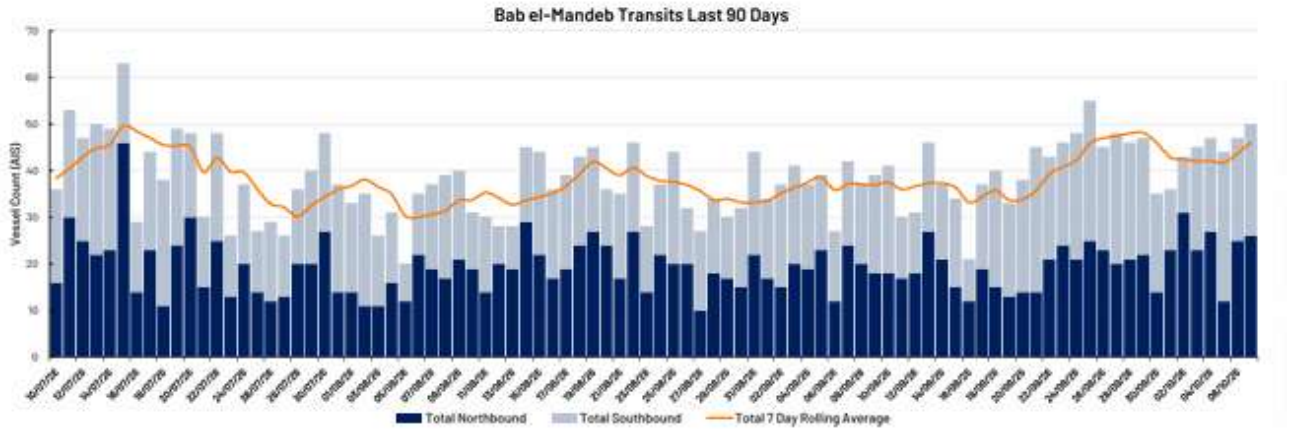
TANKERS (ALL TYPES) TRANSITS COMPARISON

| Date             | 04-Oct   | 05-Oct    | 06-Oct   | 07-Oct   | 08-Oct   | 09-Oct    | 10-Oct   |
|------------------|----------|-----------|----------|----------|----------|-----------|----------|
| SoH E            | 0        | 1         | 1        | 0        | 0        | 0         | 1        |
| SoH W            | 0        | 1         | 0        | 4        | 2        | 1         | 0        |
| <b>SoH Total</b> | <b>0</b> | <b>2</b>  | <b>1</b> | <b>4</b> | <b>2</b> | <b>1</b>  | <b>1</b> |
| BAM NW           | 1        | 2         | 6        | 4        | 3        | 7         | 3        |
| BAM SE           | 1        | 9         | 3        | 4        | 5        | 6         | 5        |
| <b>BAM Total</b> | <b>2</b> | <b>11</b> | <b>9</b> | <b>8</b> | <b>8</b> | <b>13</b> | <b>8</b> |

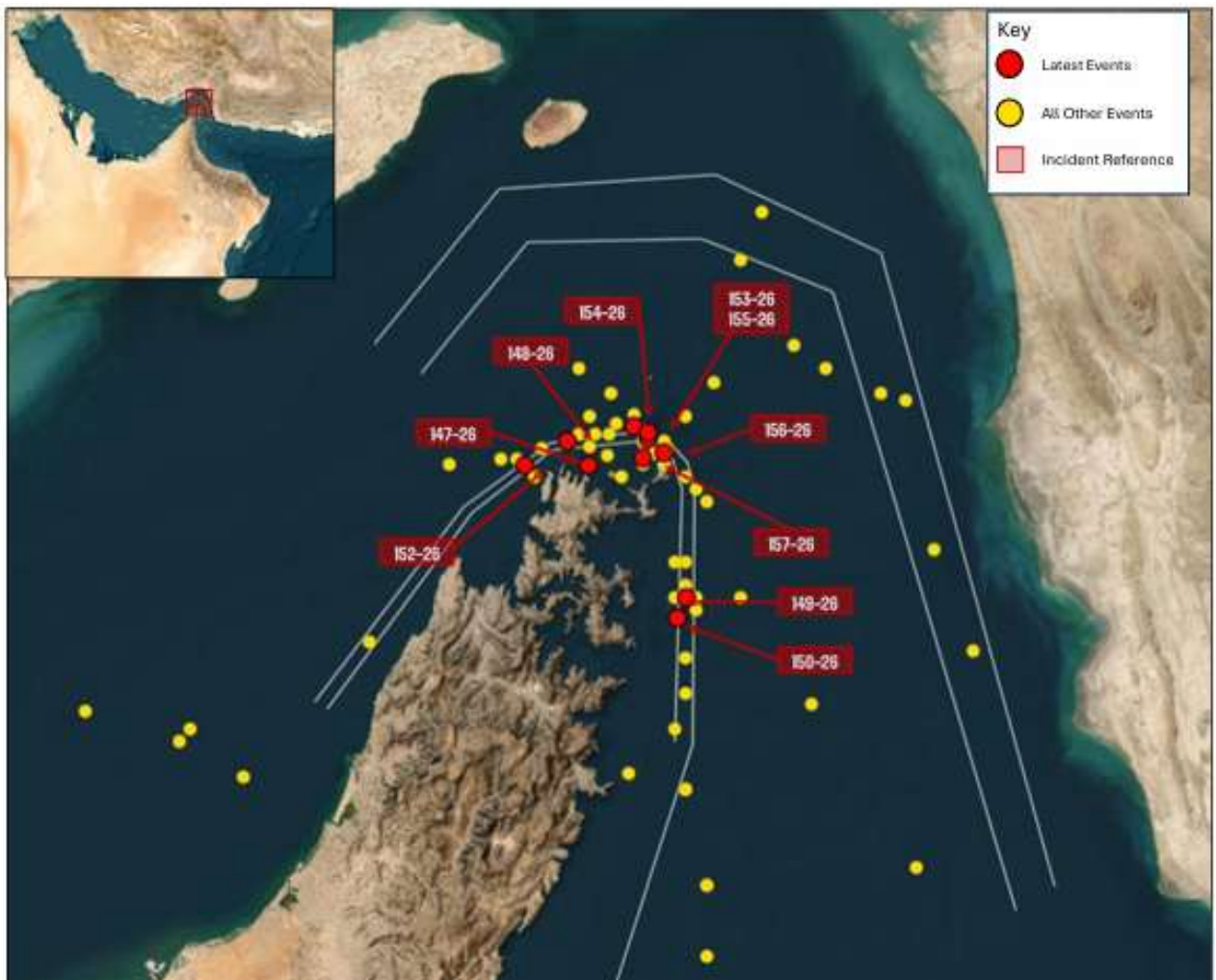
\* Metrics are drawn from two separate sources: S&P Maritime / SeaVision data reflecting non-facilitated vessel traffic above 1,000 deadweight tons, excluding vessels calling Iranian ports adjacent to the Strait of Hormuz.

### UKMTO transits (Not updated since 8 October)





## UKMTO Strait of Hormuz – Latest incidents (Not updated since 8 October)



## UKMTO VRA AIS Anomalies (Not updated since 8 October)

