

Joint Maritime Information Center

Update 105 to JMIC Advisory Note:

01 March – 15 October 2026

Regional Tension - Impact on Maritime Security

Area of Concern:

Middle East Maritime Region

JMIC# 001-26

ICOD: 151300 UTC

Regional Threat Level: SEVERE

1. Confirmed Maritime Security Incidents List since last report

Date	Vessel	Vessel Type	Event Type	Location	Narrative
11 Oct 2026 UKMTO 165-26 14 Oct 2026 NAVAREA IX 372/26	PETRO DOLPHIN	Products tanker	Attack	IVO anchorage Sohar, Oman	UKMTO received a report that on 11 Oct a products tanker, identified by the IMO as the PETRO DOLPHIN, was struck by a UAV leading to the evacuation of the crew. Indian Ministry of External Affairs reported that two crew members were missing. NAVAREA IX 372/26 reported that as of 14 Oct the vessel was drifting approx. 50 NM northeast of Sohar port.
11 Oct 2026 UKMTO 166-26	AL MAQAM	Tanker	Attack	Strait of Hormuz	UKMTO received a report that on 11 Oct a tanker, identified by the IMO as AL MAQAM, was struck by an unknown projectile while transiting the SOH outbound. No crew injuries reported. Vessel damage and environmental impact unknown.
11 Oct 2026 UKMTO 167-26	DP WORLD KAVERI	Container ship	Attack	Strait of Hormuz	UKMTO received a report that on 11 Oct a container ship, identified by the IMO as the DP WORLD KAVERI, was struck by an unknown projectile while transiting the SOH inbound. One minor crew injury reported. Vessel was able to continue its voyage. No environmental damage reported.
12 Oct 2026 UKMTO 168-26	KITION M	Products tanker	Attack	Strait of Hormuz	UKMTO reported that on 11 Oct a products tanker, identified by the IMO as the KITION M, was struck by an unknown projectile while transiting the SOH outbound. Vessel was able to continue its voyage. Reports of environmental damage unconfirmed.



11 Oct 2026 UKMTO 169-26	EVER VICT	Tanker	Attack	Strait of Hormuz	UKMTO reported that on 11 Oct a crude oil tanker, identified by the IMO as the EVER VICT, was struck by an unknown projectile while transiting the SOH outbound. Reports of crew injuries unconfirmed. Vessel self-reported as not under command.
13 Oct 2026 UKMTO 170-26 14 Oct 2026 NAVAREA IX 373/26	GFS PRIDE	Container ship	Attack	Strait of Hormuz	UKMTO received a report that on 13 Oct a vessel, identified by the IMO as the GFS PRIDE, was struck by an unknown projectile while transiting the SOH outbound. NAVAREA IX 373/26 reported the vessel sank resulting in floating container debris, approx. 4 NM northwest of Ras Shaykh Masud. All crew evacuated with no injuries. Status of vessel debris, cargo and environmental pollution unconfirmed.
13 Oct 2026 UKMTO 171-26	Name withheld UFN	Tanker	Attack	Strait of Hormuz	UKMTO received a report that on 13 Oct a tanker was struck by an unknown projectile while transiting the SOH outbound. Vessel was able to continue its voyage. No crew injuries reported.
13 Oct 2026 UKMTO 172-26	GFS GISELLE	Container ship	Attack	Strait of Hormuz	UKMTO received a report that on 13 Oct a container ship, identified by the IMO as the GFS GISELLE, was struck by an unknown projectile while transiting the SOH inbound. Minor damage reported but the vessel continued its voyage. No crew injuries or environmental impact reported.
14 Oct 2026 UKMTO 173-26	AL SAADIYAT	Container ship	Attack	Strait of Hormuz	UKMTO received a report that on 13 Oct a container ship, identified by the IMO as the AL SAADIYAT, was struck by an unknown projectile while transiting the SOH outbound. Minor damage reported but the vessel continued its voyage. No crew injuries or environmental impact reported.

2. Operational Summary – Last 96 Hours

2A. Arabian Gulf

No confirmed attacks or disruptions were reported in this period.

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

Eight unknown-projectile attacks occurred on two days (UKMTO 166-26 to 173-26): four strikes on 11 October, three tankers and one container ship, and four strikes on 13 October, three container ships and one tanker. GFS PRIDE (UKMTO 170-26; NAVAREA IX 373/26; HYDROPAC 2978/26) caught fire, drifted and sank on 14 October.

The threat to merchant shipping remains SEVERE; vessels should transit with caution and report incidents or 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. On 14 October the IRGC claimed that a container ship struck a naval mine on an unauthorized route; there is no substantiation to this claim.

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 US assisted traffic flows averaging approximately 30 vessel transits per day for the last 96 hours.

2C. Gulf of Oman

One attack was reported in this period: PETRO DOLPHIN (UKMTO 165-26). NAVAREA IX 370/26 and HYDROPAC 2970/26 reported that the bulk carrier CAPE DAO (UKMTO 142-26) sank; her status remains disputed, but she is not sunk.

Naval presence remained elevated due to blockade enforcement activity. According to the latest official CENTCOM figures (10-11 October), 135 commercial vessels had been redirected and four disabled during blockade enforcement. No further CENTCOM blockade enforcement action was announced in this period. On 14 October CENTCOM reported that U.S. forces had destroyed an Iranian-affiliated dhow conducting surveillance of U.S. Navy ships in the Gulf of Oman on 06 October; the crew was removed before the strike.

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. Live weapon firing is scheduled off Karachi on 16 – 17 October (NAVAREA IX 374/26). 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

No confirmed attacks or disruptions were reported in this period. Traffic remains below the 20 July Houthi selective embargo.



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

No confirmed attacks or disruptions 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)

No confirmed attacks or disruptions were reported in this period 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, was approximately 5.8 million barrels per day. 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	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 149 incidents since 01 March; nine incidents since the last report, (UKMTO 165-26 to 173-26).

4B. Infrastructure Incidents (Last 96 Hours)

The overall risk remains MODERATE, driven by the potential for an increase in kinetic activity against ports, terminals and offshore installations along the Iranian, Yemeni and Saudi coasts. On 13 October the Saudi-led Coalition struck Houthi fuel facilities in Hudaydah, reported to include fuel unloading berths or piers.

No other attack on ports, terminals, offshore platforms, oil and gas loading facilities or subsea infrastructure was reported in this period.

4C. Traffic Trends

- Strait of Hormuz:
 - Historical average: ~138 vessels/day (2025 baseline)
 - U.S. – facilitated SoH transits 11 – 14 October (past 96 hours): 121

** 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 11 – 14 October (past 96 hours): 117

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

4D. Port & Anchorage Congestion

High vessel density persists across Arabian Gulf and Omani anchorages with overall congestion remaining stable. As of 15 October, approximately 180 vessels were at anchor IVO Fujairah/Khor Fakkan, 178 off Dubai/Jebel Ali to Ras Al Khaimah and 74 IVO Musandam/Sohar.

4E. GNSS / AIS Interference

GNSS interference remains elevated across the Arabian Gulf and the Strait of Hormuz and is confirmed affecting shipping by standing official advisories. Open-source data indicated the Gulf focus shifted toward Bahrain and the central Gulf.

No new specific UKMTO, MARAD, NAVCENT, or NAVAREA IX GNSS/EMI notices were issued 11 – 15 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.

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:

- Maintain movement and avoid predictable operating patterns where practicable. This may reduce, but not prevent, vulnerability to deliberate targeting and mitigate exposure to collateral effects.
- Consider periodic repositioning within anchorages. Even limited movement may complicate adversary targeting cycles, support safe vessel separation in congested areas, and reduce predictability. Any manoeuvring should remain subject to the master's judgment, port/VTs coordination, traffic conditions, and reliable navigation.
- Maintain regular reporting contact with UKMTO. Vessels operating within higher-threat areas are encouraged to register with and report to UKMTO, irrespective of AIS transmission status.
- Review AIS transmission policies within established risk-management frameworks while remaining compliant with SOLAS requirements. Operators should ensure that AIS-related decisions reflect the prevailing threat environment and company risk assessments.

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.

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

Mariners are cautioned of the wreck of GFS PRIDE and floating containers in the vicinity of 26-16.8N 056-08.6E (NAVAREA IX 373/26; HYDROPAC 2982/26).

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

<https://www.maritimelobalsecurity.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 western portion of the Gulf of Oman; however, further east/south, 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, Saudi-led Coalition strikes on Houthi fuel facilities and Houthi missile launches toward Saudi Arabia continued.

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. Reported Houthi control of the September coastal gains is disputed pending independent confirmation. 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

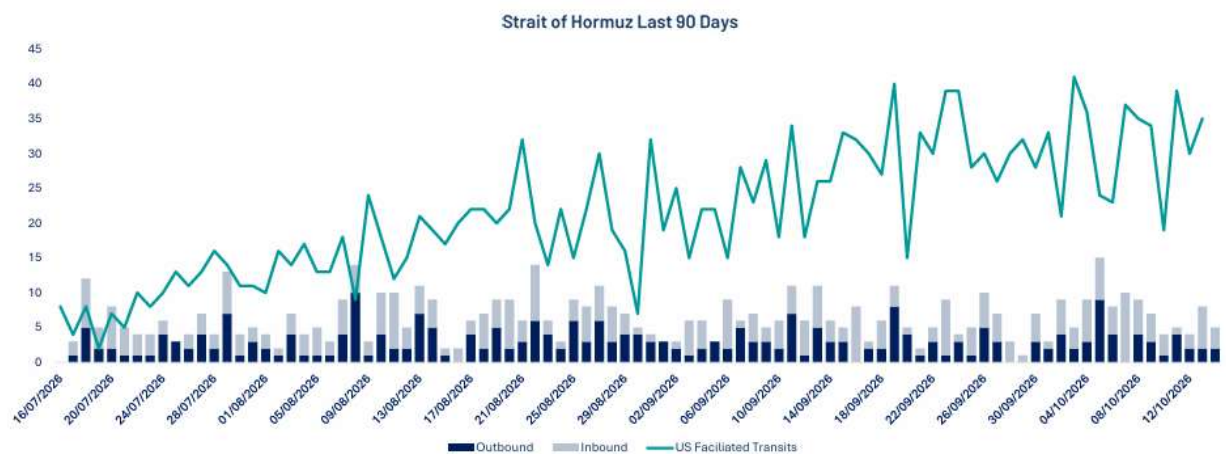
Date	08-Oct	09-Oct	10-Oct	11-Oct	12-Oct	13-Oct	14-Oct
SoH E	2	2	1	1	2	1	1
SoH W	3	1	1	1	0	3	0
SoH Total	5	3	2	2	2	4	1
BAM NW	8	12	14	15	11	4	13
BAM SE	4	9	10	11	6	5	10
BAM Total	12	21	24	26	17	9	23

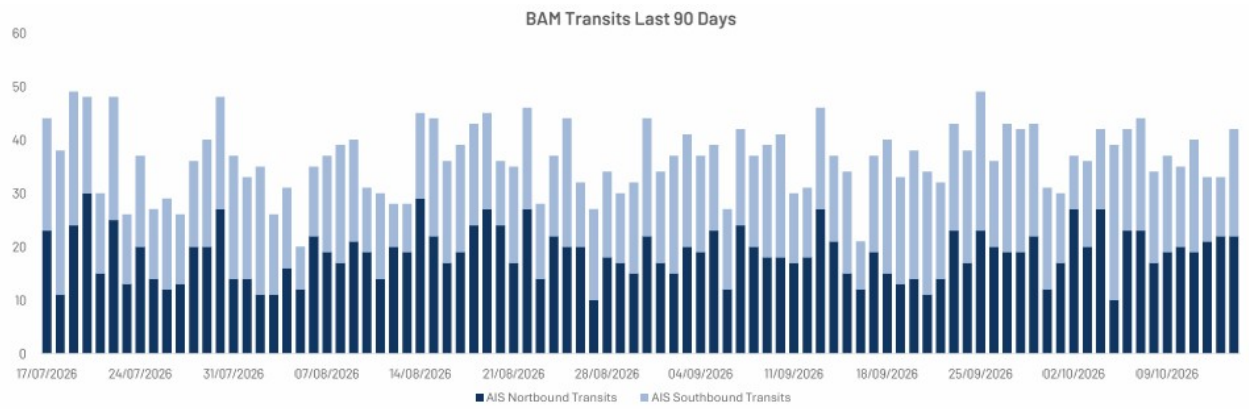
TANKERS (ALL TYPES) TRANSITS COMPARISON

Date	08-Oct	09-Oct	10-Oct	11-Oct	12-Oct	13-Oct	14-Oct
SoH E	0	0	1	2	0	0	1
SoH W	2	1	0	0	0	1	0
SoH Total	2	1	1	2	0	1	1
BAM NW	3	7	3	5	10	6	5
BAM SE	5	6	5	3	5	2	6
BAM Total	8	13	8	8	15	8	11

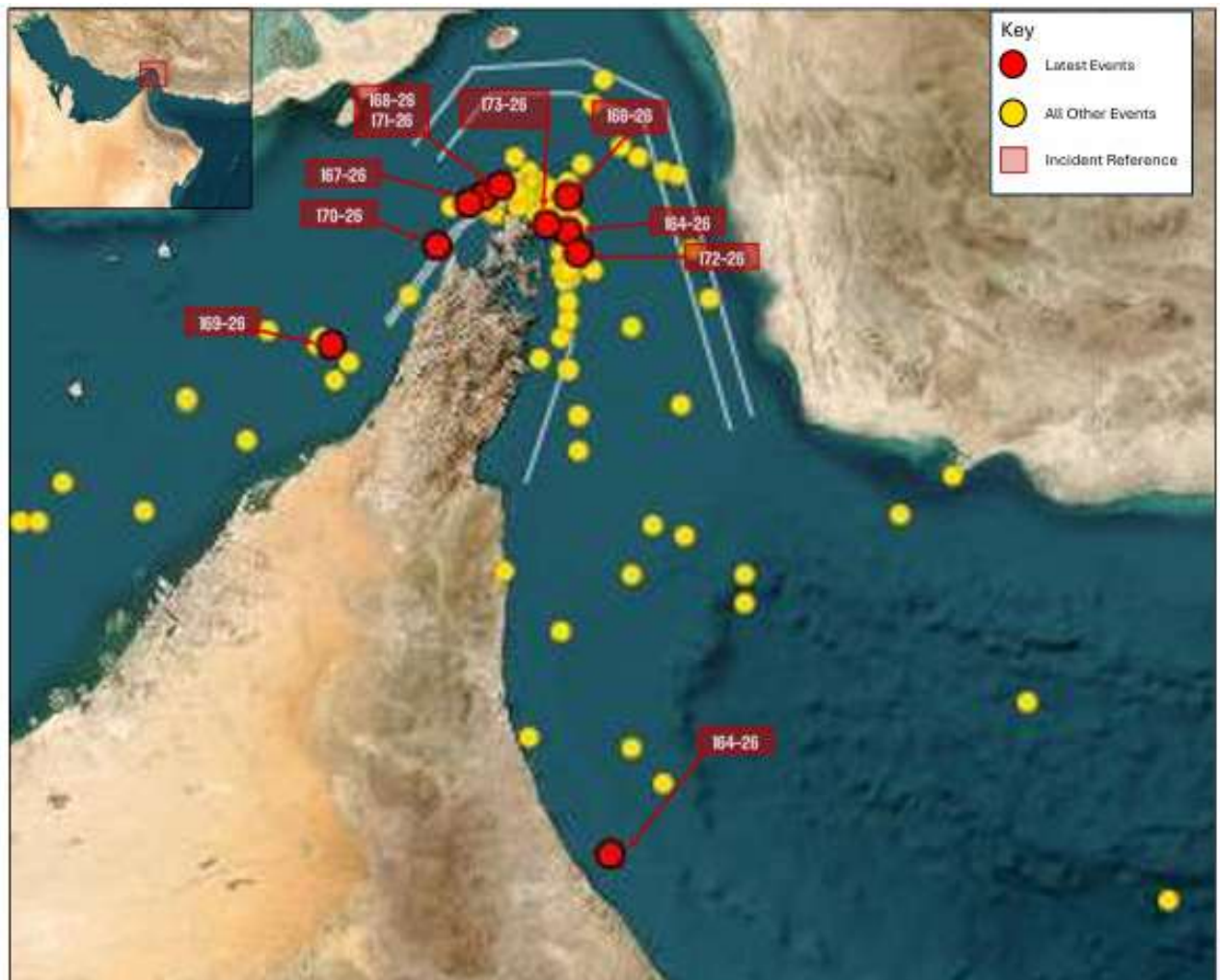
* Metrics are drawn from two separate sources: S&P Maritime / SeaVision data reflecting non-facilitated vessel traffic above 1,000 deadweight tons, excluding vessels calling Iranian ports adjacent to the Strait of Hormuz.

UKMTO transits





UKMTO Strait of Hormuz – Latest incidents



UKMTO VRA AIS Anomalies



Non-Geofeasible AIS Positions 30-Day Hexbin Aggregation ICOD: 15/10/26 00:01UTC



Non-Geofeasible AIS Positions 7-Day Hexbin Aggregation ICOD: 15/10/26 00:01UTC