

# JMIC Monthly Statistics for the Middle East



*Accurate and timely information for the protection of mariners*

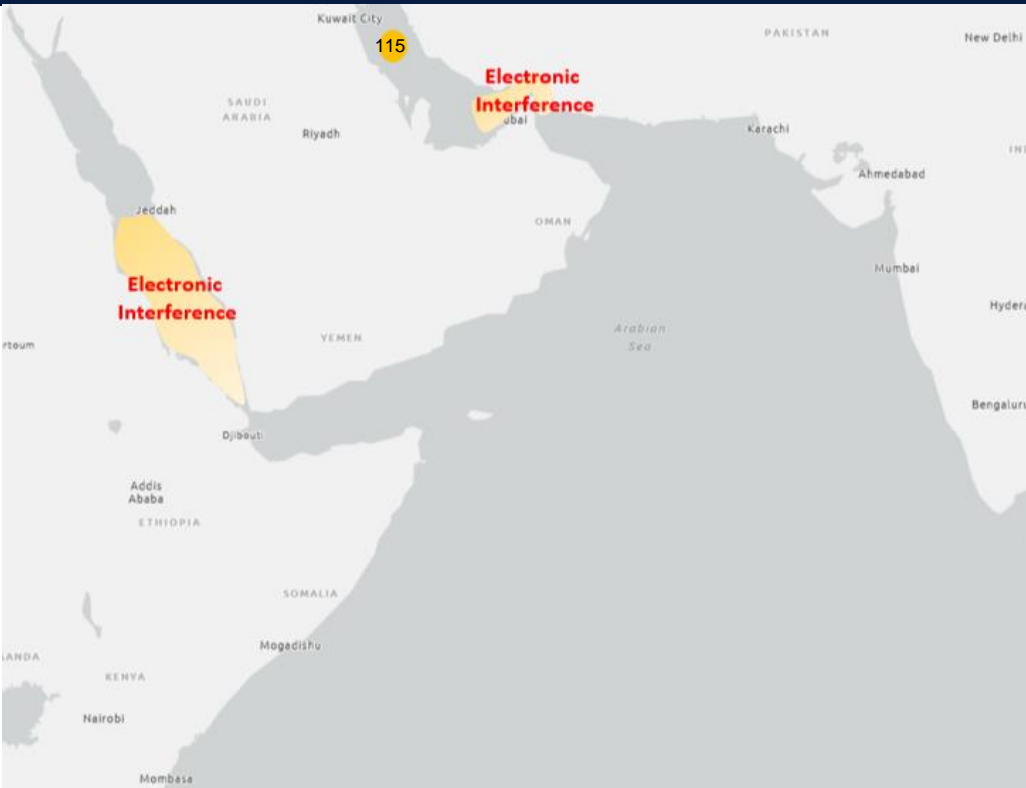
## May - 2025

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*Combined Maritime Forces (CMF)*



# Incidents



JMIC #	Date /Type of Incident	Vessel Name Flag / IMO / Location
115	1.May / SUSPICIOUS ACTIVITY	Un-disclosed / Arabian Gulf
--	Eletronic Interference	Multiple vessels/ Red Sea and SoH

# JMIC Investigated Incidents

Since 01<sup>st</sup> January 2025

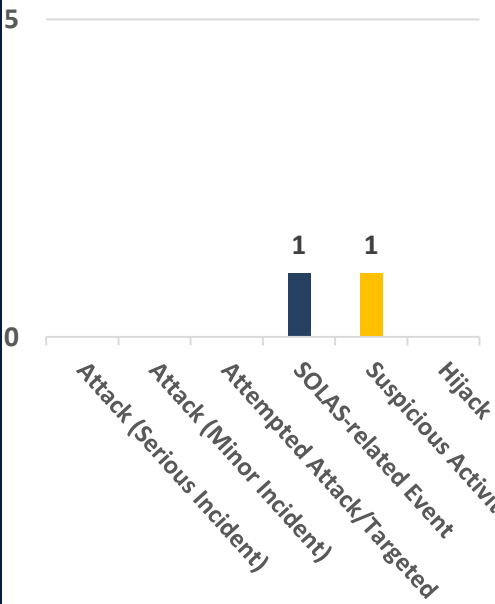
Total number of JMIC investigated incidents  
(excluding coalition engagements)

4 (1 new this month)

Date since last incident / incident type reported by JMIC

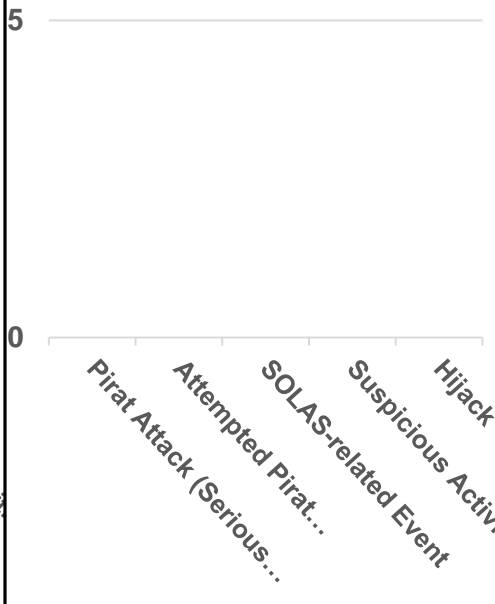
15 May / SUSPICIOUS  
ACTIVITY

## Red Sea / GoA Incidents



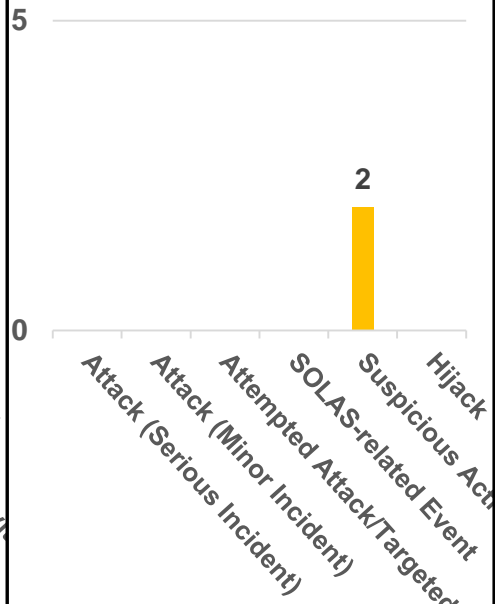
Last incident info:  
Date: 15. APR. 2025  
Type: SUSPICIOUS ACTIVITY  
Ship Name:

## Indian Ocean and Coast of Somalia



Last incident info:  
Date: -  
Type: -  
Ship -

## Arabian Gulf / SoH / GOO



Last incident info:  
Date: 15.MAY. 2025  
Type: SUSPICIOUS ACTIVITY  
Ship Un-disclosed

# JMIC Monthly Assessment: May 2025

## CMF N2 Assessments

There has been no direct attacks by HOUTHI forces on Merchant Vessels for over 6 months now while with the US-Houthi ceasefire of 6 May 2025 is also still holding. These are positive indicators towards a normalization of this situation in the longer term. Prevailing threat dynamics saw a change following the HOUTHI forces announcement of 19 May 2025 regarding Port Haifa.

It is **ALMOST CERTAIN** that the Houthis continue to retain the **CAPABILITY** to target vessels within SRS, BAM and GOA meeting their updated criteria i.e. Israeli owned/ affiliated and vessels dealing directly or indirectly with Haifa. It is a **REALISTIC POSSIBILITY** that they would have the **INTENT** to target a vessel that is linked via a level of ownership to a vessel that had visited Haifa. There is a **REALISTIC POSSIBILITY** that the Houthis would have the **OPPORTUNITY** to target a vessel transiting IVO the SRS, BAM or GoA if linked via company or ownership to a vessel that had visited Port Haifa after 20 May 2025. This could be a link through any level of ownership of the vessel and would be at Houthi discretion.

## JMIC Overview

By the end of May 2025, we have passed 190+ days since the last attack on merchant vessels in the Red Sea and GoA, and the agreed ceasefire agreement between USA and the Houthis has held for 25+ days. The region remains volatile as decisions at the strategic level may have maritime impacts in the AOR. the Joint Maritime Information Center (JMIC) has continued to monitor the situation in the region following reports of electronic interference both in the middle and southern Red Sea as well as in Strait of Hormuz. The latest HOCC statement on 20th May placing a ban on vessels linked to trade with the Israeli port of Haifa - including sister ships under common ownership or management - are now at increased risk of being targeted. Vessels continue to report being forcibly denied departure by the Houthis until cargo has been discharged and in most reports crew documentation was confiscated. The threat to the Houthi ports remain high. JMIC are following the situation closely together with our Industry partners.

## Highlights

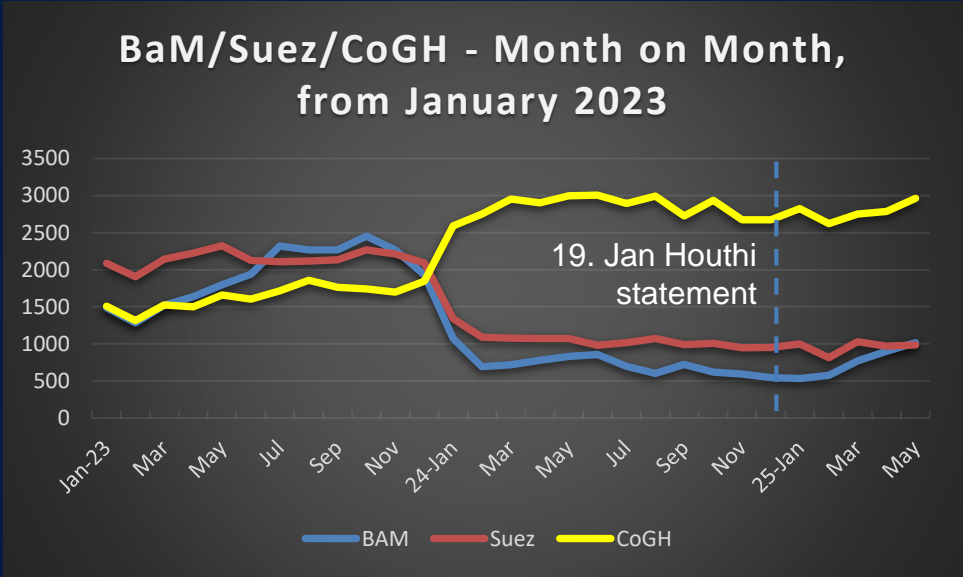
- Throughout May, electronic interference was reported in Strait of Hormuz and in the Red Sea. Electronic interference is common and may occur in conflict- or navy operating areas and as a self-defense measure. See [JMIC info note](#) published 19. May for latest guidance from JMIC to the shipping Industry.
- The Houthi controlled ports of Ras Isa, Saleef and Hodeida, Yemen remain partially operational with limited cargo handling capabilities. Vessels continue to report being forcibly denied departure by the Houthis until cargo has been discharged and in most reports crew documentation was confiscated. The threat to the Houthi ports remain high
- Traffic through the Suez Canal and Bab al Mandeb shows a positive trend, but well below pre-Red Sea crisis. CoGH remains well above. No Significant change in trends.
- Merchant vessels in Arabian Gulf have been approached by small military craft while in international waters, requesting information regarding personnel on board and the vessel's next port of call.

## Recommendation/Guidance

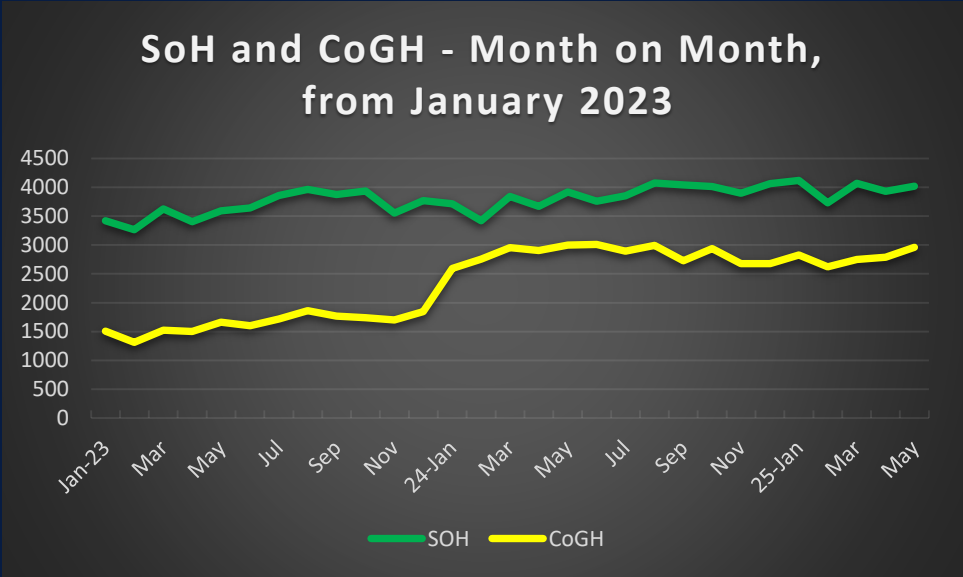
The threat to shipping remains high in the southern Red Sea and western Gulf of Aden. JMIC urges all shipping companies to audit their fleets for any connections to Israeli ports, review digital and AIS data, and strengthen cybersecurity and information control measures to reduce potential risks. We also recommend vessels operating in the Red Sea to follow the Maritime Security Transit Corridor (MSTC) and keep clear of U.S. Navy assets as attacks towards these vessels could potentially result in collateral damage. Mariners are recommended to maintain heightened vigilance and continue reporting any anomalous activities, suspicious behavior, aerial sightings, or irregular communications as well as follow Best Management Practices and industry recommended.

Though the threat to commercial shipping remains low in the Arabian Gulf and Gulf of Oman, JMIC recommends following the industry recognized Maritime Security Transit Corridor – Middle East and continue to implement Best Management Practices. JMIC Bridge Emergency Reference Cards remain available on the UKMTO site.

# Monthly Statistics



A month on month increase in CoGH and BaM transits but numbers remains within yearly average. A slightly increase in transits through Suez but numbers remains within yearly average.



Traffic through SoH had a minor increase over May, but numbers still within trends. CoGH with a slightly increase past month

\*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.

# Overview of Incidents and Suspicious Activities in CMF Area of Operations

Since 01 January 2025



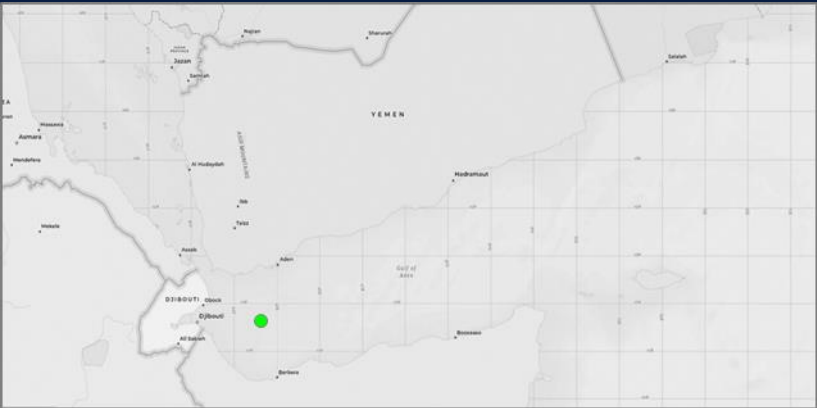
- Legend**
- Attack (Serious Incident)
  - Attack (Minor Incident)
  - Attempted Attack/Targeted
  - Hijack
  - Suspicious Activities
  - SOLAS-related Event

# JMIC Month by Month Comparison of Incidents

(Last 6 months)

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DECEMBER 2024 (1 Incidents)



JANUARY 2025 (2 Incidents)



FEBRUARY 2025 (1 Incidents)



MARCH 2025 (3 Incidents)



APRIL 2025 (1 Incidents)



APRIL 2025 (3 Incidents)





# Definitions – Incident types

General Categories	Explanatory Notes
<b>Attack (Serious Incident)</b>	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.
<b>Attack (Minor Incident)</b>	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.
<b>Attempted Attack/Targeted</b>	<p>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.</p> <ul style="list-style-type: none"><li>Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel.</li><li>No damage may include but not limited to missile ditching, and/or coalition warships shooting down missiles and/or drones.</li></ul>
<b>Hijack</b>	Is where attackers have illegally boarded and taken control of a ship against the crew's will.
<b>Suspicious Activities</b>	This refers to any act of activity near the vessel that is enough to warrant suspicion. To include aerial, surface, and subsurface activities.
<b>SOLAS-related Event</b>	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 JMIG solely to avoid speculations about if this was an 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](mailto:watchkeepers@ukmto.org)

Emergency Tel: +44 (0) 239 2222 060

## **Additional Resources on Industry Guidance:**

BMP 5 – Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea:

<https://www.ics-shipping.org/wp-content/uploads/2020/08/bmp5-hi-res-min.pdf>

ATP – 02.1 NCAGS Guide to Owners, Operators, Masters and Officers:

[https://shipping.nato.int/systems/file\\_download.ashx?pg=692&ver=2](https://shipping.nato.int/systems/file_download.ashx?pg=692&ver=2)

Industry Transit Advice for Southern Red Sea and Gulf of Aden from 25<sup>th</sup> of September

[Industry Transit Advice - 25th September](#)

## **JMIC**

Info Notes, Advisories, Weekly Summary, Monthly Statistics, and Bridge Emergency Reference Cards:

[JMIC Products \(ukmto.org\)](#)

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

