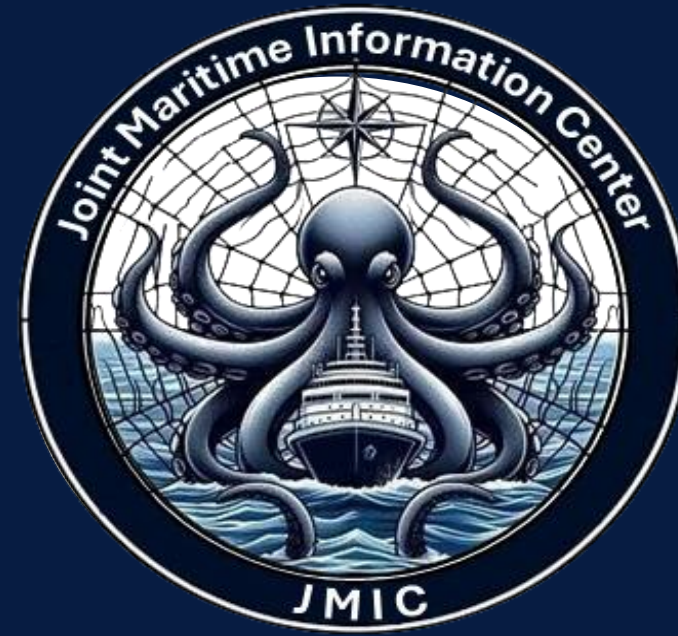


JMIC Weekly Dashboard for the Middle East



Accurate and timely information for the protection of mariners

Week 23 - 2025
(2 June – 8 June)

Combined Maritime Forces (CMF)

JMIC Weekly Assessment for the Middle East Region.

Over 200 days have passed since the last attack on a merchant vessel in the Red Sea and GoA. The ceasefire between U.S. and the Houthis continues to hold achieving 30+ days. In testing this resolve the U.S. Navy has transited the BaM without issue on two occasions. JMIC assesses the region remains volatile while decisions at the strategic level may have maritime impacts to the AOR.

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. There continues to be heightened threats to merchant vessels operating to/with Houthi-controlled ports. See latest advisory from [UKMTO](#) dated 08.06.2025

JMIC through the use of multiple MDA tools have identified several vessels transiting GoA, BaM and the Red Sea with information on the business structure which is outdated (e.g. Operator). This incorrect data may potentially place vessels at risk if the information is linked to Houthi targeting (ref. 20 May 2025 statement). JMIC stresses the importance for CSO's to evaluate their digital footprint on multiple maritime databases (both open and licensed), for any outdated information or discrepancies that could be interpreted by malign actors as grounds for targeting.

Open sources report U.S. maximum pressure campaign against Iran has resumed with new individuals and companies being sanctioned. JMIC have no further information or guidance regarding the ongoing U.S. campaign, but will monitor potential escalations impacting freedom of navigation and safety for mariners.

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.

Electronic Interference

Ships are still reporting electronic interference in the Southern and Central Red Sea and in the Strait of Hormuz. Traditional means of navigation remain a recommended course of action until further notice. Masters operating anywhere within the UKMTO Voluntary Reporting Area (VRA) who experience disruptions to electronic navigation systems—such as GPS, AIS, or other Positioning, Navigation, and Timing (PNT) systems—are strongly encouraged to report these incidents to UKMTO immediately.

Specific Events

Indian Ocean and Coast of Somalia

- NSTR

Arabian Gulf, Strait of Hormuz and Gulf of Oman

- NSTR

Red Sea, Bab-al-Mandab and Gulf of Aden

- Whilst reports of electronic interference across the wider region continue to increase with frequency, reports from the Red Sea suggest an increased intensity that is significantly impacting upon electronic navigation aids in that area. Vessels are advised to be aware of this interference and navigate with caution.





Incidents, reported by UKMTO



Date	Type of Incident Source	Vessel Name Flag / IMO / Locaation



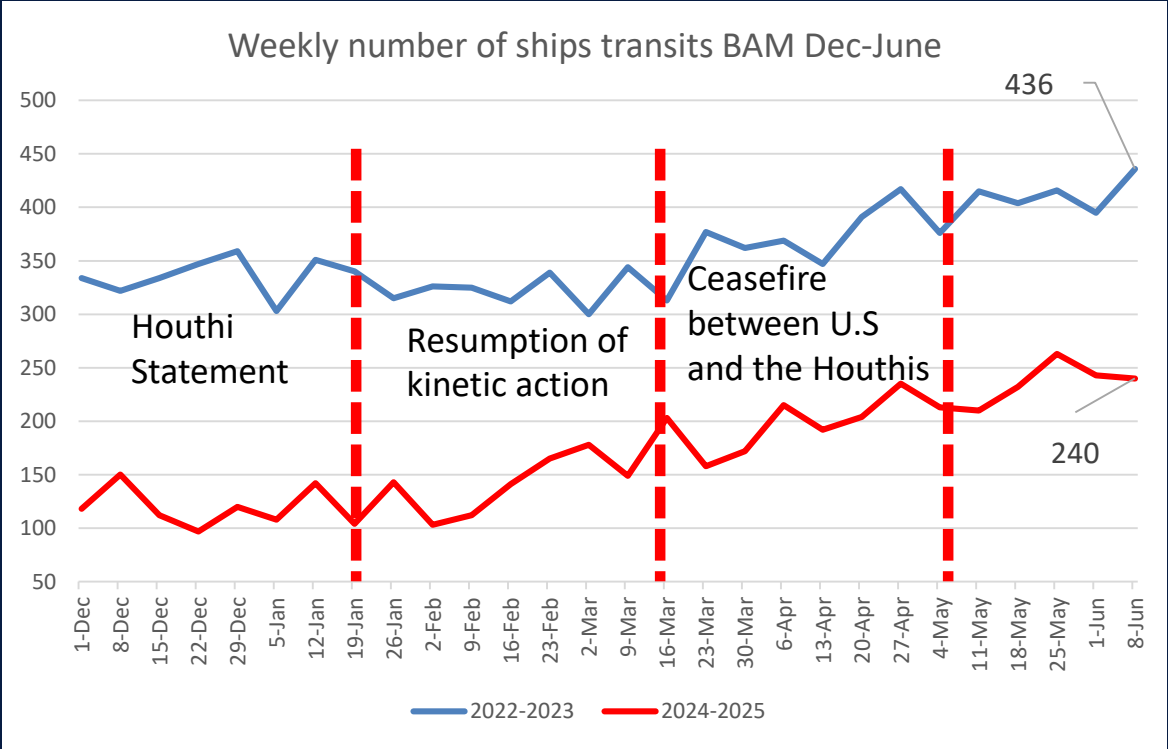
JMIC Investigated Incidents

Since 01 January 2025

Total number of Incidents <i>(excluding coalition engagements)</i>		(0 new this week)									
Days since last incident / incident type		18+ days / Suspicious Activities									
<div>Red Sea / GoA Incidents</div> <table><tr><th>Incident Type</th><th>Count</th></tr><tr><td>SOLAS-related Event</td><td>1</td></tr><tr><td>Suspicious Activities</td><td>1</td></tr></table>		Incident Type	Count	SOLAS-related Event	1	Suspicious Activities	1	<div>Indian Ocean and Coast of Somalia</div> <table><tr><th>Incident Type</th><th>Count</th></tr></table>		Incident Type	Count
Incident Type	Count										
SOLAS-related Event	1										
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Incident Type	Count										
<div>Last incident info: Date: 16. APR. 2025 Type: Suspicious Activity Ship Name: Un-disclosed</div>		<div>Last incident info: Date: - Type: - Ship -</div>									
		<div>Arabian Gulf / SoH / GOO</div> <table><tr><th>Incident Type</th><th>Count</th></tr><tr><td>Suspicious Activities</td><td>2</td></tr></table>		Incident Type	Count	Suspicious Activities	2				
Incident Type	Count										
Suspicious Activities	2										
		<div>Last incident info: Date: 15.MAY. 2025 Type: Suspicious Activities Ship: Container vessel / Un-disclosed</div>									

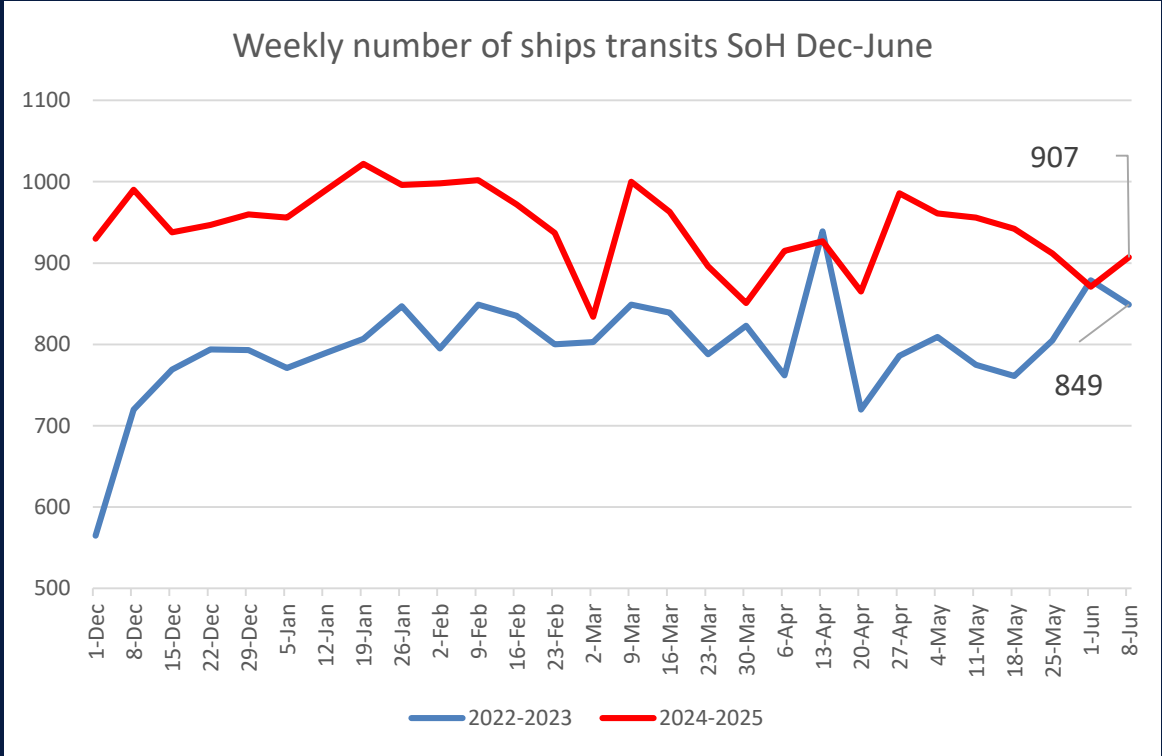
Weekly transits

Bab-al-Mandab (BaM)



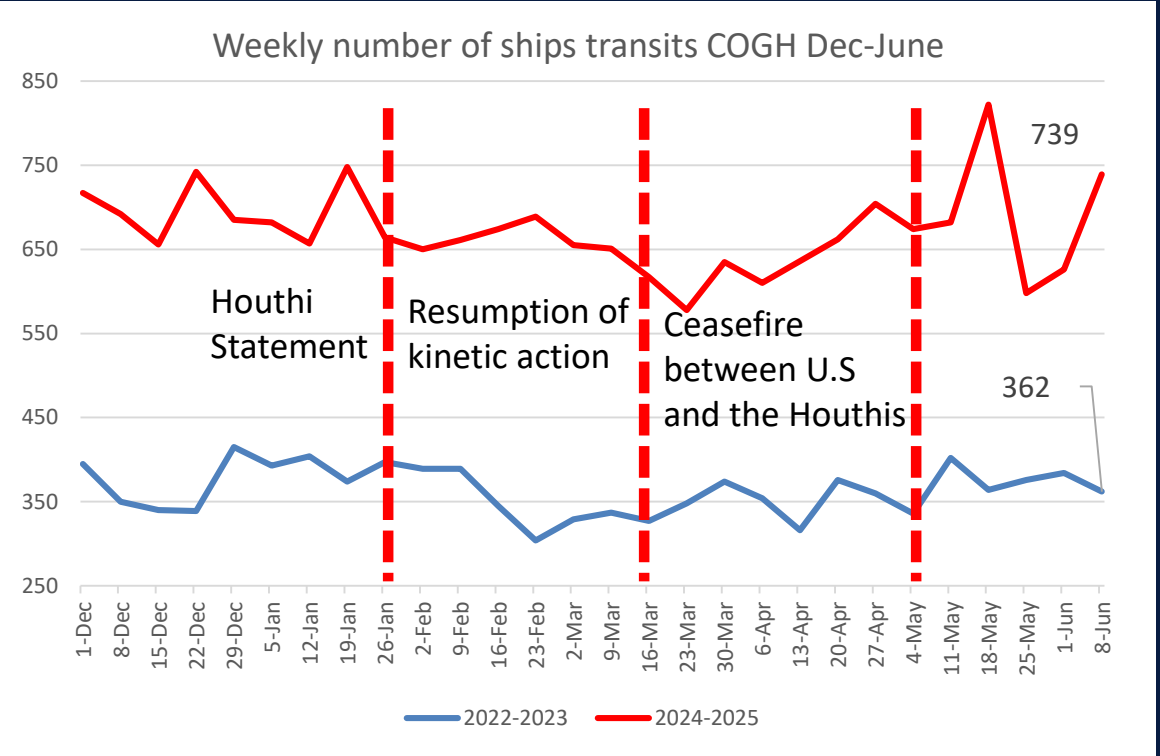
1,2 % decrease last week
This weeks numbers are following seasonal trends

Strait of Hormuz (SoH)



4.1 % increase last week

Cape of Good Hope (CoGH)



18 % increase 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.



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	<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">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 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

Emergency Tel: +44 (0)2392 222060

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

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

