



# Joint Maritime Information Center



## JMIC Weekly Dashboard

Week 42

13<sup>th</sup> - 19<sup>th</sup> Oct 2024



# Weekly Executive Summary

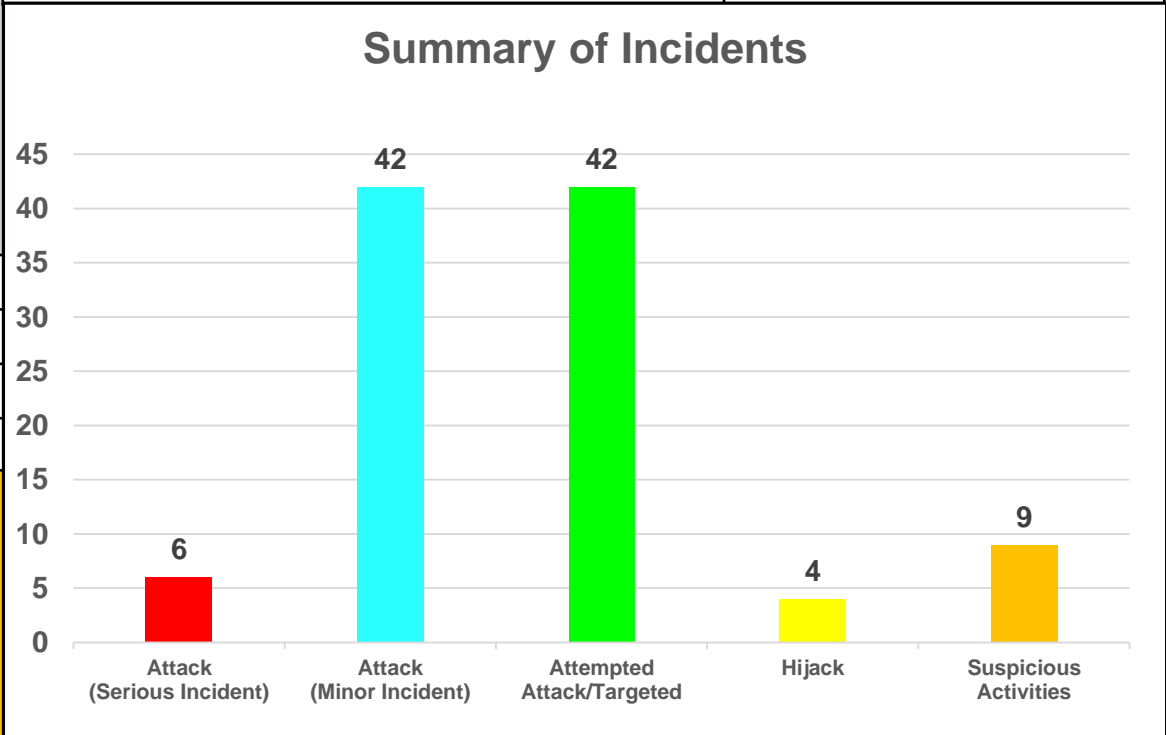


Incident No.	Information Note No.	Vessel Name

**Weekly Assessment:**  
This past week there were no Houthi incidents or attacks to report. JMIC assess the overall threat remains **HIGH** within the concentrated area as depicted on Overview of Incidents and Suspicious Activities slide. The Houthis maintain the capability and intent to target civilian merchant vessels in the Southern Red Sea, Gulf of Aden and Indian Ocean.

**Please view JMIC Advisory Note on slides 3**

Since 19 <sup>th</sup> November 2023	
Total number of Incidents <i>(excluding coalition engagements)</i>	<b>103</b> (0 new this week)
Total Mariners Killed	<b>4</b> (0 new this week)
Total Mariners Severely Injured	<b>2</b> (0 new this week)





# JMIC Advisory Note

## JMIC ADVISORY NOTE 17 October '24 | Red Sea, Gulf of Aden and Indian Ocean

JMIC analysis highlights the Houthis continue to target vessels in the **Southern Red Sea, Gulf of Aden and Indian Ocean**

This advisory note updates methods by which the Houthis may use to identify/target vessels and recommends CSOs and ships Master consider pattern-of-life adjustments while transiting/operating the area defined on the map.

The area of threat to merchant vessels from missiles and unmanned aerial vehicles (UAV) in the Southern Red Sea and Gulf of Aden has expanded into the Indian Ocean. The threat from missiles is a growing concern.

### Missile Capability:

The JMIC estimates the maximum range of Houthi missiles to be roughly 1,700km and drones slightly less at 1,500km. This estimate is based on furthest identified targeting and attacks of merchant vessels.

The complete version of the JMIC Advisory Note dated 17 October can be found [here](#).



The diagram depicts the estimated capability range and area where merchant vessels have been targeted.



# JMIC Advisory Note | Reminder

## JMIC ADVISORY NOTE 12 October '24 | Arabian Gulf, SoH and Gulf of Oman

This advisory note is to ensure seafarers remain vigilant within the **Arabian Gulf (Persian Gulf), Strait of Hormuz, and Gulf of Oman**.

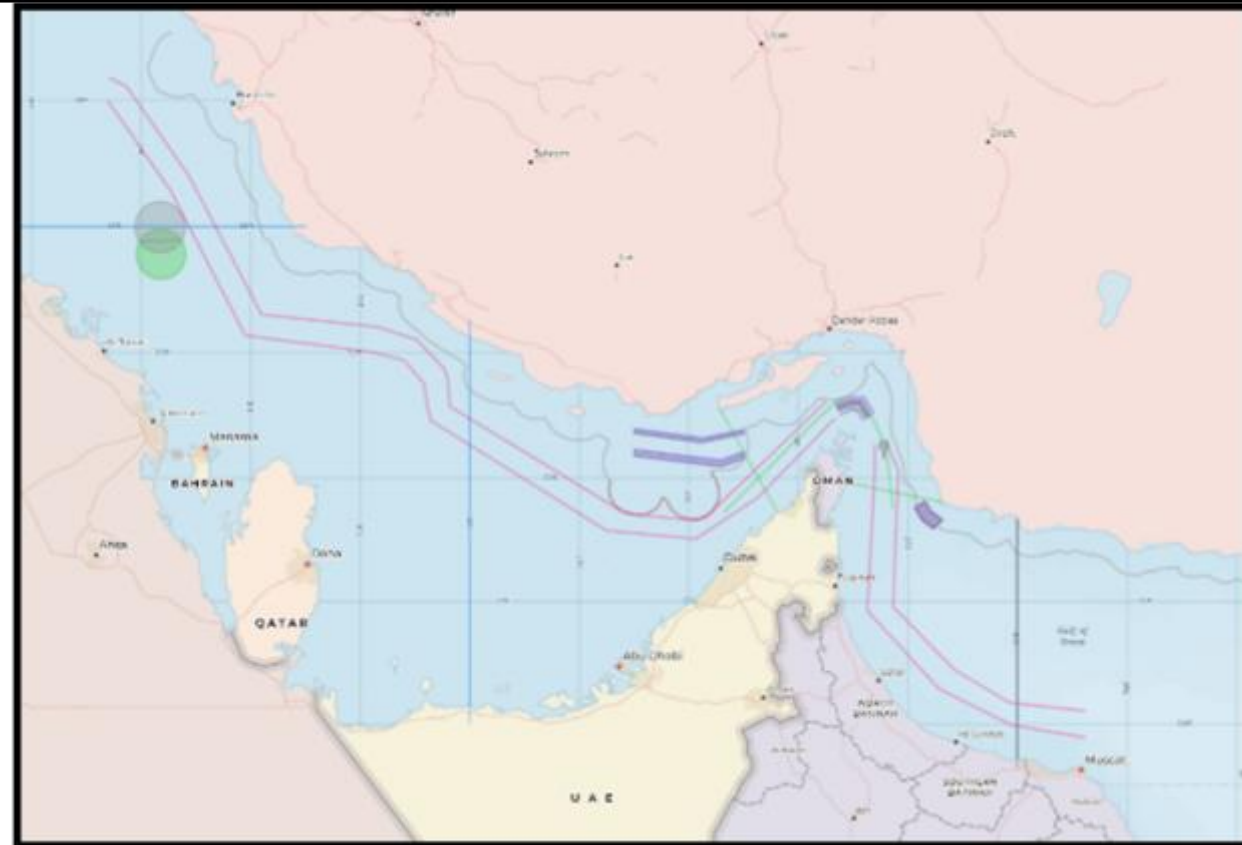
As tensions in the region increase, so should the concern for merchant shipping to exercise freedom of navigation.

Despite no current indication of harassment, seizure, or attack to merchant shipping, JMIC recommends the following risk mitigation measures:

- Implement equivalent ISPS level 2
- Immediately report suspicious activity to a designated regional reporting centre (UKMTO, MSCHoA) for further advise
- Apply Best Management Practices (BMP 5)
- Follow Industry recommended Maritime Security Transit Corridor Middle East (MSTC-ME)
- Review the guidance on the JMIC bridge cards specific to VHF Hailing / Harassment in advance of the Strait of Hormuz or surrounding area
- Keep AIS on accordance with IMO SOLAS regulation V/19

**Link to Industry Transit Advice (9 November 2023)**

- <https://www.maritimeglobalsecurity.org/media/k1alljrz/2023-11-09-industry-transit-advice-persian-gulf-strait-of-hormuz-and-sea-of-oman.pdf>



**Industry transit advice, Persian Gulf, Strait of Hormuz and Sea and of Oman**



# Complete List of Merchant Vessels Incidents

## Since 19<sup>th</sup> November 2023 (1 of 2)

	I/N	Date	Name	IT	VT	AA
NOV.	1	19/11/23	GALAXY LEADER			
	2	25/11/23	CENTRAL PARK			
	3	26/11/23	CENTRAL PARK			
DECEMBER	4	03/12/23	NUMBER 9			
	5	03/12/23	UNITY EXPLORER			
	6	03/12/23	AOM SOPHIE II			
	7	09/12/23	PANTA REI 1			
	8	10/12/23	CENTAURIUS LEADER			
	9	11/12/23	STRINDA			
	10	13/12/23	ARDMORE ENCOUNTER			
	11	14/12/23	MAERSK GILBRATAR			
	12	15/12/23	AL JASRAH			
	13	15/12/23	MSC ALANYA			
	14	15/12/23	MSC PALATIUM 3			
	15	18/12/23	SWAN ATLANTIC			
	16	18/12/23	MSC CLARA			
	17	23/12/23	SAI BABA			
JANUARY	18	23/12/23	BLAAMANEN			
	19	24/12/23	MSC SILVANA			
	20	26/12/23	MSC UNITED III			
	21	28/12/23	MSC BEIRA IV			
	22	30/12/23	MAERSK HANGZHOU			
	23	02/01/24	CMA CGM TAGE			
	24	09/01/24	GREEN BAY			
	25	12/01/24	KHALISSA			
	26	15/01/24	GIBRALTAR EAGLE			
	27	16/01/24	ZOGRAFIA			
	28	17/01/24	GENCO PICARDY			
	29	18/01/24	CHEM RANGER			
	30	24/01/24	MAERSK DETROIT			
	31	24/01/24	MAERSK CHESAPEAKE			
	32	26/01/24	MARLIN LUANDA			
	33	29/01/24	PANTA REI 1			

	I/N	Date	Name	IT	VT	AA
FEBRUARY	34	01/02/24	KOI			
	35	06/02/24	STAR NASIA			
	36	06/02/24	MORNING TIDE			
	37	12/02/24	STAR IRIS			
	38	15/02/24	LYCAVITOS			
	39	16/02/24	POLLUX			
	40	18/02/24	RUBYMAR			
	41	19/02/24	SEA CHAMPION			
	42	19/02/24	NAVIS FORTUNA			
	43	21/02/24	LAVENDER			
	44	22/02/24	ISLANDER			
	45	24/02/24	TORM THOR			
	46	27/02/24	-			
MARCH	47	04/03/24	MSC SKY II			
	48	06/03/24	TRUE CONFIDENCE			
	49	08/03/24	PROPEL FORTUNE			
	50	11/03/24	PINOCCHIO			
	51	14/03/24	PACIFIC 01			
	52	15/03/24	MADO			
	53	23/03/24	HUANG PU			
APRIL	55	06/04/24	HOPE ISLAND			
	56	24/04/24	MAERSK YORKTOWN			
	57	25/04/24	MSC DARWIN VI			
	58	26/04/24	ANDROMEDA STAR			
MAY	SI2	26/04/24	MSC ORION			
	59	29/04/24	CYCLADES			
	60	06/05/24	MSC DIEGO / MSC GINA			
	61	17/05/24	WIND			
	62	23/05/24	YANNIS			
	63	28/05/24	LAAX			

	I/N	Date	Name	IT	VT	AA
JUNE	64	01/06/24	ABLIANI			
	65	06/06/24	AAL GENOA			
	66	08/06/24	NORDERNEY			
	67	08/06/24	MSC TAVVISHI			
	68	09/06/24	NORDERNEY			
	69	12/06/24	TUTOR			
	70	13/06/24	VERBENA			
	71	13/06/24	SEAGUARDIAN			
	72	16/06/24	CAPTAIN PARIS			
	73	21/06/24	TRANSWORLD NAVIGATOR			
	74	23/06/24	TRANSWORLD NAVIGATOR			
	75	24/06/24	MSC SARAH V			
	76	25/06/24	LILA LISBON			
	77	27/06/24	SEAJOY			
JULY	78	28/06/24	DELONIX			
	80	30/06/24	SUMMER LADY			
	81	09/07/24	MAERSK SENTOSA			
	82	10/07/24	MOUNT FUJI			
	83	11/07/24	ROSTRUM STOIC			
	84	15/07/24	BENTLEY I			
	85	15/07/24	CHIOS LION			
AUGUST	86	19/07/24	LOBIVIA			
	87	20/07/24	PUMBA			
	88	03/08/24	GROTON			
	89	08/08/24	DELTA BLUE			
	90	12/08/24	DELTA ATLANTICA			
	91	13/08/24	ON PHOENIX			
	92	15/08/24	SIAM & SUNNY OCEAN			
	93	21/08/24	SOUNION			
	94	21/08/24	SW NORTH WIND I			
	95	26/08/24	CAROLINE BEZENGI			
	96	27/08/24	MUTRIBA			
	97	30/08/24	GROTON			

Incident Type (IT):
Attack (Serious Incident)
Attack (Minor Incident)
Attempted Attack/Targeted
Hijack
Suspicious Activities

Vessel Type (VT):
Bulk
Tanker
Passenger
Container
RORO
Other

Assessed Association (AA):
Israel
UK
US
No Direct Association
Outdated Association

**Note 1.** As per the request of the owners, some vessel names and details on attacks may not be disclosed

**Note 2.** 'SI' means *Special Information Note* (outside the original JMIG Area of responsibility) at the time of publishing





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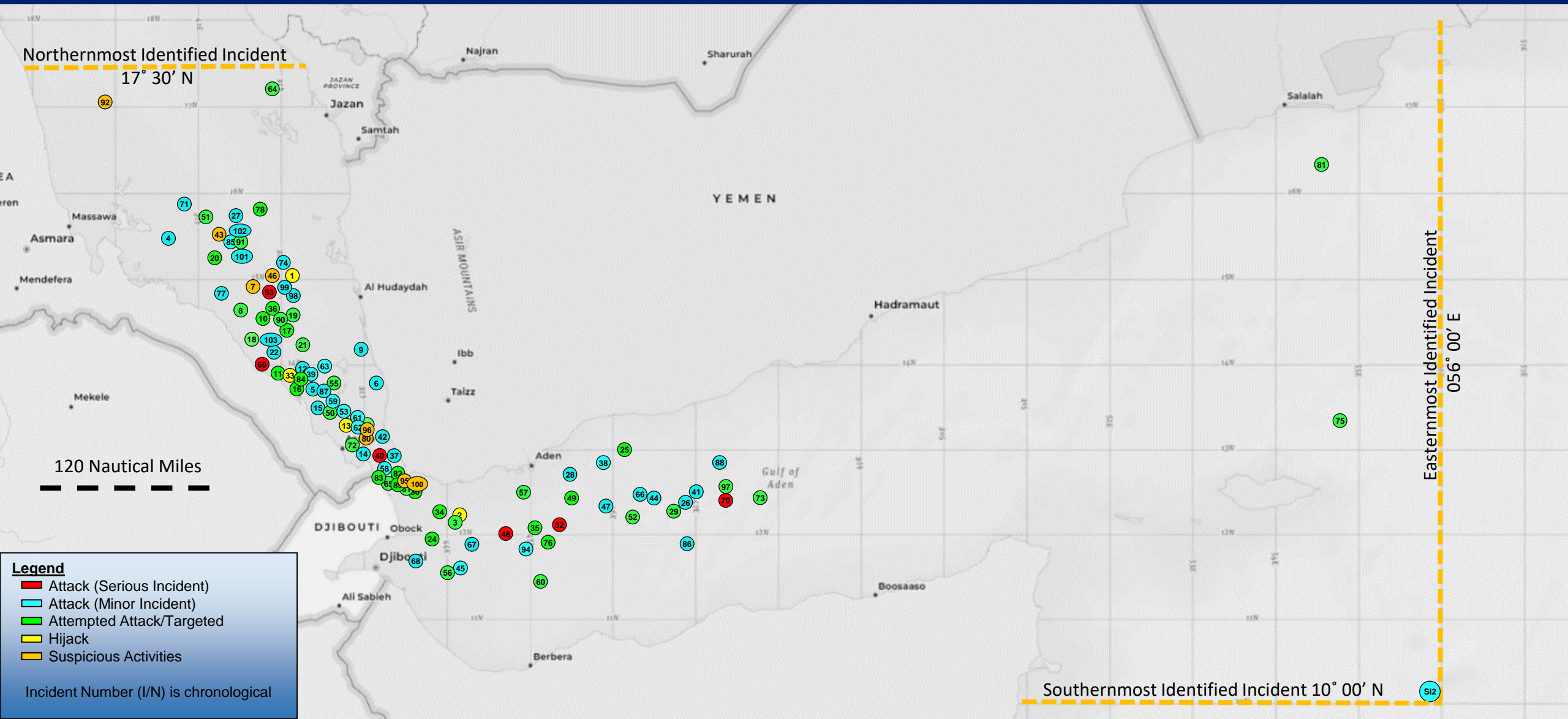
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# Overview of Incidents and Suspicious Activities

## Since 19<sup>th</sup> November 2023

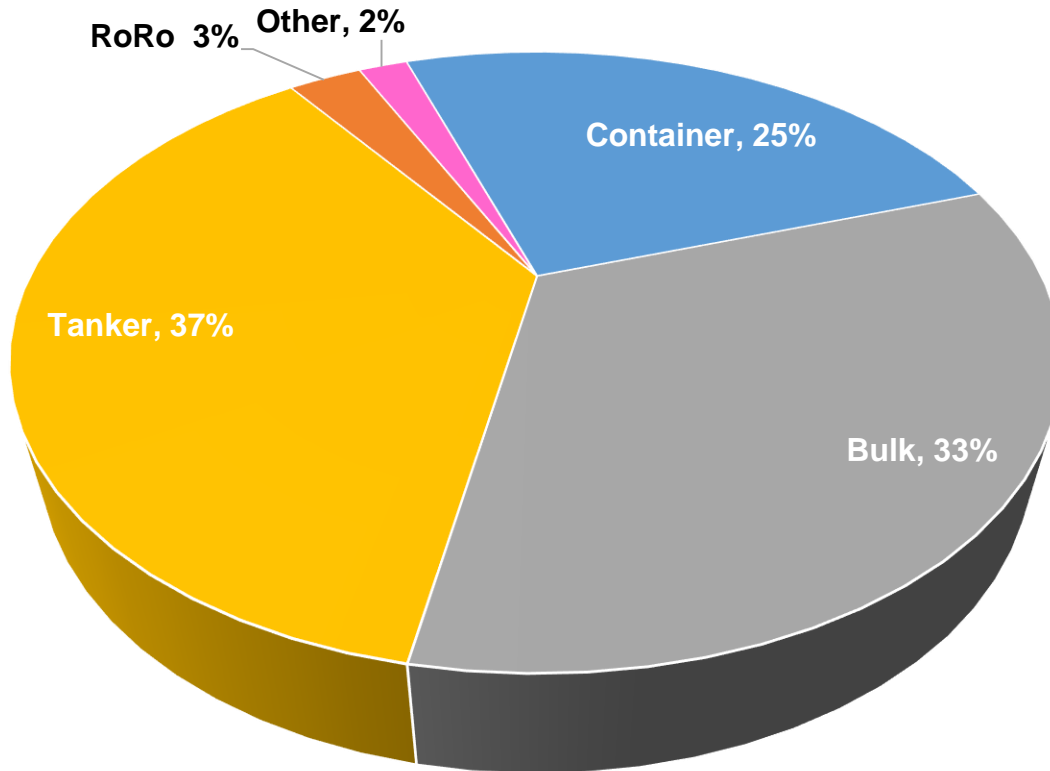




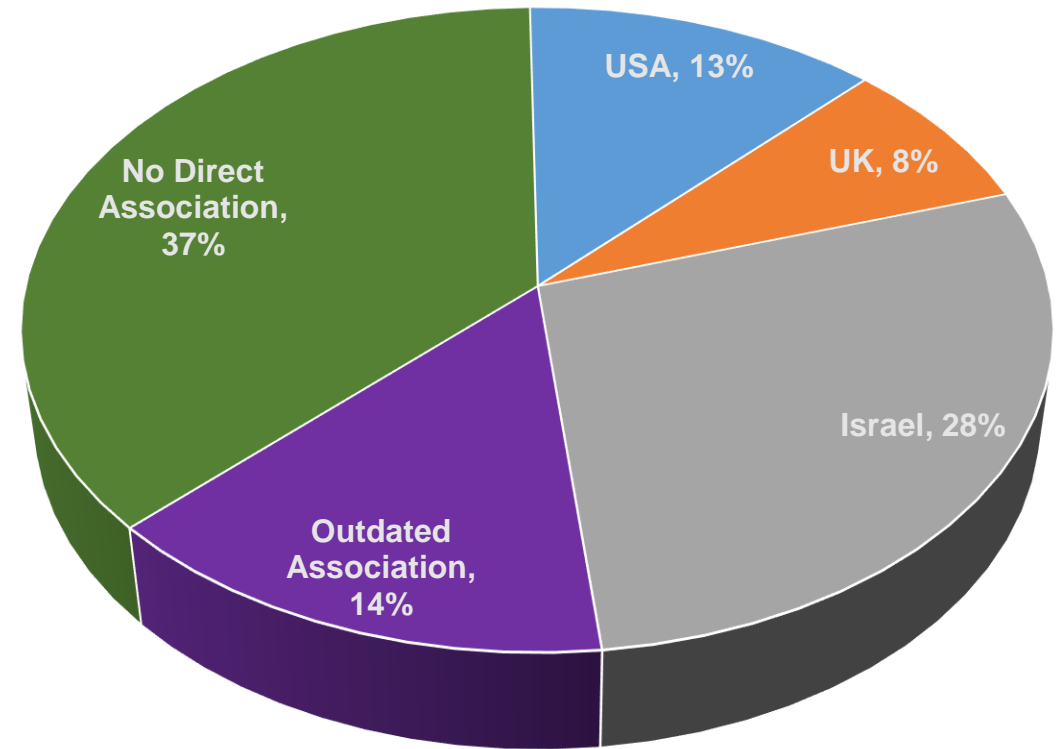
# Incidents Involving Merchant Vessels

## Since 19<sup>th</sup> November 2023

### Incidents by Vessel Type



### Incidents by Assessed Association



**Direct Association:** The vessel itself has made a recent port call to Israel, or the Owner, Operator, Charterer, Manager or Flag State is Israeli, US or UK.

**No Direct Association:** Other vessels within the company structure that have made one or more recent port calls to Israel.

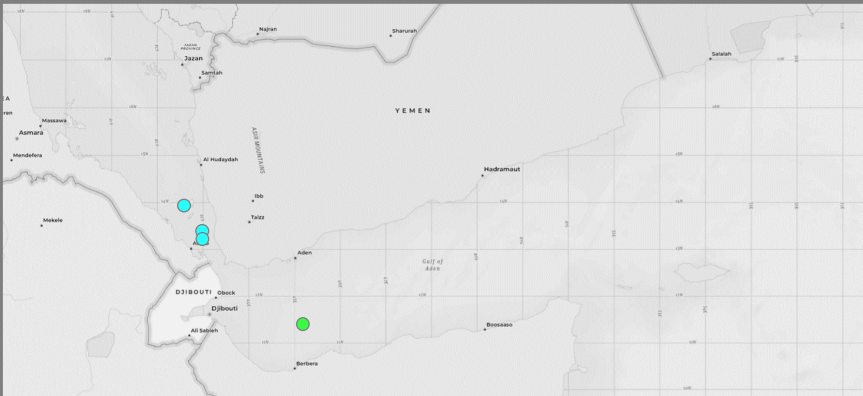




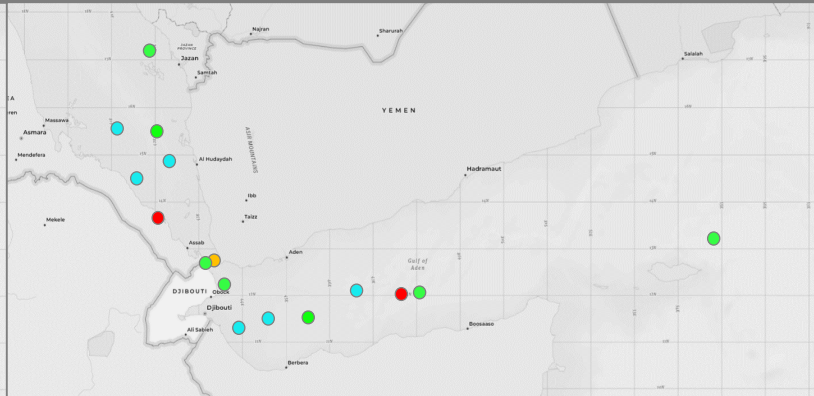
# Month by Month Comparison of Incidents

## (Last 6 months)

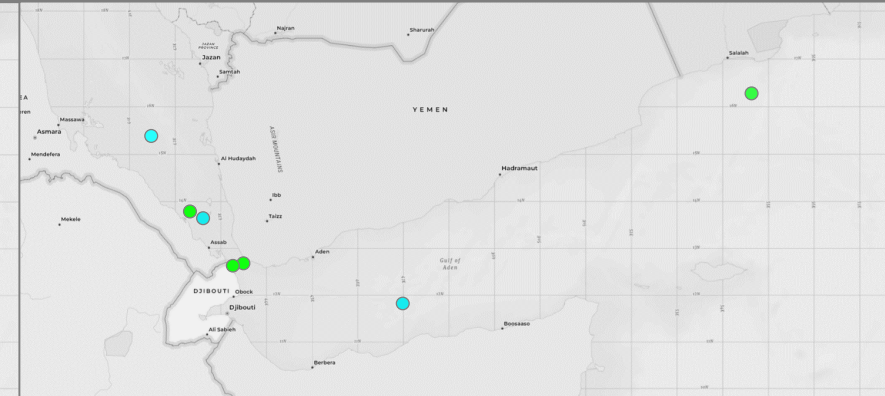
MAY 2024 (4 Incidents)



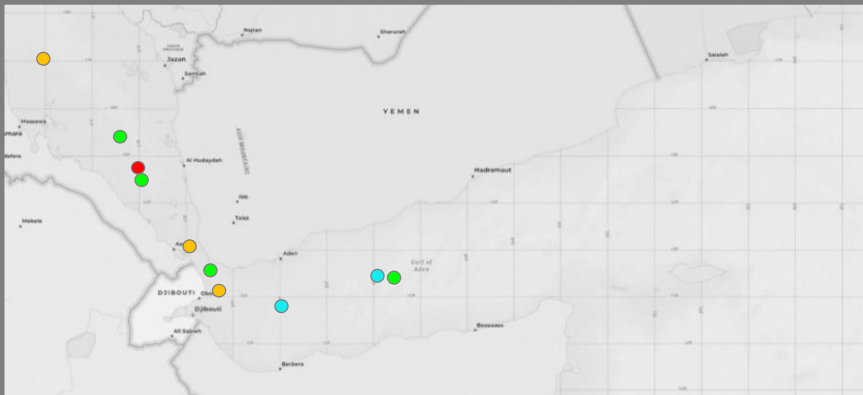
JUNE 2024 (16 Incidents)



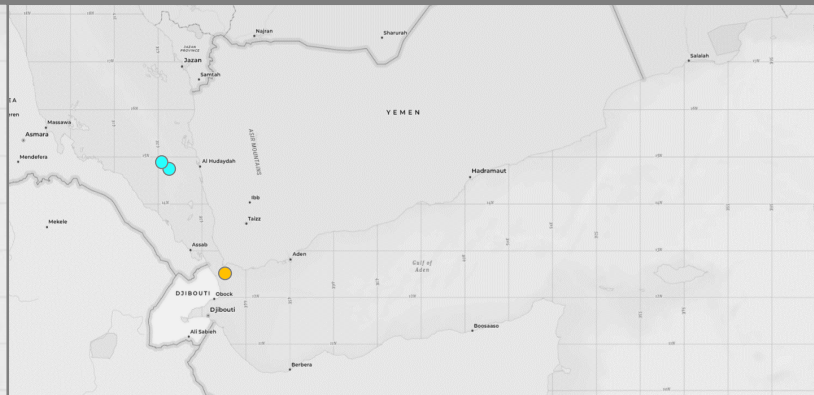
JULY 2024 (7 Incidents)



AUGUST 2024 (11 Incidents)



SEPTEMBER 2024 (3 Incidents)



OCTOBER 2024 (3 Incidents as of the 19th)



### Observations and Assessments

The Houthis maintain the capability and intent to target vessels with a perceived association to U.S., UK, or Israel. With less opportunity as vessels are transiting the Cape of Good Hope or no longer transiting the Red Sea or Gulf of Aden, it should be expected that the Houthis will continue to look for any type of association to target innocent shipping and potentially target vessels further out into the Indian Ocean.

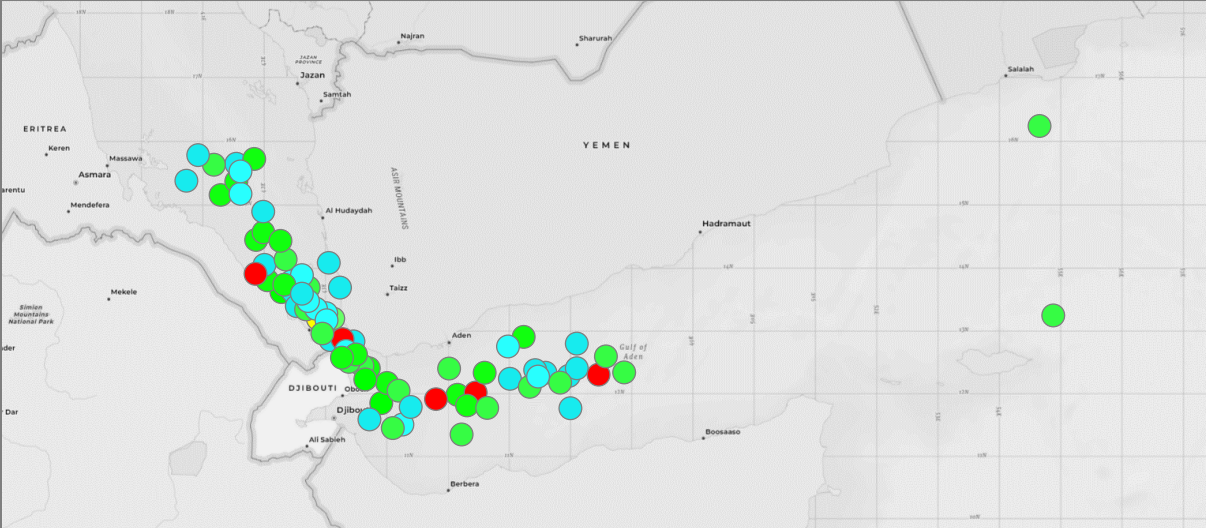




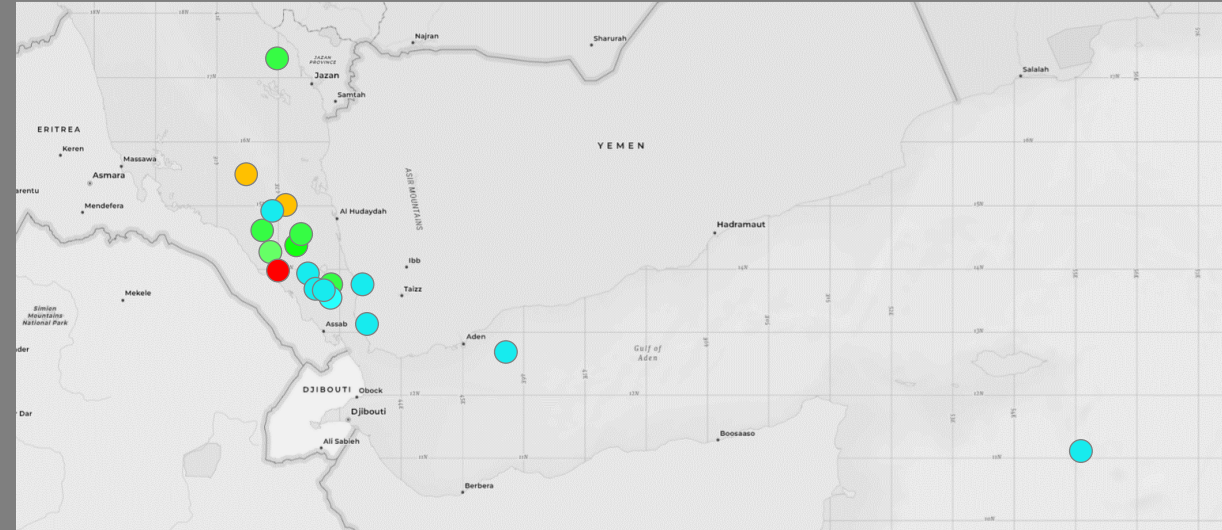
# Incidents by Type

## Since 19 November 2023

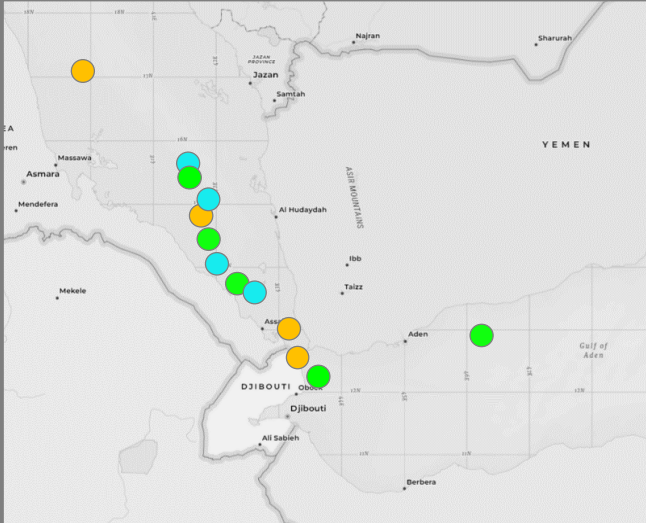
### MISSILE (78 incidents)



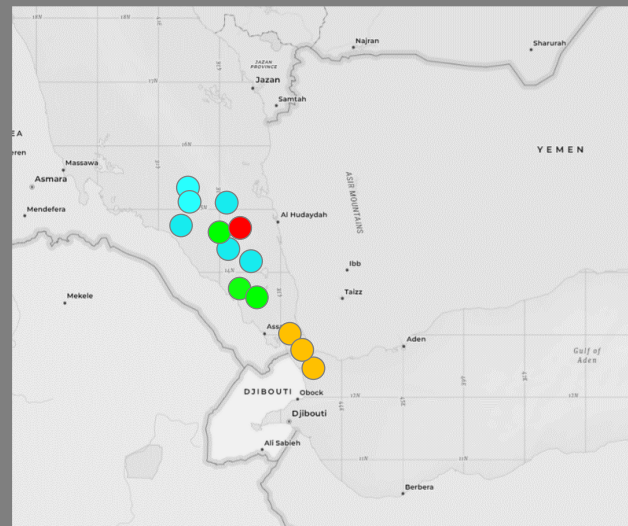
### UAV (18 incidents)



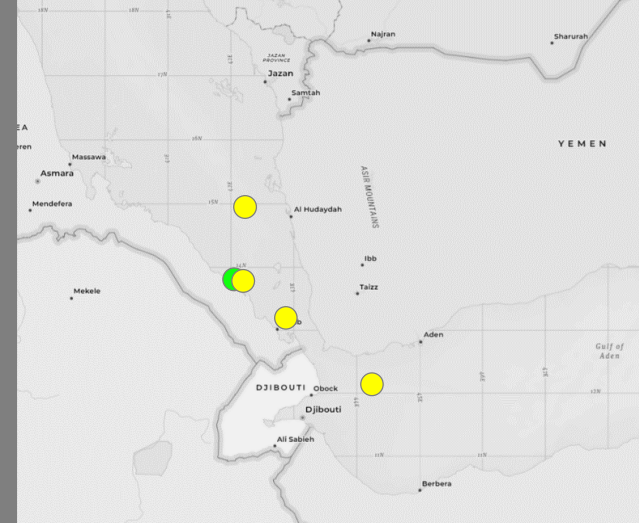
### SMALL CRAFT (15 incidents)



### USV (13 incidents)



### HIJACK (5 incidents)



### Note:

Incidents with more than one incident-type will appear in all applicable charts

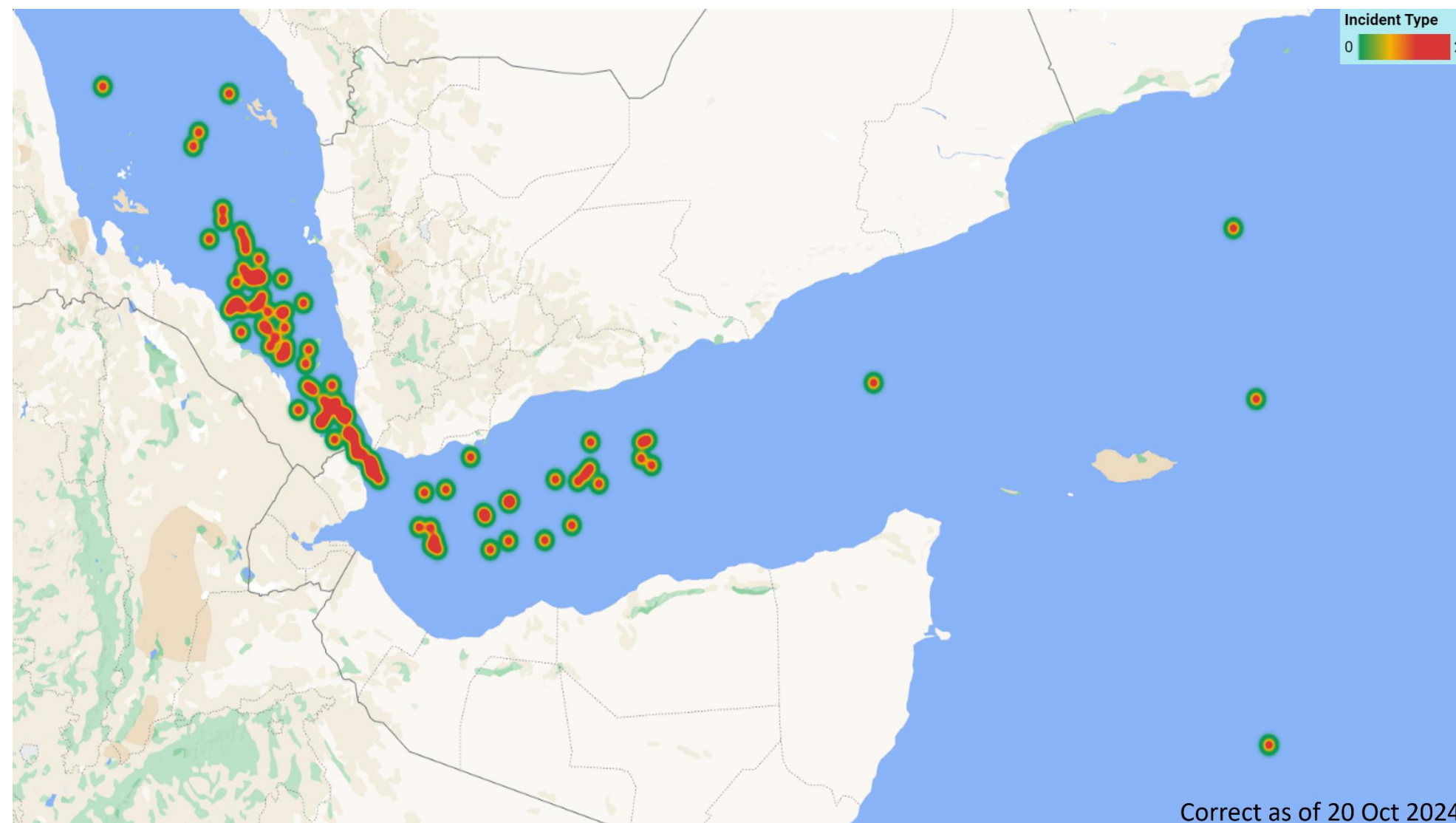
### Legend

- Attack (Serious Incident)
- Attack (Minor Incident)
- Attempted Attack/Targeted
- Hijack
- Suspicious Activities



# Heatmap of Incidents and Suspicious Activities

## Since 19<sup>th</sup> November 2023



### Note:

All positions shown are approximate and only presented for the purpose of highlighting the frequency of incidents

Correct as of 20 Oct 2024

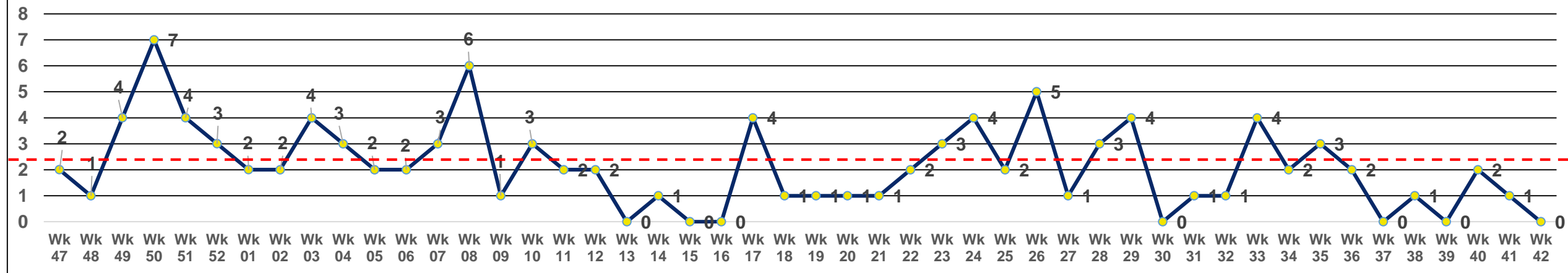




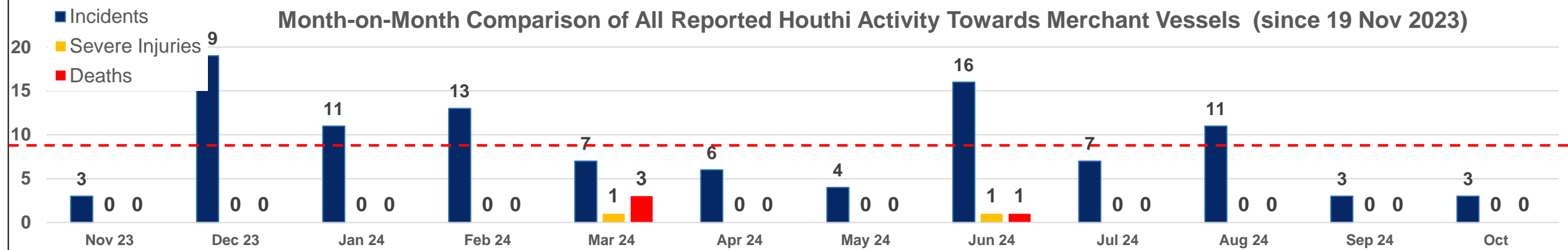
# Trending of Incidents Involving Merchant Vessels

Since 19<sup>th</sup> November 2023

Week-on-Week Comparison of All Reported Houthi Activity Towards Merchant Vessels (since 19 November 2023)



Month-on-Month Comparison of All Reported Houthi Activity Towards Merchant Vessels (since 19 Nov 2023)



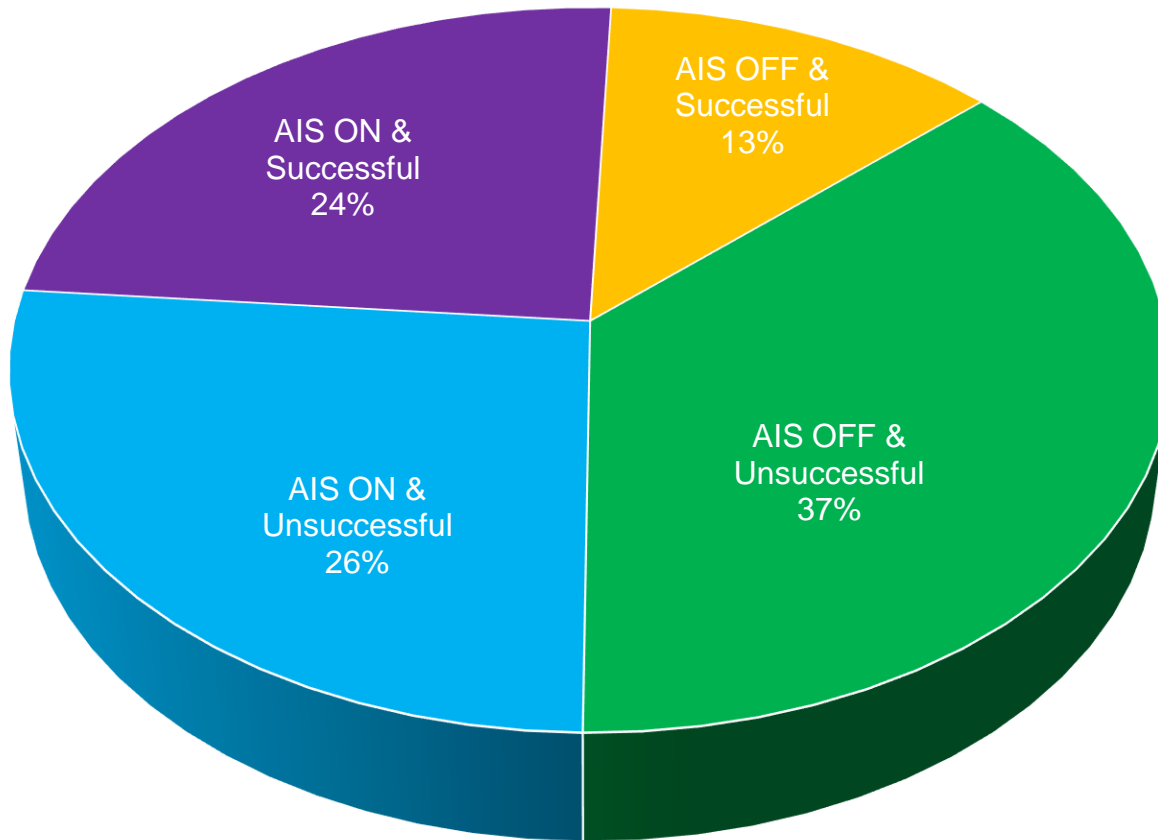
**Observations and Assessments**  
Based on trending, the number of Houthi attacks on merchant vessels last week was below average. Refer to the 'JMIG Guidance to Industry' slide. Week-on-Week and Month-on-Month average displayed as red dotted line. This will be updated to reflect values for the current reporting period.





# AIS Statistics

## Attacks/Incidents Involving Merchant Vessels



### Totals

Incidents:	102 <sup>(1)</sup>
AIS ON:	51
AIS OFF:	51
Successful <sup>(2)</sup> attacks:	35
Unsuccessful attacks:	65

<sup>(1)</sup> One incident with unknown details not included

<sup>(2)</sup> "Successful" meaning attack with hit resulting in any damage to vessel

### Serious Incidents<sup>(3)</sup>

Total number:	6
AIS ON:	4
AIS OFF:	2

<sup>(3)</sup> Incidents resulting in:

- Abandoned Ship
- Vessel Sunk
- Death
- Major Fire

### Observations and Assessments

AIS on or off does not appear to have an impact on whether or not a vessel will be targeted. However, if targeted, based on the available data vessels with AIS off are less likely to be hit.



# 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.



# JMIC Guidance to Industry

**Vessels** intending to transit the threat area are recommended to exercise caution by applying the following:

- a. Conduct a threat and risk assessment prior to entering the area
- b. Review security measures/incorporate appropriate vessel hardening measures into their security plans
- c. Turning off any form of non-essential emissions (e.g. intra-ship UHF/VHF transmissions and AIS) in the vicinity of, or before transiting or entering the threat area, is to be very carefully considered as part of the voyage risk mitigation process, as broadcasting on AIS is assessed to aid Houthi targeting
  - i. While transmitting AIS may be consistent with SOLAS, it may compromise the safety & security of the vessel and crew
  - ii. If AIS is turned off, consider altering course and speed to minimize tracking by Dead Reckoning, and consider increasing your reporting frequency to UKMTO (or other)
- d. Do not loiter when transiting the threat area and proceed with caution
- e. If contacted by any unrecognized organization:
  - i. Report back to your company security officer and validate the source before responding
- f. If contacted on VHF by unverified vessels or "Yemeni Navy":
  - i. Ignore the VHF call and continue passage if safe to do so
  - ii. Describe the incident in follow up reports to UKMTO
- g. Share instances of suspicious activity with UKMTO (with recordings or imagery where possible)
  - i. UAV sightings
  - ii. Communications challenges
- h. In case of unexploded ordnance and debris on deck:
  - i. Maintain a safe distance (as far away as practically possible) and cordon off the area
  - ii. Do not touch or try to dismantle any debris
  - iii. Be aware that any radio emissions may trigger the device
  - iv. Request assistance through UKMTO, ask for an Explosive Ordnance Disposal Team (EOD)
- i. Use of Best Management Practices (BMP) should be considered
  - i. Chain link fencing can be used to reduce the effects of an RPG

**Maritime Industry** is recommended to:

- a. Conduct a threat & risk assessment of all associated vessels and especially those that may have previous USA, UK or Israel ownership or associations *[to include recent port calls by vessels within the company and/or group structure]*
- b. Companies should plan and implement risk mitigation measures in advance of the furthest identified attack areas as depicted in the JMIC 'Overview of Incidents and Suspicious Activities' slide
- c. If an association is made, shipping companies are recommended to provide the information to UKMTO prior to transiting the threat area
- d. Ensure their managed vessels receive and follow the guidance for vessels
- e. Review digital footprint including AIS policy
- f. The JMIC is aware of increased email communication between unrecognized reporting entities and owners/operators
  - i. If contacted by any organization not officially recognized, report back to your company security officer and validate the source before responding
  - ii. Any response should be carefully considered
  - iii. Statements by Houthi forces to encourage merchant shipping to engage with the Houthi's Humanitarian Operations Coordination Centre (HOCC), or Yemeni Navy, should be disregarded and industry best practice and guidance should be followed in close communication with your company's CSO
- g. Open-source claims that vessels are targeted may not be factual
  - i. JMIC recommends verifying source for legitimacy



# About Us

The Joint Maritime Information Center (JMIC) is an entity operating in close cooperation with the Combined Maritime Forces (CMF). The JMIC seeks, where possible, participation from multiple military stakeholders including Naval Cooperation and Guidance for Shipping (NCAGS) and Information Fusion Centers (IFC) specialists to fuse open-source unclassified information into a truthful messaging service for the maritime industry.

The JMIC has been established to support the Shipping Industry with challenges faced when operating in the Red Sea and Gulf of Aden under threat conditions from a non-state actor. The JMIC is aligned to the principle that all vessels are entitled to Freedom of Navigation and seafarers supporting the legitimate movement of global trade are unhindered. The information shared by the JMIC endeavors to offer advice, and where prudent, military guidance only to help inform any Threat and Risk Assessment process. This framework is not a legally binding commitment. The JMIC is to:

1. Provide accurate incident information to enable risk assessment by shipping industry to support operational planning and decision making.
2. Provide clear and concise updates and guidance to the shipping industry – where possible, to aim to be the “authoritative source of information.”

JMIC information concentrates on non-state actor attacks on merchant vessels in the Red Sea, Bab Al Mandeb (BAM) and Gulf of Aden (GOA), however, this may extend outside the defined area based on threat expansion.





# 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)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](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 Bridge Emergency Reference Cards:**

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