

# Joint Maritime Information Center

## Update 008 to JMIC Advisory Note:

01 - 08 March 2026

Regional Tension - Impact on Maritime Security

### Area of Concern:

Middle East Maritime Security Posture

JMIC# 001-26

Regional Threat Level: **CRITICAL**

## 1. Regional Risk Level Assessment

Overall Maritime Risk Level: ● **CRITICAL**

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

The regional maritime threat environment remains **CRITICAL**, indicating that attacks against commercial shipping remain likely and operating conditions remain highly hazardous.

Commercial vessels operating within the critical threat area are strongly encouraged to **register with and maintain reporting contact with UKMTO**, regardless of AIS transmission status. Direct reporting enables rapid contact with vessels or company security officers should urgent safety or security information need to be passed.

No maritime attacks against commercial vessels have been reported in the past 24 hours. However, credible threats persist against merchant shipping and offshore energy infrastructure operating within the **Arabian Gulf, Strait of Hormuz, Gulf of Oman, Red Sea, Bab el-Mandeb, and Gulf of Aden**.

Recent incident patterns suggest a campaign focused on **creating operational disruption and uncertainty** rather than exclusively attempting to sink vessels. Strikes have targeted vessels at anchor, drifting ships, and support vessels responding to incidents.

AIS carriage and operation remain governed by **SOLAS regulations**. In the current security environment, operators should review AIS transmission policies within their risk management frameworks to ensure compliance with regulatory requirements while accounting for the prevailing threat environment.

Several recent incidents have resulted in **unexploded ordnance (UXO)** remaining aboard affected vessels. Any suspected unexploded projectile should be treated as extremely hazardous and handled in accordance with **BMP-MS guidance (see page 44)**.

**The absence of new attacks in the past 24 hours should be interpreted as a temporary lull rather than a change in adversary intent.**

## 2. Industry Coordination & Maritime Security Planning Update (No Change)

Recent events are elevating maritime security concerns for commercial shipping transiting the Arabian Gulf, Strait of Hormuz, and Gulf of Oman.



When conditions permit, maritime industry stakeholders should anticipate a deliberate and methodical plan focused on ensuring safe and secure vessel movements. This planning effort will require time to coordinate across military, interagency, and industry. Simultaneously, military operations work to achieve conditions conducive to safe transits.

Mariners should continue to exercise extreme caution when operating in the Arabian Gulf, Strait of Hormuz, and Gulf of Oman. Risk of adversary attacks against commercial shipping remains high in these areas.

### 3. Confirmed/known Vessel Incidents – Approximately Past 24 Hours (No Attacks)

Incident	Vessel	Status	Damage	Location
None				

Among incidents reported since 01 March, some affected vessels and offshore assets have potential Western commercial associations, including U.S. and UK links. However, multiple attacks have involved vessels with no confirmed affiliation to U.S. or Israeli ownership, indicating that current strike patterns extend beyond narrowly defined Western targets.

### 4. Confirmed/known Marine infrastructure attacks

A reported drone strike (07 March) targeted offshore energy infrastructure near **Al Jubayl, Saudi Arabia**. Initial reporting indicates structural damage; however, the extent of operational disruption remains under assessment.

*Incident reporting reflects currently available information and remains subject to confirmation as additional reporting and investigation occur.*

### 5. Port & Anchorage Congestion Risk (No Change)

A high concentration of vessels remain at anchor, drifting and at berth in the Arabian Gulf ports. The congestion remains complicated by EMI, AIS spoofing and jamming. Increased congestion in these areas may contribute to secondary navigational hazards, such as limited maneuvering space, anchor dragging, and heightened risk of collision. It is recommended that bridge teams employ robust resource management practices and maintain disciplined VHF/AIS communication protocols.

U.S. and Israeli-affiliated or flagged vessels are advised to minimize time spent pier-side or at anchor within high-risk zones to reduce vulnerability of targeting. Maintaining movement and avoiding predictable patterns remains critical for mitigating the risk of targeted strikes or collateral damage.

### 6. Strait of Hormuz Traffic Assessment

Historical Average Daily Transit: ~138 vessels per 24-hour period.

Recent AIS review indicates transits continue at single-digit levels, with only **01** confirmed commercial transits observed in the past 24 hours.

This represents a near-total temporary pause in routine commercial traffic, resulting from ongoing regional conflict dynamics involving Iran, including warnings against transits by U.S., Israeli, European, and allied vessels.



## VESSELS TRANSITS COMPARISON 28 FEB AND MARCH 7, 2026

### CARGO VESSEL TRANSITS COMPARISON 1 to 7 MARCH 2026

Date	1 Mar	2 Mar	3 Mar	4 Mar	5 Mar	6 Mar	7 Mar
SoH E	12	5	1	1	2	3	0
SoH W	6	2	0	1	2	1	1
<b>SoH Total</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>1</b>
BAM NW	10	11	19	14	17	22	29
BAM SE	7	6	17	11	21	20	22
<b>BAM Total</b>	<b>17</b>	<b>17</b>	<b>36</b>	<b>25</b>	<b>38</b>	<b>42</b>	<b>51</b>

Source: S&P. Data based on cargo carrying vessels 1000 GT and above transmitting AIS

### TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 1 to 7 MARCH 2026

Date	1 Mar	2 Mar	3 Mar	4 Mar	5 Mar	6 Mar	7 Mar
SoH E	2	3	0	0	2	1	0
SoH W	1	0	0	0	0	1	0
<b>SoH Total</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>
BAM NW	2	6	7	4	6	10	12
BAM SE	2	2	6	4	5	7	7
<b>BAM Total</b>	<b>4</b>	<b>8</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>17</b>	<b>19</b>

Source: S&P. Data based on cargo carrying vessels 1000 GT and above transmitting AIS

Note: AIS-derived transit figures represent only vessels actively transmitting AIS and may not capture vessels operating with AIS disabled or affected by GNSS disruption. Actual transit volumes may therefore vary from observed figures.

## 7. GNSS / GPS Interference Environment

Significant **GNSS interference, spoofing, and jamming** continue across the Strait of Hormuz approaches, Gulf of Oman, and the Arabian Gulf.

Over the past 24 hours, more than **600 GNSS disruption events** have been reported within the operational area based on aggregated open-source monitoring and maritime reporting. Documented impacts include:



- positional offsets
- AIS anomalies
- intermittent signal degradation

These effects are impacting several hundred maritime assets.

In the Eastern Mediterranean, similar disruptions are reported near naval activity and task groups. In the Red Sea, interference remains concentrated near the **Bab el-Mandeb Strait**.

Given the degraded positional integrity environment, mariners should consider **increased reliance on traditional navigation methods**, including radar ranges, visual bearings, and cross-checking ECDIS inputs with secondary navigation systems.

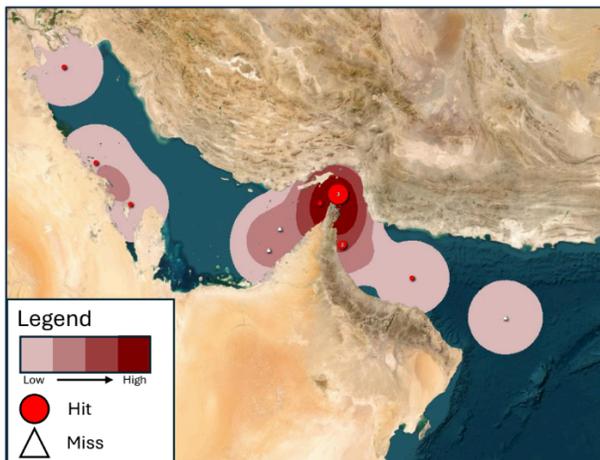
### OPERATION EPIC FURY SITREP

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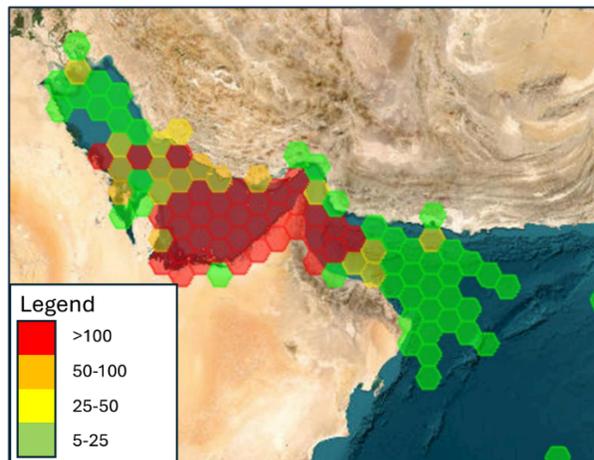
**UKMTO**  
UK Maritime Trade Operations

Density Analysis of Maritime events reported to UKMTO (1-7 Mar 26)

Heatmap of Anomalous AIS positions (28 Feb – 5 Mar 26) /COD: 07/03/2026 13:00UTC



Density Analysis of reported events 4 event classes, natural breaks of 100 NM



Heatmap of Anomalous AIS positions, 75KM Hexbin aggregation of points

### Recommended Measures:

- Cross-check GPS position with radar ranges and visual bearings.
- Validate ECDIS with secondary navigation systems.
- Increase bridge manning in constrained waters.
- Treat anomalous VHF communications cautiously and verify identity.
- Include offshore activities and port operations in all threat and risk assessments.



## 8. War Risk Insurance Status – Elevated Market Posture (No Change)

The Joint War Committee (JWLA-033) expansion of Listed Areas across the Arabian Gulf, Gulf of Oman, and adjacent waters is expected to trigger voyage declarations and Additional Premium (AP) negotiations under most Hull War policies. Market conditions indicate tightening underwriting posture and elevated AP requirements for Gulf and Iran-adjacent waters.

While no blanket cancellation of cover has been formally declared, insurance terms may act as a practical gating factor for transit decisions independent of any legal navigational closure. According to open source, insurance remains available.

Insurance market conditions remain fluid and may change rapidly depending on the security environment and underwriter risk tolerance.

Current insurance market posture is consistent with a sustained ● CRITICAL maritime threat environment.

## 9. Outlook (24–48 Hours)

**The maritime threat environment across the Arabian Gulf, Strait of Hormuz, and Gulf of Oman remains assessed at CRITICAL, with no confirmed indicators of de-escalation.**

Although no commercial vessel attacks were reported during the past 24 hours, current conditions reflect a sustained hostile operating environment rather than a meaningful reduction in risk.

Threats from missiles, UAVs, stand-off projectiles, and sabotage-style attacks remain credible, particularly for vessels that are:

- anchored
- drifting
- operating predictably
- providing assistance to recently affected vessels

Persistent GNSS interference, AIS anomalies, and communications disruption continue to complicate navigation and situational awareness across the region, increasing the risk of navigational incidents and misidentification in congested waters.

Commercial traffic through the Strait of Hormuz remains significantly reduced, reflecting continued industry caution and insurance constraints rather than any formal legal closure of the waterway.

Over the next 24–48 hours, JMIC assesses:

- aerial strike threat from UAVs and missiles will remain elevated
- follow-on or repeat strike risk remains credible near recent incident locations
- navigational hazards will remain amplified due to GNSS disruption and congestion
- sabotage-style attacks against stationary vessels or offshore energy infrastructure remain a credible



risk

- mining remains a key escalation indicator, though no confirmed deployments have been reported

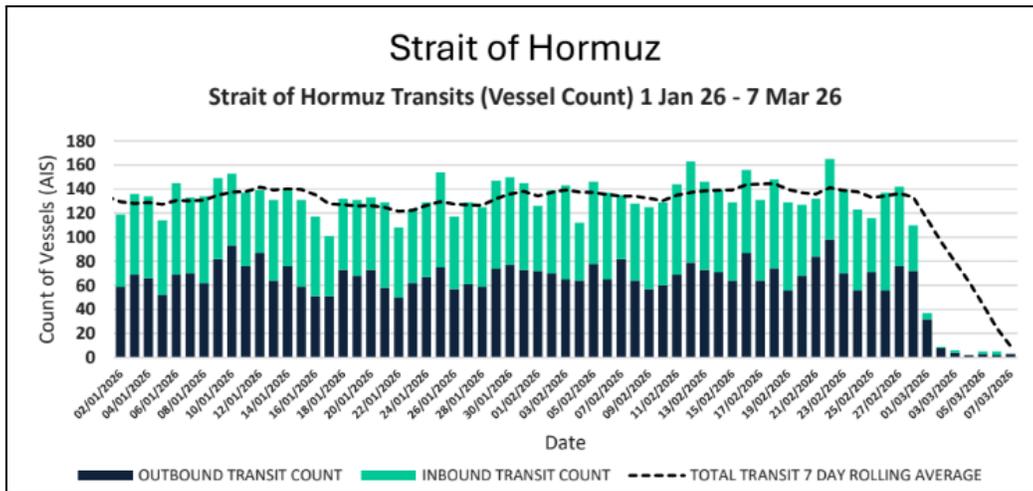
All merchant vessels operating in the region should maintain direct liaison with UKMTO, employ robust navigational redundancy, and minimize exposure through disciplined voyage planning and risk management.

### A. Strait of Hormuz and Arabian Gulf

The maritime security situation in the Strait of Hormuz and Arabian Gulf continues to reflect critical kinetic risk. While there are no new reports of vessel attacks, there are no confirmed indicators of de-escalation. Recent reporting continues to support the assessment that vessels which are anchored, drifting, or operating predictably may face elevated exposure, and that support or assistance vessels operating in close proximity to an affected ship may also be at risk.

Mariners continue to report severe GNSS/GPS spoofing, AIS anomalies, and electronic interference that significantly affect navigation and communications reliability. UKMTO transit statistics through 5 Mar continue to show a sharp reduction in Strait of Hormuz traffic, reinforcing that commercial operators remain in a highly cautious posture.

Beyond direct vessel targeting, the reported strike against the BAPCO facility in Bahrain highlights the continued exposure of regional energy infrastructure, although no sustained port-targeting campaign has yet been confirmed. Several major carriers continue to suspend or defer transits, and vessels remaining in the area are urged to maximize distance from military assets and avoid unnecessary time spent at anchor or alongside in high-risk zones.

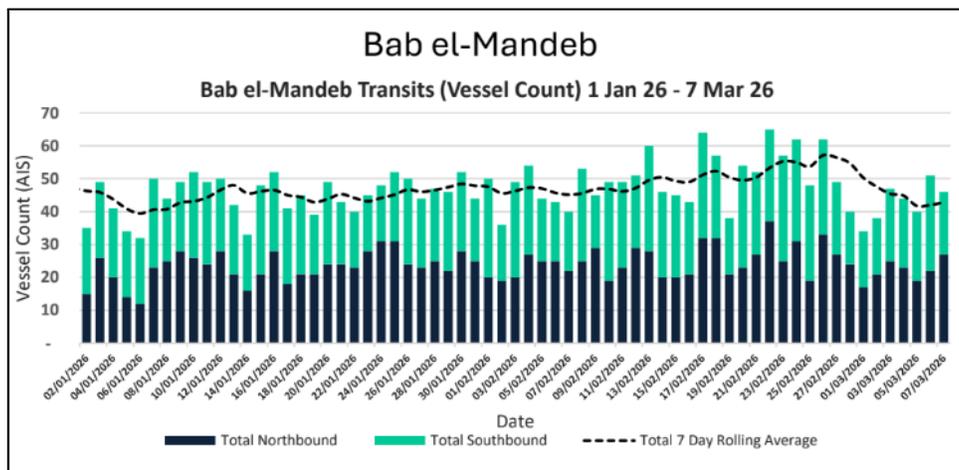


Traffic observations are derived from AIS-based monitoring and should be interpreted as indicative rather than exhaustive.

## B. Red Sea, Strait of Bab-el-Mandeb and Gulf of Aden

The situation remains substantial due to the ongoing regional conflict and the continued hostile posture of the Houthis toward commercial shipping. No verified Houthi attacks against commercial vessels have been confirmed since the escalation of hostilities beginning on 28 February. However, intelligence and open-source reporting indicate that Houthi forces retain the capability and intent to conduct maritime attacks in the Red Sea, Bab al-Mandeb Strait, and Gulf of Aden, including the use of anti-ship missiles, one-way attack UAVs, and uncrewed surface vessels (USVs).

Strict adherence to BMP-MS and use of the Maritime Security Transit Corridor (MSTC) is **strongly advised** for any vessel attempting transit, particularly if operating under naval escort.



OPERATION EPIC FURY SITREP  
Transit Statistics ICOD: 08/03/2026 11:00UTC

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Traffic observations are derived from AIS-based monitoring and should be interpreted as indicative rather than exhaustive.

## C. Gulf of Oman and the Arabian Sea (No Change)

The security environment in the Gulf of Oman, the Strait of Hormuz, and the Arabian Sea remains at a critical level of operational risk. Incidents include unidentified projectiles striking ships while transiting eastbound in the Strait of Hormuz. Sophisticated GPS jamming and electronic interference persist across the region, particularly in the Strait of Hormuz and adjacent waters, affecting navigational and communication systems. Beyond the kinetic threat, the risk of "limpet mine" or sea-drone attacks in regional terminals remains a significant concern for the energy sector. Limpet-style underwater attacks remain a historical risk pattern. International naval forces, including patrols by the Indian Navy under



Operation Sankalp and U.S. assets, maintain a presence in the area. Vessels are advised to transit with caution, maintain a 24-hour visual and radar watch, and report any suspicious activity to relevant authorities such as UKMTO.

#### **D. Eastern Mediterranean Sea (No Change)**

In the Eastern Mediterranean heightened magnetic electronic interference (EMI) is reported around Cyprus and the Levant, coinciding with naval operations. Mariners report frequent GPS "blackouts" and false coordinates near naval task groups. Vessels operating near the Lebanese and Israeli coastlines continue to face an elevated risk of collateral damage due to ongoing cross-border kinetic exchanges and intensified drone activity. There is increased naval presence from NATO and regional task forces, with recent deployments including Greek frigates equipped with anti-drone systems to Cyprus; mariners should exercise extreme caution and avoid loitering near military exclusion zones. Mariners are advised that military exclusion zones are being strictly enforced and a 30 nm standoff from all naval units is recommended to mitigate the high risk of misidentification. An increased naval presence is expected to continue as regional tensions persist.

Several ports and operators are maintaining operations under heightened ISPS measures and enhanced access control. Additionally, IDF activities in Lebanon remain primarily land-focused, with ground incursions reported in southern border areas and continued air operations over Lebanon; however, these have not resulted in commercial maritime targeting in the Mediterranean.

There are no verified reports of:

- Missile strikes on Eastern Mediterranean ports
- Commercial vessel UAV strikes in Med waters
- Mining or chokepoint denial activity



## Annex – Reference Material

- JMIC Regional Threat Levels
- UKMTO Incident Map
- Transit Statistics (AIS Derived)
- Iranian Strike Systems

### 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

#### OPERATION EPIC FURY SITREP 7-8 Mar 26

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Maritime events reported to UKMTO ICOD: 07/03/2026 15:30UTC

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UK Maritime Trade Operations



#### Notes

- Map reflects reported events to UKMTO since Saturday 28<sup>th</sup> Feb 2026
- No reported events on 5 Mar 2026
- No reported events before 1 Mar 2026

#### OPERATION EPIC FURY SITREP 5-6 Mar 26

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Maritime events reported to UKMTO ICOD: 06/03/2026 15:00UTC

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UK Maritime Trade Operations



#### Notes

- Map reflects reported events to UKMTO since Saturday 28<sup>th</sup> Feb 2026
- No reported events on 5 Mar 2026
- No reported events before 1 Mar 2026



### OPERATION EPIC FURY SITREP 3-4 Mar 26

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Maritime events reported to UKMTO ICOD: 06/03/2026 11:00UTC



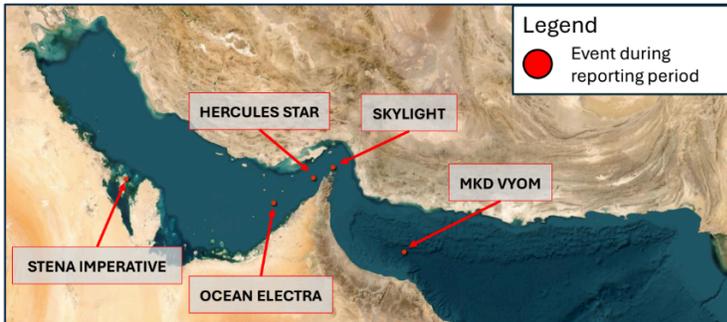
#### Notes

- Map reflects reported events to UKMTO between the dates 1-4 Mar 2026.
- Names vessels on map reflect events reported between 2-4 Mar (RED)
- Unamed events on map reflect events from previous time period since the start of Operation Epic Fury.
- No reported events before 1 Mar 2026

### OPERATION EPIC FURY SITREP 1-2 Mar 26

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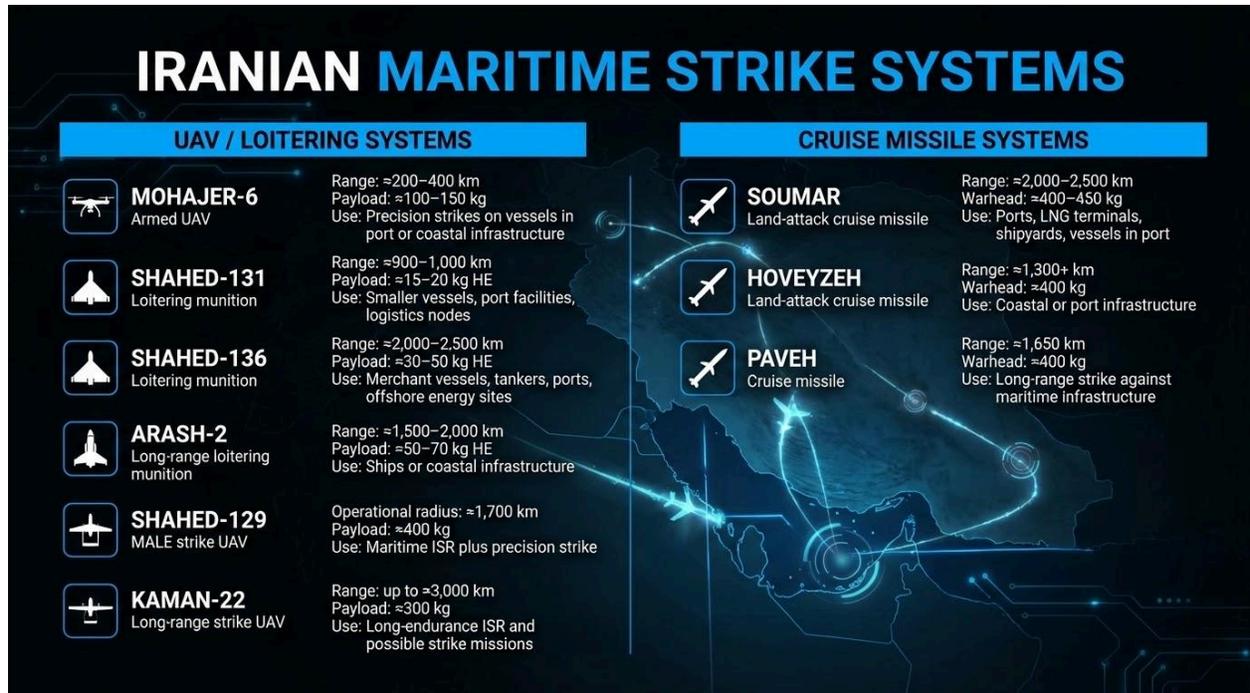
Maritime events reported to UKMTO ICOD: 05/03/2026 10:00UTC



#### Notes

- Map reflects reported events to UKMTO between the dates 1-2 Mar 2026.
- No reported events before 1 Mar 2026





**Disclaimer:** Weapon ranges depicted represent approximate open-source assessments and may vary depending on launch location, payload configuration, and operational conditions.

**Analytical Note:**

This advisory is based on currently available reporting, including maritime industry observations, open-source intelligence, and aggregated operational reporting from regional maritime stakeholders. Information remains subject to verification as additional data becomes available. Observed patterns and threat assessments represent the best current analytical judgment and should be interpreted as indicative of prevailing risk conditions rather than definitive prediction of future events.

JMIC will continue monitoring and issue updates as the situation warrants. The next JMIC updates will be on 09 March.

**Issued by:** Joint Maritime Information Center (JMIC) in consultation with UKMTO & MSCIO

