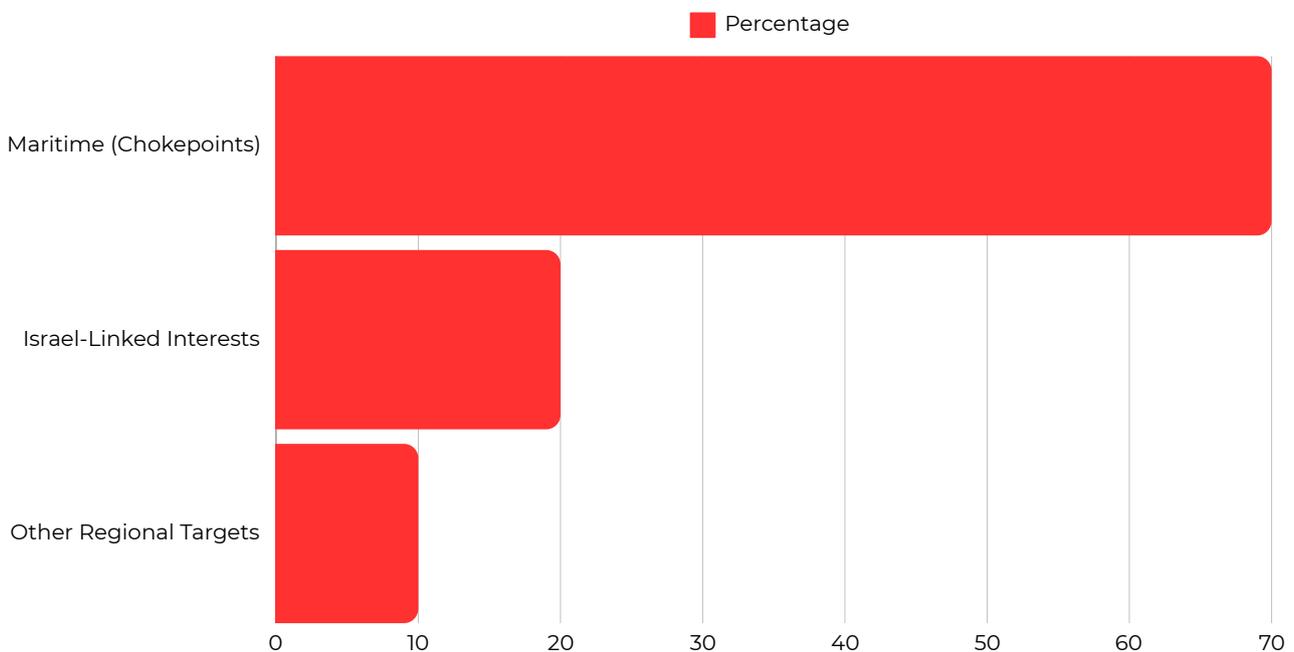


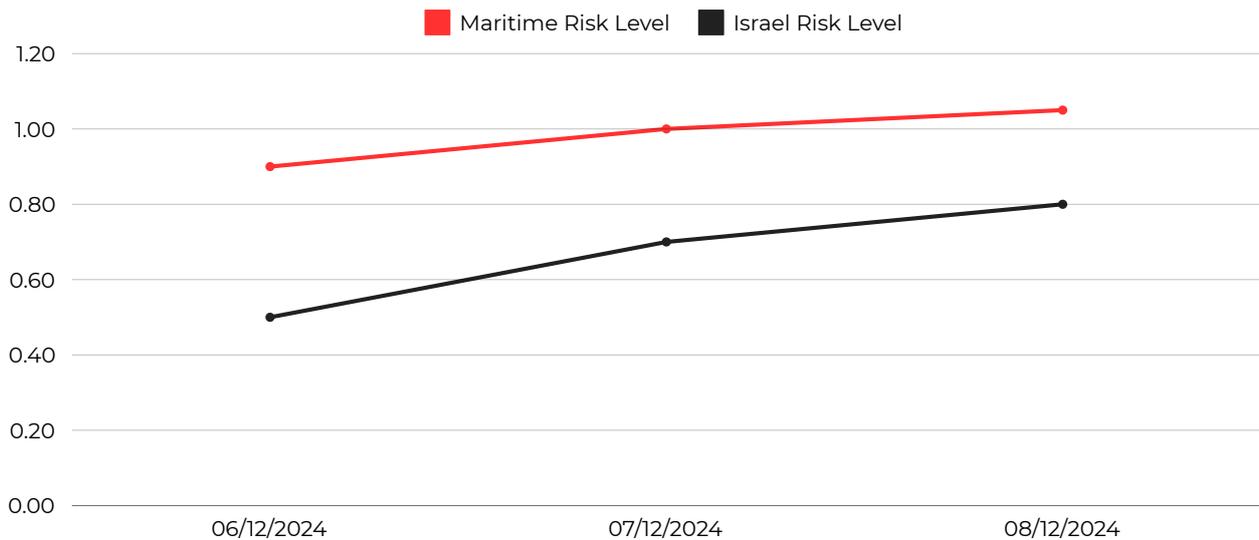
## POTENTIAL HOUTHJI ATTACKS LIKELY TO FOLLOW AFTER AN INCREASE IN RHETORIC:

Abdul Malik Al-Houthi's recent speech urged action against opponents, emphasizing marine and regional operations as a form of retaliation. He emphasized the Red Sea and Bab-el-Mandeb as crucial arenas for disruption, indicating imminent dangers to commercial ships and adversarial assets. His language suggested alignment with larger opposition forces, heightening the probability of strikes against Israeli-affiliated targets in conjunction with marine operations.



### Analysis of Speech Rhetoric:

- Maritime (Chokepoints): 70% - Primary emphasis on disrupting global shipping routes, particularly in the Red Sea and Bab-el-Mandeb.
- Israel-Linked Interests: 20% - Symbolic or coordinated strikes targeting Israeli-affiliated assets.
- Other Regional Targets: 10% - Broader regional operations with secondary importance.



## Combined Maritime and Israel Risk

### 6 December 2024:

- Maritime Risk: High (0.90), driven by Al-Houthi's aggressive rhetoric calling for immediate retaliation in strategic chokepoints.
- Israel Risk: Moderate (0.50) as the primary focus remains maritime operations.

### 7 December 2024:

- Maritime Risk: Critical (1.00), reflecting peak operational activity targeting commercial shipping lanes.
- Israel Risk: Elevated (0.70) due to the likelihood of symbolic or coordinated strikes on Israeli-linked assets.

### 8 December 2024:

- Maritime Risk: Sustained critical (1.05) due to historical Sunday attack trends and extended operations.
- Israel Risk: Further increased (0.80) as focus broadens to include Israeli-linked targets

## MARITIME DEVELOPMENTS IN THE REGION

### Approximate Coordinates of Attacked U.S.-Linked Ships

- **Liberty Grace IMO 9228148** : Lat: 12° 25' 42.64" N Lng: 45° 35' 52.31" E
- **Maersk Saratoga IMO 9289207** : Lat: 12° 33' 59.73" N Lng: 45° 55' 44.38" E
- **Stena Impeccable IMO 9693020** : Lat: 12° 31' 02.65" N Lng: 46° 28' 59.87" E

### "Red Sea Security Requires More Naval Support"

Rear Admiral Vasileios Gryparis, Commander of the EU Naval Forces' Operation Aspides, has urged the resumption of commercial shipping in the Red Sea, asserting that with appropriate risk mitigation measures, at least 15% of vessels currently diverted may safely traverse the area. He acknowledged the restricted availability of naval assets currently three ships for complete coverage, emphasizing that operational success depends significantly on strong engagement with the maritime industry and enhanced contributions from partner naval forces.

## **MV ISA STAR Incident**

The crew aboard the Panama-flagged cargo ship MV ISA STAR was successfully rescued in the Red Sea following an incident of flooding in the engine room that necessitated the evacuation of all 20 crew members from the vessel. The operation conducted by the EU Naval Forces, known as Operation Aspides, successfully coordinated the rescue and has outlined plans to facilitate the transport of the crew to Djibouti. The event took place approximately 100 nautical miles from the port of Hodeidah in Yemen. While the region has witnessed a rise in Houthi attacks on shipping since November 2023, the connection to this particular event remains uncertain.

## **Somalia Establishes Maritime Rescue Coordination Center**

The Somali government's launch of the Maritime Rescue Coordination Center (MRCC) is a key step toward improving maritime security and governance. It aims to address issues like illegal fishing, piracy, and emergency response, which are critical challenges in Somalia's waters.

The MRCC is expected to have significant economic and security benefits. By combating illegal fishing, it can protect the livelihoods of local fishermen and conserve marine resources. Tackling piracy will improve the safety of shipping lanes, which are crucial for global trade, and enhance Somalia's control over its territorial waters.

# **ANALYSIS**

The recent escalation in the Red Sea, marked by Houthi forces' explicit threats and heightened maritime operations, significantly raises risks for vessels in the region. Houthi leader Abdul-Malik al-Houthi's statement about a "careful hunt and search for ships linked to enemies" indicates a deliberate and targeted approach to maritime threats, particularly in strategic zones like the Bab-el-Mandeb Strait. This poses a direct challenge to vessels associated with adversarial nations or interests.

Ships navigating in this area, especially within 40-80 nautical miles of Yemeni waters, should exercise heightened caution. It is critical to adhere to robust security protocols, maintain constant situational awareness, and engage with regional maritime authorities to mitigate the heightened risk.

## SOURCES

SeaHawk Maritime Intelligence provides actionable, land-based intelligence on Somali piracy and other emerging threats in the region.

### **Houthi Military Media Telegram**

"<https://t.me/MilitaryMediaY>"

### **Reuters**

"<https://www.reuters.com/world/middle-east/rescue-operation-underway-cargo-vessels-crew-red-sea-2024-12-05/>"

### **Lloyd's List**

"<https://www.lloydslist.com/LL1151705/Shipping-should-return-to-the-Red-Sea-argues-EU-naval-commander>"

### **Hiiran Online**

"[https://www.hiiraan.com/news/2024/Dec/wararka\\_maanta5-188604.htm?utm\\_source=hiiraan&utm\\_medium=WararkaMaantaFront](https://www.hiiraan.com/news/2024/Dec/wararka_maanta5-188604.htm?utm_source=hiiraan&utm_medium=WararkaMaantaFront) "

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