Houthi Attacks Placing Pressure on International Trade
Yemen: Houthi Attacks Placing Pressure on International Trade

Since November 2023, the Houthis have conducted dozens of attacks on commercial ships transiting the Red Sea, endangering civilian crews and threatening freedom of navigation through a critical global transportation route.1 The Houthis are non-state actors in Yemen who have used Iran’s support to gradually expand their military capabilities since at least 2015. In early December 2023, the Houthis threatened to attack any ships that they believed were heading to Israeli ports, though many of their attacks both before and since have been against civilian ships with either tenuous or no known Israeli affiliations or port calls.18 Since mid-December 2023, the Houthis have also threatened to attack ships affiliated with the United States and its allies, including members of Operation PROSPERITY GUARDIAN, a multinational initiative to protect international freedom of navigation in the Red Sea.19 Despite seeking international legitimacy, Houthi actions have damaged regional security, impeded international humanitarian relief efforts, and put stress on global maritime trade.10

Economic Implications of Houthi Attacks

As of mid-February, container shipping through Red Sea had declined by approximately 90% since December 2023; shipping via the Red Sea typically accounts for approximately 10-15% of international maritime trade. Effects have been less severe in other shipping sectors carrying commodities on bulkers and tankers.9

Alternate shipping routes around Africa add about 11,000 nautical miles, 1-2 weeks of transit time, and approximately $1 million in fuel costs for each voyage.10

For many shipping companies, the combined costs of crew bonuses, war risk insurance (roughly 100% more than pre-war costs), and Suez transit fees make the additional time and financial costs traveling around Africa less expensive by comparison.21

Threats to Red Sea transits are compounding ongoing stress to global maritime shipping caused by interruptions at the Panama Canal due to drought.22

As of mid-February, insurance premiums for Red Sea transits have risen to 0.7-1.0% of a ship’s total value, compared to less than 0.1% prior to December 2023.23

As of February, humanitarian relief for Sudan and Yemen is being delayed by weeks and costing aid organizations more because of longer routes around Africa.24

At least 65 countries’ interests have been affected:

» Argentina
» Bahamas
» Barbados
» Belarus
» Belgium
» Belize
» Bosnia and Herzegovina
» Brazil
» Bulgaria
» Burma
» Canada
» China
» Cyprus
» Denmark
» Djibouti
» Egypt
» France
» Gabon
» Georgia
» Germany
» Greece
» India
» Iran
» Ireland
» Israel
» Italy
» Japan
» Kuwait
» Lebanon
» Liberia
» Malaysia
» Malta
» Marshall Islands
» Mexico
» Montenegro
» Morocco
» Nepal
» Nigeria
» Norway
» Oman
» Pakistan
» Palau
» Panama
» Philippines
» Qatar
» Romania
» Russia
» Saudi Arabia
» Seychelles
» Singapore
» Sri Lanka
» South Korea
» Sudan
» Sweden
» Switzerland
» Syria
» Thailand
» Turkey
» Ukraine
» United Arab Emirates (UAE)
» United Kingdom (UK)
» United States
» Venezuela
» Vietnam
» Yemen

At least 29 major energy and shipping companies have altered their routes to avoid Houthi attacks:

» British Petroleum (BP)
» C.H. Robinson
» CMA CGM
» COSCO
» Equinor
» Euronav
» Evergreen
» Frontline
»Gram Car Carriers
» Hafnia
» Hapag-Lloyd
» HMM
» Hoegh Autoliners
» Klaaveness Combination Carriers
» Kuehne + Nagel
» Maersk
» MSC
» Nippon Yusen
» Ocean Network Express
» OOCL
» Qatar Energy
» Star Bulk
» Shell
» Stena Bulk
» Tailwind Shipping Lines
» Torm
» Total Energies
» Wallenius
» Yang Ming Marine Transport

PROSPERITY GUARDIAN, a multinational initiative to protect international maritime trade.
Houthi Commercial Shipping Attacks and Affected Nations, November 2023 – March 2024

The following is a timeline of attacks by the Houthis on commercial ships in the Red Sea and Gulf of Aden since November 2023. This timeline is not exhaustive. Additionally, although this list reflects our best estimate of the countries associated with each ship, international shipping is an opaque industry where owners, flags, operators, crews, and port calls can frequently change, multiple companies can be involved in operating and managing a single ship, and where shell companies are sometimes used to obfuscate the ultimate economic beneficiary. 51 (1) (7) (40)

Hijacking (Successful) □ □ □ □ □ □ □ □ □ □ Hijacking (Attempted) □ □ □ □ □ □ □ □ □ □ Missle (Damaged) □ □ □ □ □ □ □ □ □ □ Missle (Missed) □ □ □ □ □ □ □ □ □ □ UAV (Damaged) □ □ □ □ □ □ □ □ □ □ UAV (Missed)
Yemen: Houthi Attacks Placing Pressure on International Trade

Houthi Commercial Shipping Attacks and Affected Nations, November 2023 – March 2024 (cont.)

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Flag</th>
<th>Owner</th>
<th>Operator</th>
<th>Crew</th>
<th>Departing Port</th>
<th>Destination</th>
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<tr>
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<td>Morning</td>
<td>Barbados</td>
<td>UK</td>
<td>Unknown</td>
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<td>12 Feb</td>
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<td>Greece</td>
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<td>Panama</td>
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<td>18 Feb</td>
<td>Rubymar</td>
<td>Belize</td>
<td>Lebanon</td>
<td>Egypt,</td>
<td>UAE</td>
<td>Bulgaria</td>
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<td>19 Feb</td>
<td>Sea</td>
<td>Greece</td>
<td>United States</td>
<td>Greece</td>
<td>Argentina</td>
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<td>19 Feb</td>
<td>Navis</td>
<td>Marshall Islands</td>
<td>United States</td>
<td>Marshall</td>
<td>Belarus, Burma, Russia, Ukraine</td>
<td>India</td>
<td>Italy</td>
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<td>Fortuna</td>
<td>Barbados</td>
<td>Lebanon</td>
<td>Egypt,</td>
<td>Sunder, China</td>
<td>Saudi Arabia</td>
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<td>22 Feb</td>
<td>Islander</td>
<td>Palau</td>
<td>Liberia</td>
<td>Unknown</td>
<td>Thailand</td>
<td>Egypt</td>
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<td>Torm</td>
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<td>4 Mar</td>
<td>MSC Sky</td>
<td>Liberia</td>
<td>Switzerland</td>
<td>Cyprus</td>
<td>Unknown</td>
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<td>4 Mar</td>
<td>Thor</td>
<td>United States</td>
<td>United States</td>
<td>United States</td>
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<td>Barbados</td>
<td>Libya</td>
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<td>8 Mar</td>
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<td>India</td>
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<td>11 Mar</td>
<td>Pinocchio</td>
<td>Singapore</td>
<td>Singapore</td>
<td>India,</td>
<td>Saudi Arabia</td>
<td>Türkiye</td>
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<tr>
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<td>Pacific 01</td>
<td>Panama</td>
<td>Vietnam</td>
<td>Vietnam</td>
<td>Unknown</td>
<td>Singapore</td>
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<td>15 Mar</td>
<td>Mado</td>
<td>Marshall Islands</td>
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<tr>
<td>17 Mar</td>
<td>Mado</td>
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<td>Greece</td>
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<td>23 Mar</td>
<td>Huang Pu</td>
<td>Panama</td>
<td>China</td>
<td>China</td>
<td>Russia</td>
<td>India</td>
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</table>

The European Union launches its mission, called ASPIDES, to protect maritime traffic in the Red Sea, which includes forces from Belgium, France, Germany, Greece, and Italy.

Sourcing:

Boundary representation is not necessarily authoritative.
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