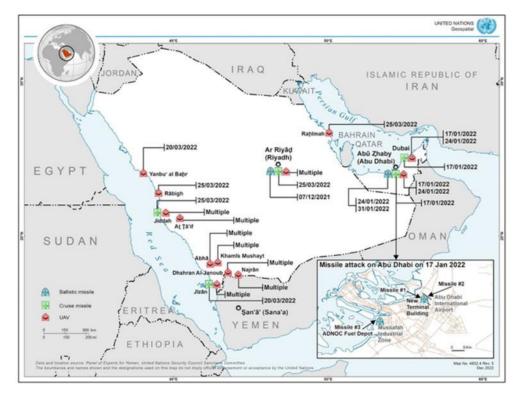
Map 1



Missile and uncrewed aerial vehicle strikes on Saudi Arabia and the United Arab Emirates since December 2021

Source: Panel of Experts.

15. On 7 December 2021, Houthi forces launched the "7 December" military operation, which, according to a Houthi spokesperson, Yahya Sare'e, involved attacks on military targets in Riyadh, Jeddah, Jazan, Najran and Asir with ballistic missiles and uncrewed aerial vehicles,⁵ some of which were intercepted by Saudi forces. Coalition forces responded the same day with "precision bombing" on targets in Sana'a, Ma'rib and Jawf Governorates.⁶

16. On 1 January 2022, the Amaliqah Brigades, under the authority of the Government of Yemen, launched Operation "Southern Cyclone" in Shabwah Governorate, regaining control of the centre of Usaylan and Bayhan districts. In a statement delivered on 10 January, a spokesperson for the Amaliqah Brigades announced that they had pushed Houthi forces out of Ayn in the third phase of the operation and had taken control of Shabwah. He also thanked the Coalition led by Saudi Arabia, and the United Arab Emirates, for their support.⁷

17. The support of the United Arab Emirates for Operation "Southern Cyclone" triggered the launch of "Yemen Cyclone" (I'sar al-Yemen)⁸ by the Houthis, with a series of attacks on targets in Saudi Arabia and the United Arab Emirates. Politically, the most significant development was a series of attacks on targets in both countries on 17 January. At 9.49 a.m. (local time), a cruise missile hit the new, still unused,

⁵ See https://twitter.com/Yahya_Saree/status/1468134936561561604.

⁶ See www.thenationalnews.com/gulf-news/saudi-arabia/2021/12/07/photos-show-charred-

wreckage-of-drone-after-missile-shot-down-over-riyadh.

⁷ See www.alwattan.net/news/181735.

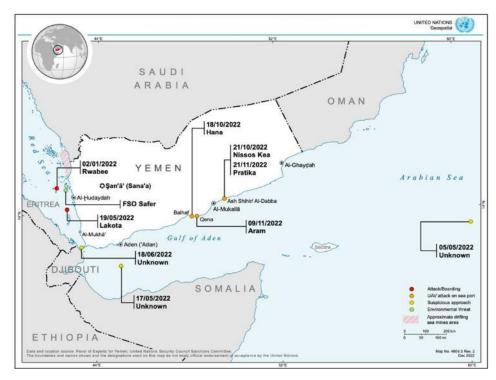
⁸ See https://twitter.com/Yahya_Saree/status/1483174258150977542.

IV. Maritime security

34. During the reporting period, a total of six serious maritime security incidents involving commercial vessels occurred off the coast of Yemen. Map 2 shows the distribution of the incidents.

Map 2

Maritime security incidents in 2022



Source: Panel of Experts.

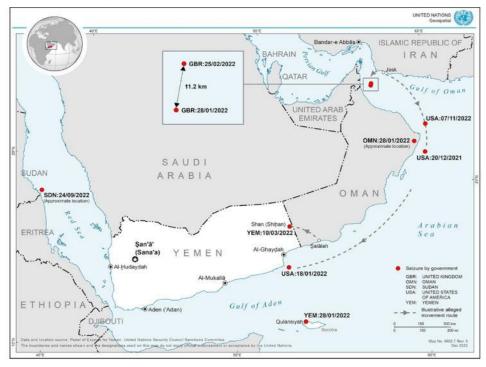
35. On 2 January, at 11.57 p.m. (local time), the United Arab Emirates-flagged landing craft *Rwabee* (International Maritime Organization (IMO): 9834351) was attacked by the Houthis approximately 23 nautical miles west of the Ra's Isa marine terminal, inside Yemeni territorial waters. The ship was diverted to Hudaydah, where it was detained along with its crew. According to the Coalition, the *Rwabee* was transporting equipment from a dismantled field hospital on Socotra to the port of Jazan in Saudi Arabia when it was attacked in an "act of piracy".³¹ On 14 January, the Security Council discussed the incident and released a press statement, calling for the "immediate release of the vessel and its crew".³² This was immediately rejected by the Houthis, who stated that the ship was transporting military assets on behalf of the Coalition.³³ On 4 January, the Houthis had already released images allegedly showing the cargo of the vessels (see annex 8), which, in addition to several military vehicles and two rigid inflatable boats, included a number of assault rifles, magazines, helmets and other parts.³⁴ The Panel obtained the cargo manifest of the *Rwabee* (see annex 8, figure 8.5), which records the vehicles and boats, but not the weapons, raising the possibility that they had been placed deliberately

³¹ See www.spa.gov.sa/viewfullstory.php?lang=en&newsid=2317819.

³² See https://press.un.org/en/2022/sc14765.doc.htm.

³³ See www.aljazeera.com/news/2022/1/16/houthis-reject-un-call-to-free-uae-flagged-ship.

³⁴ See https://twitter.com/Fath_ol_Mobin/status/1478115007325949968.



Map 3 Seizures of arms and related items since December 2021

Source: Confidential.

A. Maritime smuggling of small arms and ammunition

40. On 20 December 2021, at 7.49 a.m. (local time), a stateless dhow carrying a significant amount of weapons and ammunition (see figure IV) was interdicted by the United States of America in the Arabian Sea. According to the Government of the United States, satellite images show that the dhow had left from a small port close to Bandar-e-Jask in the Islamic Republic of Iran at 4.41 p.m. (local time) on 17 December, and track points retrieved from a navigational device allegedly recovered from the dhow appear to confirm this course (see annex 11, figure 11.6). In deviation from previous protocol,⁴² the United States Navy sank the dhow and handed over the five crew members to the Yemeni Coast Guard. Documents found on-board show that the dhow was called *Al-Ghazal 1* (see annex 11, figure 11.7).

⁴² Like most international maritime forces in the Arabian Sea, the United States Navy previously operated a "catch-and-release" policy, i.e. when ships carrying illegal goods were interdicted, the cargo was seized and the vessel and crew were let go. This policy, aimed at avoiding legal responsibility for the prosecution of the crew, has seriously hampered investigations of smuggling cases.

inght data (geo iocations) anegetij recovered nom the controners		
Controller	Date	Location Details
А	08-Nov-21	35.734044, 51.222559
А	08-Nov-21	35.729978, 51.220672
А	08-Nov-21	35.741329, 51.211185
В	08-Nov-21	35.732264, 51.231767
В	08-Nov-21	35.729977, 51.220679
В	08-Nov-21	35.741326, 51.211184
В	08-Nov-21	35.748798, 51.199949
В	08-Nov-21	35.748523, 51.200132
В	08-Nov-21	35.746328, 51.204314
В	08-Nov-21	35.734010, 51.222490

Figure 18.24 Flight data (geo-locations) allegedly recovered from the controllers

Source:

Confidential

Map 18.1

