

Joint Maritime Information Center

Update 003 - JMIC Advisory

Regional Tension - Impact on Maritime Security

Area of Concern:

Subject: Strait of Hormuz (SoH) Transit status

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

CRITICAL indicates an attack is almost certain.

Confirmed missile and drone attacks against multiple commercial vessels within the Gulf of Oman, Musandam approaches, and UAE coastal waters have shifted the regional maritime security posture from Severe to **CRITICAL**. While no formal legal closure of the Strait of Hormuz (SoH) has been declared, the operational environment reflects active kinetic hazard conditions in this area.

2. Confirmed/known Vessel Incidents – Approximately Past 24 Hours

- NTR

JMIC has not yet identified any definitive operational or political associations that would render non-U.S. or Israeli vessels as likely targets for attack. These incidents underscore the ongoing risks posed by stand-off missile and drone activity in the waters of the Gulf of Oman, the Strait of Hormuz, and adjacent approaches. Currently, there are no verified reports of sea mine deployment or detonation.

3. Confirmed/known Marine infrastructure attacks – Approximately Past 24 Hours

Port of Duqm Oman - (03 March) Reports indicate a fuel storage tank was struck; fire reportedly contained. Operational status subject to confirmation.

Port of Salalah Oman - (03 March) Partial suspension GCT/Liquid Terminals suspended, container terminal operational.

Port of Fujairah UAE - (03 March) Operational. Reports indicate debris from aerial interception ignited FOIZ storage tanks; fire reportedly contained.

Jebel Ali Port UAE - (03 March) Operational Debris Impact: Minor fire at one berth following aerial interception.



4. Port & Anchorage Congestion Risk

A higher concentration of vessels is anticipated near UAE coastal ports, Omani approaches, and Strait of Hormuz anchorages as operators postpone discretionary transits until further guidance is provided. The congestion is further 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.

5. Strait of Hormuz Traffic Assessment

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

AIS review indicates transits may have fallen to as low as ~ 10 vessels (~93% reduction).

While this reflects a drastic reduction, the decrease may represent a temporary reactionary pause or surge displacement rather than a sustained structural decline in volume. Continued monitoring is required to determine if reductions stabilize or accelerate.

VESSELS TRANSITS COMPARISON 28 FEB AND MARCH 3, 2026

CARGO VESSELS TRANSITS COMPARISON 28 FEB AND MARCH 2026

| Date | 28 Feb | 1 Mar | 2 Mar | 3 Mar | 4 Mar | 5 Mar | 6 Mar |
|------------------|-----------|-----------|-----------|-------|-------|-------|-------|
| SoH E | 55 | 12 | 5 | | | | |
| SoH W | 43 | 6 | 2 | | | | |
| SoH Total | 98 | 18 | 7 | | | | |
| BAM NW | 7 | 10 | 11 | | | | |
| BAM SE | 9 | 7 | 6 | | | | |
| BAM Total | 16 | 17 | 17 | | | | |

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

TANKERS (ALL TYPES) VESSELS TRANSITS COMPARISON 28 FEB AND MARCH 2026

| Date | 28 Feb | 1 Mar | 2 Mar | 3 Mar | 4 Mar | 5 Mar | 6 Mar |
|------------------|-----------|----------|----------|-------|-------|-------|-------|
| SoH E | 30 | 2 | 3 | | | | |
| SoH W | 20 | 1 | 0 | | | | |
| SoH Total | 50 | 3 | 3 | | | | |
| BAM NW | 4 | 2 | 6 | | | | |
| BAM SE | 7 | 2 | 2 | | | | |
| BAM Total | 11 | 4 | 8 | | | | |

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



6. GNSS / GPS Interference Environment

Significant GNSS interference continues across the Strait of Hormuz approaches, Gulf of Oman, and the Arabian Gulf. Observed impacts include positional offsets, AIS anomalies, and intermittent signal degradation.

Under current threat, the added navigational challenges due to congestion and degraded positional integrity acts as a risk amplifier, increasing probability of navigational incident or miscalculation.

Recommended Measures: (NO CHANGE)

- 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.

7. War Risk Insurance Status – Market Escalation

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.

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

8. Outlook (24–48 Hours)

The regional maritime threat environment remains assessed at **JMIC Threat Level: CRITICAL**. Current reporting reflects sustained hostile operating conditions consistent with this designation rather than a new elevation in risk. Active kinetic hazards including missiles, UAV, and stand-off strike capabilities. Remain across the Strait of Hormuz, Gulf of Oman, Arabian Gulf and adjacent approaches.

GNSS/GPS interference continues to degrade positional reliability, acting as a compounding navigational risk amplifier in congested transit corridors.

No recognized authority has declared a formal legal closure of the Strait of Hormuz. However, operational conditions reflect a restricted and highly sensitive transit environment characterized by:

- Continued military presence and posturing



- Intermittent VHF interference and unofficial transit advisories
- Reduced commercial traffic volumes
- Insurance market tightening and war-risk gating factors
- The aerial threat from missiles and drones is expected to remain elevated
- The risk of collateral damage remains HIGH
- Mining activity remains a primary escalation variable.

At present, there are no confirmed indicators of de-escalation or normalization of regional security conditions. Mining activity remains a key escalation variable, though no confirmed deployment has been reported.

All merchant vessels, regardless of flag or affiliation, should continue to operate under the assumption of sustained high-end threat exposure.

Operational decision-making should focus on exposure minimization, navigational redundancy, and real-time intelligence validation rather than expectations of short-term stabilization.

Shipping companies are strongly advised to conduct real-time risk assessments, review emergency protocols, and maintain constant communication with UKMTO and MSCIO if needed.

A. Strait of Hormuz

The maritime security situation in the Strait of Hormuz has escalated further over the last 24 hours following intensified regional kinetic activity. Iranian naval units have increased the frequency of VHF hails, now claiming to enforce "temporary security zones" that lack official NAVAREA recognition. Mariners continue to report severe GNSS/GPS spoofing that significantly impacts bridge navigation and AIS reliability. The risk of misidentification remains critical as naval operations are conducted in proximity to commercial lanes. Most major carriers maintain their suspension of transits, and vessels remaining in the area are urged to maximize distance from all military assets.

B. Strait of Bab-el-Mandeb

Houthi forces have issued renewed threats against vessels perceived to have regional or Western affiliations, driving down commercial transits. Electronic interference is now being reported as a persistent factor, complicating navigation through the narrow chokepoints. Strict adherence to BMP-MS and the use of the Maritime Security Transit Corridor (MSTC) is mandatory for any vessel attempting transit under naval escort.

C. Gulf of Oman and the Arabian Sea

The security environment in the Gulf of Oman and the Arabian Sea has deteriorated further, with new reports of unidentified fast attack craft (FAC) shadowing commercial tankers. Sophisticated GPS spoofing is persistent near the Iranian coast. 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 patrols are present, and vessels are advised to maintain a 24-hour visual and radar watch.

C. Eastern Mediterranean Sea

The Eastern Mediterranean, spanning from the northern entrance of the Suez Canal to the Lebanese coast and around Cyprus, is experiencing heightened naval presence and electronic warfare activity. Significant GPS jamming and spoofing have been reported in the vicinity of Cyprus and the Levant, affecting safe navigation and port approaches. Vessels operating near the Lebanese and Israeli coastlines face an elevated risk of collateral damage due to potential cross-border kinetic exchanges and drone activity. Increased naval presence from NATO and regional task forces is likely; however, mariners should exercise extreme caution and avoid loitering near military exclusion zones.

JMIC will continue monitoring and issue updates as the situation warrants. The next JMIC updates will be on 04 March.

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 |

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

