

# Joint Maritime Information Center

## Update 001 - JMIC Advisory

Note: 01 March 2026

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 Vessel Incidents – Past 24 Hours

- SKYLIGHT (IMO 9330020) – Attacked 5NM north of Khasab, Oman; crew evacuated; four injuries reported.
- MKD VYOM – Crude Oil Tanker (IMO 9284386) – Projectile strike above waterline; fire controlled.
- SEA LA DONNA – Oil/Chemical Tanker (IMO 9380532) – Reported attack; details under investigation.

JMIC have found **no association** that would make these vessels a viable candidate for targeting and attack. These incidents highlight continued stand-off missile and drone threats in Gulf of Oman waters and the Strait of Hormuz and approaches. There is no confirmed mine deployment or detonation at this time.

### 3. Port & Anchorage Congestion Risk

Increased vessel clustering is expected near UAE coastal ports, Omani approaches, and SoH anchorages as operators delay discretionary transits pending further clarity. Elevated congestion may create secondary navigation risks including restricted maneuvering space, anchor dragging, and collision exposure.

Enhanced bridge resource management and disciplined VHF/AIS reporting is advised.

### 4. Strait of Hormuz Traffic Assessment

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



Recorded Transit (Past 24 Hours): ~110 vessels.

While this reflects a measurable 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.

## 5. GNSS / GPS Interference Environment

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

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

### 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.

## 6. War Risk Insurance Status – Market Escalation

Steamship Mutual has issued formal Notice of Cancellation of War Risks coverage relating to the Persian/Arabian Gulf and adjacent waters, including the Gulf of Oman. Cancellation becomes effective 72 hours after 0000 GMT on 1 March 2026.

The exclusion applies to certain Charterers covers, fixed premium P&I entries reinsured outside the International Group programme, and ancillary war risk extensions. A buyback facility remains available subject to underwriting approval.

Insurance market posture now aligns with the JMIC elevation of the regional maritime risk level to **CRITICAL**.

## 7. Forward Outlook (24–48 Hours)

- The aerial threat from missiles and drones will not change.
- The risk of collateral damage remains HIGH
- All merchant vessels regardless of Flag or nationality are at risk.
- No recognized authority has declared formal closure of the Strait of Hormuz.
- Mining activity remains a primary escalation variable.

### In the last 24-hours



The maritime environment has quickly transitioned from elevated tension to active kinetic exposure. Some maritime traffic continues under heightened hazard conditions.

JMIC will continue monitoring and issue updates as the situation warrants. The next JMIC updates will be on 02 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

