

# Joint Maritime Information Center

## JMIC Advisory Note

28 FEB 2026

Regional Tension - Impact on Maritime Security <sub>C</sub>

**Area of Concern:**

Subject: Strait of Hormuz (SoH) Transit status

JMIC# 001-26

Regional Threat Level: SIGNIFICANT

Subject: Strait of Hormuz (SoH) Transit status

Date: 28 February 2026 19:35 UTC

### **CURRENT TRANSIT STATUS**

JMIC is aware of open-source media reporting and vessel-to-vessel VHF communications indicating that transit through the Strait of Hormuz has been 'banned' by Iranian authorities.

At the time of this advisory, no official closure of the Strait of Hormuz has been formally communicated to the maritime industry through recognized maritime safety channels.

Specifically:

- No NAVAREA navigational warning has been issued declaring closure.
- No IMO-recognized Maritime Safety Information (MSI) broadcast has suspended transit passage.
- No hydrographic notice to mariners has declared an exclusion zone with coordinates applicable to international shipping.

While vessels have reported receiving VHF hails from Iranian Revolutionary Guard elements indicating transit restrictions, such communications do not constitute a legally recognized suspension of transit passage under international maritime law.

Commercial traffic, though reduced in volume, continues to transit the Strait.

### **LEGAL CONTEXT**

The Strait of Hormuz qualifies as a strait used for international navigation under the transit passage regime of the United Nations Convention on the Law of the Sea (UNCLOS). Transit

passage through such straits cannot be suspended under customary international maritime law.

Coastal states may issue safety-related regulations and shall give notice of dangers to navigations, but may not lawfully suspend transit passage to international shipping absent extraordinary and formally declared circumstances.

At present, no such formal suspension has been communicated internationally by recognized maritime authorities.

### **OPERATIONAL ENVIRONMENT**

The security environment in and around the Strait is SIGNIFICANT due to ongoing regional military operations. Mariners should expect increased naval presence, enhanced force protection postures, potential VHF hailing, congestion near anchorage areas outside the Strait, and insurance market volatility.

Masters to consider:

- Continuous VHF Channel 16 watch
- AIS transmission according to company policy
- Strict adherence to traffic separation schemes
- Immediate reporting of unusual activity to recognized reporting centers

***Due to ongoing military operations shipping company are advised to carefully assess risk before transiting.***

### **IF A FORMAL CLOSURE WERE TO OCCUR**

In the event a formal closure or exclusion zone is declared, duration and impact would depend on several variables, including:

1. Whether the restriction is politically declared or physically enforced (e.g., mining, missile threat posture).
2. The scale and coordination of multinational naval presence.
3. The scope and geographic precision of any exclusion zone.
4. Diplomatic engagement between regional and international stakeholders.
5. Market response and insurer risk thresholds.

Historically, disruptions in the Strait of Hormuz have tended to be limited in duration unless accompanied by sustained kinetic enforcement or physical obstruction.

**ANNEX: HISTORICAL CONTEXT**

During the 1980s Tanker War, despite sustained missile and mine attacks, the Strait remained open with naval escort support. Following Operation Praying Mantis (1988), shipping lanes continued operating despite active naval combat. During 2019 Gulf tensions, traffic slowed but did not cease. Historical naval analysis indicates that extended closure would most likely require confirmed sea mining with sustained enforcement; even then, multinational mine countermeasure operations typically restore transit corridors.

Prepared by: Joint Maritime Information Center (JMIC)

**Additional Notes:**

This update is based on the most recent development over the past 24-hours. JMIC will issue daily updates unless events warrant more expeditious reporting.

**Next Update 01 March**

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

