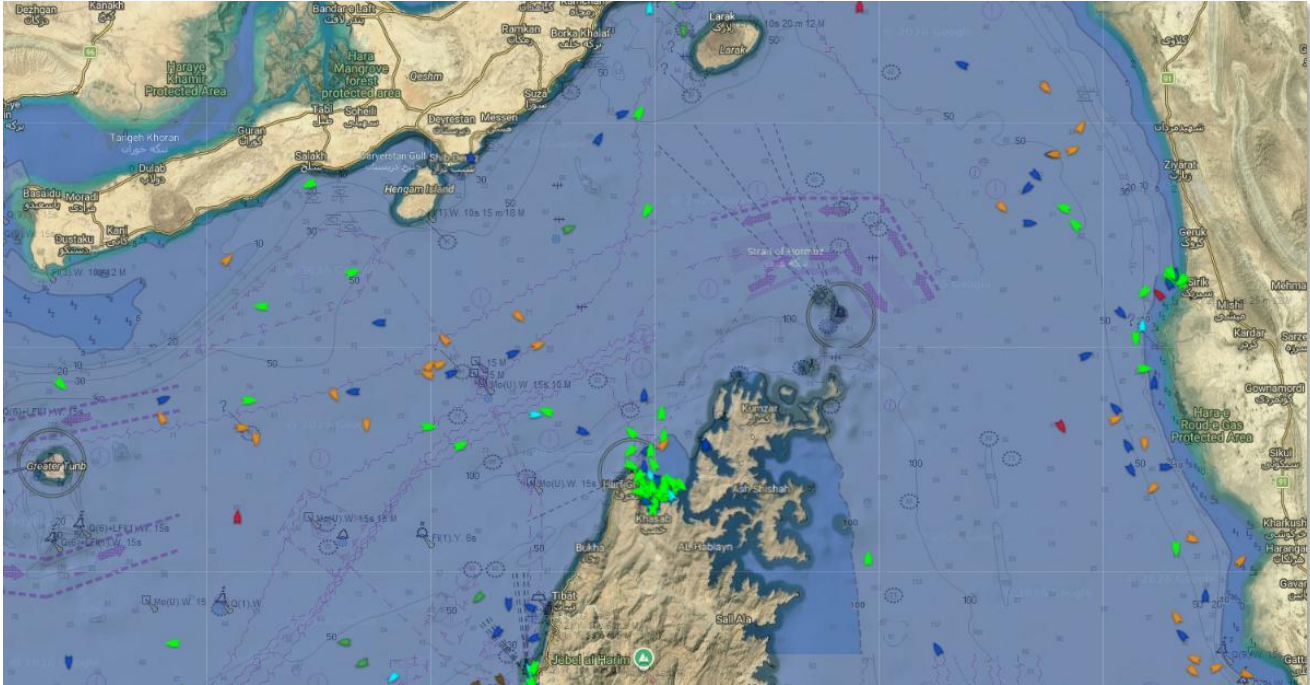




Maritime Security Bulletin

Red Sea, Gulf of Aden, Strait of Hormuz & Arabian Gulf

Issue Date: 15-Jun-26



Ship traffic flow through the Strait of Hormuz | Updated 15-Jun-26 | Source: BioOceanData

Regional Security & Political Dynamics:

- Recent tanker strike keeps kinetic risk above reopening optimism:** A tanker was struck by an unknown projectile east of Oman during the latest reporting cycle, with crew reported safe and no environmental impact observed. The incident confirms that the Gulf of Oman and Hormuz approaches remain attack-exposed despite political progress, requiring cautious transit approval and verified corridor guidance.
- United States-Iran framework reduces blockade pressure but not execution risk:** The announced framework would halt hostilities, reopen the Strait of Hormuz, and end the United States blockade of Iranian ports. For shipping, the main risk now shifts to implementation, verification, mine clearance, and whether normal passage can restart without selective controls or renewed coercive signaling.
- Mine-clearance uncertainty keeps owner return selective:** Shipowner reaction remains cautious, with stranded vessel interests awaiting concrete reopening details and mine-clearance assurances before approving movements. This supports a staged return model, where bridge teams, underwriters, flag interests, and charterers require verified safety arrangements before treating political reopening language as operational normalization.
- Hormuz traffic remains severely reduced despite deal momentum:** JMIC reported only minimal recent Strait of Hormuz transits, including zero recorded transits on 13 June against a much higher historical baseline. Congestion across Gulf anchorages remains high, creating queue pressure, pilotage uncertainty, and potential bunching once coordinated exits begin.
- G7 and international support increase pressure for clear navigation rules:** International backing for the deal and Group of Seven follow-up may help align reopening expectations, sanctions relief, and freedom-of-navigation language. Shipping still requires practical instructions on passage coordination, mine risk, escort availability, and whether any Iranian administrative-control model will affect non-affiliated commercial traffic.
- Shipping industry caution limits immediate cargo recovery:** Industry posture remains conservative, with owners and insurers not yet treating the Strait of Hormuz as broadly safe. Cargo recovery is likely to be uneven, shaped by security approvals, insurance terms, berth sequencing, and the release of waiting vessels rather than by the political announcement alone.

KEY MARINE

Red Sea Threat Environment:

- Bab el-Mandeb remains stable but reversible:** Commercial movement through Bab el-Mandeb and the Southern Red Sea remains steady, with no confirmed attacks or operational indicators behind current Houthi rhetoric. Maintain BMP MS 2025 posture, enhanced watches, suspicious-craft drills, and early reporting, as ceasefire failure could quickly restore targeting narratives.

Strait of Hormuz & Arabian Gulf:

- Hormuz reopening remains conditional and security-led:** Formal reopening language is positive, but the operating picture still includes recent kinetic activity, mine-risk reporting near the TSS, reduced traffic, high naval density, and recurring GNSS interference. Masters should treat movements as case-by-case, verify route instructions, avoid predictable holding, and preserve abort criteria.

Communication Disruptions – Electronic Interference:

- GNSS and AIS degradation remains a unified navigation-risk amplifier:** GNSS interference remains consistent across Strait of Hormuz approaches, the Gulf of Oman, the Arabian Gulf, the central Red Sea, and Suez Canal approaches, with elevated effects near Yanbu. Spoofing, AIS anomalies, and inactive transponders can degrade traffic visibility during reopening, requiring radar, visual fixing, ECDIS validation, and anomaly logging.

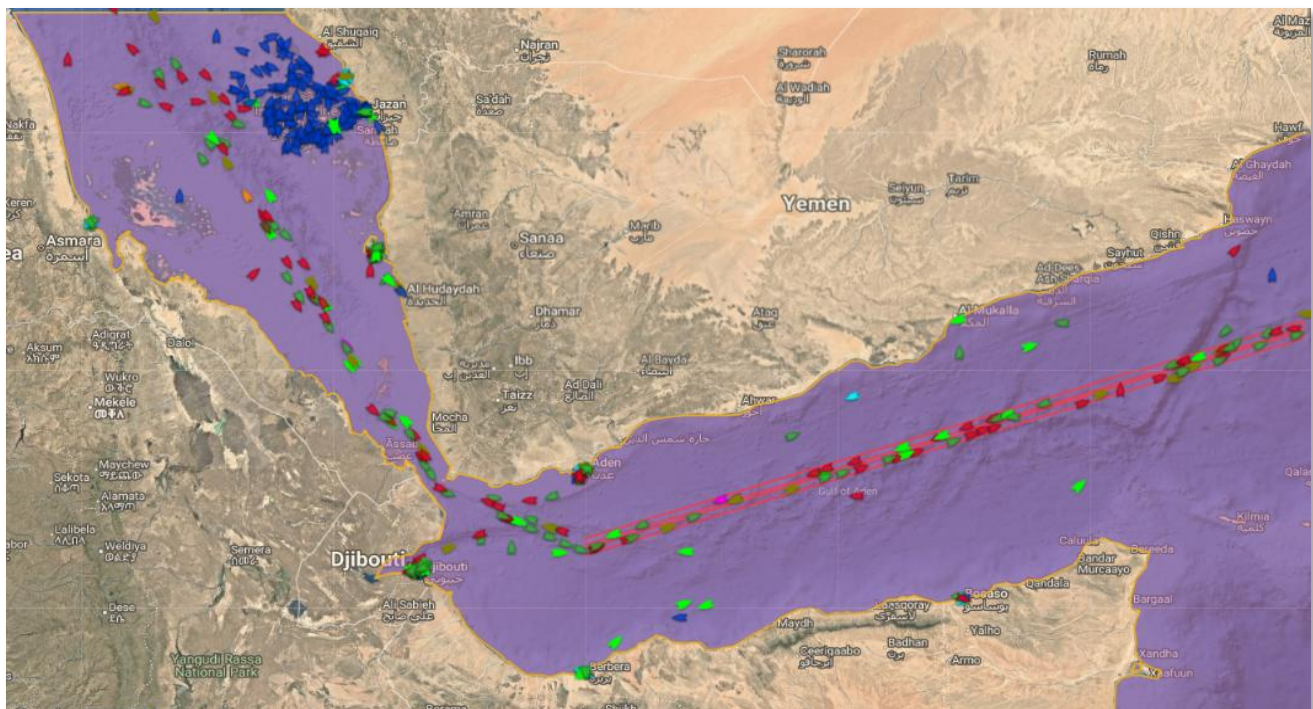


GPS Jamming – Regional Map (15-Jun-26)

Risk Overview by Vessel Affiliation (Current)		
Targeting Criteria – Strait of Hormuz (Iran)	Risk Level	
US- or Israel-affiliated vessels	CRITICAL	
Vessels linked to states supporting US/Israel operations	HIGH	
Vessels with recent calls at ports of hostile / non-aligned states	HIGH	
Chinese, Indian, Pakistani, Thai linked, or other friendly-nation commercial traffic cleared through diplomatic coordination / prior passage approval	LOW – MODERATE	
Vessels cleared for passage through prior diplomatic coordination with Iran	LOW – MODERATE	

Red Sea & Gulf of Aden: Risk remains elevated but steady, with Bab el-Mandeb traffic continuing and no confirmed attack indicators. Houthi rhetoric, piracy residue, and regional ceasefire fragility keep risk reversible. Maintain BMP MS 2025 posture, enhanced watchkeeping, and early reporting.

Strait of Hormuz & Arabian Gulf: Risk remains high despite reopening language, with recent kinetic activity, reduced traffic, mine-risk concern, congestion, and GNSS interference limiting confidence. Transits should remain security-led and conditional until clear implementation guidance and verified clearance are confirmed.



Ship traffic flow through the Bab al-Mandeb Strait | Updated 15-Jun-26 | Source: BigOceanData