

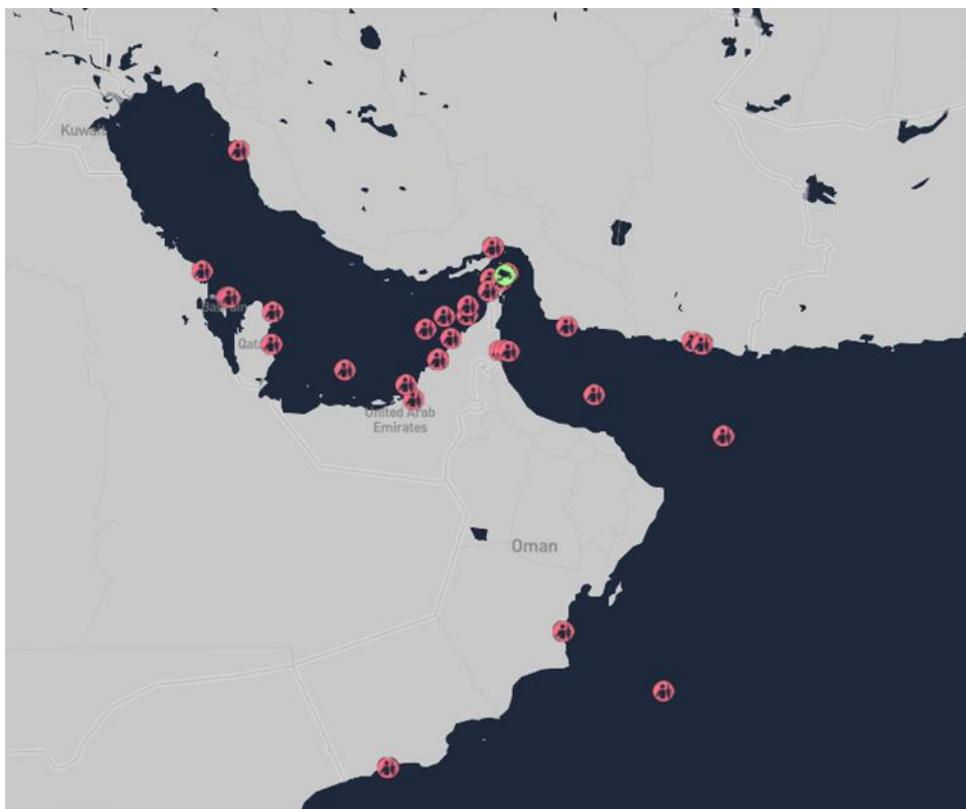
AMBREY STRAIT OF HORMUZ TRANSIT STATUS

Date published: 04 March 2026 11:30 UTC

Executive Summary

- ☒ **Threat to 'other vessel types' evidenced:** An Egyptian-owned/operated, UAE-managed container ship has been "hit" whilst transiting outbound in the Strait of Hormuz.
- ☒ **Strait of Hormuz transits:** 8 vessels without clear Iran-links have proceeded inbound, and 29 outbound since the IRGC announced the closure of the Strait on 14:00 UTC 28 February.
- ☒ **Mixed message for bulkers:** A UAE-owned bulk carrier made the transit overnight. A Greek-owned bulk carrier that had called Iran did not pass the Strait of Hormuz, joining at least two other Greek-owned bulkers that had called Iran drifting west of the Strait.
- ☒ **Merchant shipping partial losses and near misses in the Gulf of Oman and north Arabian Sea.** Two merchant vessels reported incidents off Fujairah overnight. Both were tankers, one reported minor damage to the funnel. Ambrey is investigating the circumstances and provisionally advising shipping to reposition away from Fujairah.
- ☒ **There is still assessed to be a heightened risk of indiscriminate damage headed to or from the Strait of Hormuz:** Four merchant vessels have been reported being hit, and one had a reported near-miss. At least one of those reporting an incident overnight off Fujairah had passed through the Strait of Hormuz around the time the Islamic Revolutionary Guard Corps (IRGC) declared the Strait "closed" and is one theory why she may have been targeted overnight. None of the merchant vessels were flagged or owned by US or Israeli companies.
- ☒ **Ambrey received a time-late report that a second ship, a UAE-flagged deck cargo ship, was damaged in an Arabian/Persian Gulf port:** The second vessel was damaged on the first day of the conflict, on 28 February whilst near Zirku Island, UAE. The other was a US-flagged, and owned vessel damaged whilst berthed in Bahrain.
- ☒ **No vessels have still reported damage whilst in transit within the Arabian/Persian Gulf:** Those damaged have been in transit toward the Strait of Hormuz, even if not within it at the time. Vessels have been using the AIS destination: "PG for orders".
- ☒ **Some industry organisations have released new designated areas:** The JWLA has extended their areas, adding Bahrain, Djibouti, Kuwait, all of Oman, Qatar and a larger area in the Arabian Sea. The ITF/IBF have incorporated the Arabian/Persian Gulf and Gulf of Oman. Ambrey does not recommend using only these for risk management as they do not align with the evidenced Iranian capability.
- ☒ **President Trump announced possible escorting of tankers through the Strait:** This was qualified: "if necessary" and "as soon as possible". No immediate plan for escorts / timescales were shared with industry.

Maritime security incidents map



Incidents impacting shipping in the Strait

2026-03-04 11:33 UTC A Malta-flagged, Egyptian-owned, UAE-managed container ship reported being "hit" whilst outbound from the UAE, destined for west coast Saudi Arabia. She was approaching the Strait of Hormuz at the time. More information to follow.

2026-03-03 01:44 UTC A falsely Aruba-flagged, OFAC-sanctioned oil products tanker was observed conducting irregular movements in the Strait of Hormuz approximately 26.8 NM north northeast of Khasab, Oman. The vessel was en route to Khor Fakkan, United Arab Emirates, from Umm Qasr, Iraq, when it diverted from its original course. Ambrey observed AIS data of the vessel diverting its heading from 74 degrees to 15 degrees within the Strait of Hormuz TSS. The vessel maintained this course until it was approximately 5.5 NM within the Iranian Economic Exclusion Zone, at which point it rested at anchor 8.8 NM southeast of Larak shahri, Iran. The vessel was OFAC-sanctioned under EO-13902 for 'contributing to petrochemical sectors of the Iranian economy'. Ambrey has previously reported on vessels under the same sanctioned ownership in instances of suspected fuel smuggling. Therefore, Ambrey assesses it likely the diversion was as a result of a chartering dispute as opposed to a War Risk-related incident.

2026-03-02 20:20 UTC A senior adviser in the Islamic Revolutionary Guard Corps (IRGC) has explicitly stated that they would attack ships attempting to transit the Strait of Hormuz. IRGC

Brigadier General Ibrahim Jabari stated that "The Strait of Hormuz is closed. Anyone who tries to pass through it, our selfless heroes from the IRGC Navy and the army will set those ships on fire. Do not come to this region." Ambrey has recorded four attacks on tankers headed towards the Strait of Hormuz since the US and Israel began hostilities. The tanker attacks appear to have been indiscriminate.

2026-03-02 08:16 UTC A Honduras-flagged asphalt tanker was reportedly targeted by Iranian Unmanned Aerial Vehicles (UAVs) while transiting eastbound through the Strait of Hormuz. The Islamic Revolutionary Guard Corps (IRGC) claimed that the vessel was hit by two UAVs and caught fire. Based on AIS data, the tanker ceased transmitting AIS during its eastbound transit through the Strait at 08:16 UTC, 20.5NM northeast of the port of Khasab, Oman. The vessel's AIS subsequently reappeared 16.6NM northeast of Khor Fakkan, United Arab Emirates, at 09:33 UTC. At the time of writing, no casualties or damage had been confirmed. Ambrey noted that the vessel was not US- or Israeli-owned or managed. It was in fact, Iran-linked through its trade, and may have been an attempt to stop the tanker suspected of smuggling. Previously, they have been boarded, but the prevailing circumstances may not have permitted this.

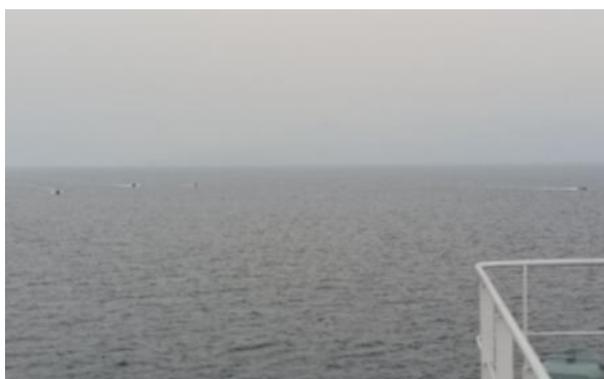
2026-03-01 16:00 UTC A Liberia-flagged oil products tanker was targeted by an unidentified projectile while underway approximately 20NM southwest of Abu Musa Island, Iran. The vessel was enroute from Ruwais, United Arab Emirates (U.A.E.) to Al Hamriya, U.A.E. when the attack occurred. Ambrey has overheard the crew speaking with the Dubai Coast Guard. The crew stated that they were "hit by an unknown object on the aft of the vessel" but at the time, they did not know the extent of the damage and were underway. There were no injuries. It was later reported that there was an explosion in close proximity. The vessel was not Israeli or US-owned. The vessel's beneficial owner was Greek. The vessel was carrying Ultra Low Sulphur Diesel (ULSD).

2026-03-01 09:40 A Marshall Islands-flagged crude oil tanker reported an explosion 44.4NM northwest of Muscat, Oman. The tanker reported being struck by a projectile 1.5 meters above the waterline, resulting in a subsequent fire and flooding. AIS data showed the vessel was transiting northbound through the Gulf of Oman, enroute to Ras Tannurah, Saudi Arabia, at a speed of 11.8 knots when the vessel altered course to starboard and came to a drift. At the time of writing, the blaze had been extinguished. One crew member was killed as a result of the attack. The vessel's beneficial owner was unknown, on Marine Traffic, this was Chinese, and commercial operator was based in the UAE. She was not sanctioned. Based on the tanker's draught, she was laden. Open-source vessel cargo reporting indicates she was carrying finished gasoline.

2026-03-01 08:05 UTC A Gibraltar-flagged oil products tanker was struck by a projectile on the western approaches to the Strait of Hormuz. She issued a distress signal approximately 20.2NM northwest of Saqr City, United Arab Emirates. The vessel was enroute toward the Strait of Hormuz from Dubai Anchorage, UAE, to Khor Fakkan, UAE, at the time of the incident. The blaze was subsequently extinguished, and the vessel continued its transit under its own power. No casualties were reported. The vessel's beneficial owner was based in the Republic of Ireland, and commercial operator was based in Spain. She was not sanctioned. Based on her reported draught, the vessel was likely laden, and based on history, she was more likely carrying ULSD.

Ambrey has corroborated reports that the IRGC Navy has claimed to have “closed the Strait of Hormuz”.

2026-02-28 14:00 A Panama-flagged bulk carrier reported a VHF transmission from the IRGC Navy while in northeast-bound transit 14 NM north of Ra’s ash Sh’am, United Arab Emirates. The IRGC Navy announced, over channel 16, the closure of the Strait of Hormuz to all merchant vessels: “From now on, no ship in every type is not allowed to pass from the Strait of Hormuz. From now on the Strait of Hormuz is banned for all ships. This is Sepah Navy.” The original audio file was shared with Ambrey. Ambrey has also received a report of three suspicious high-speed boats in the Strait of Hormuz, which were present during the radio statement (image below).



Images of high-speed craft in the Strait of Hormuz at the time of the radio broadcast

The bulk carrier turned about and avoided passage through the Strait of Hormuz. No weapons were seen during the incident.

Incidents impacting shipping in the Arabian/Persian Gulf

2026-03-02 08:00 Qatar’s state LNG plant in Ras Laffan has ceased operations amid the ongoing escalated regional US/Israel-Iran conflict. Reportedly, Unmanned Aerial Vehicle (UAV) attacks in Ras Laffan operating facilities and Mesaieed Industrial City prompted the operational halt as a precautionary measure. At the time of writing, Ambrey observed three LNG carriers at berth in Ras Laffan. No reports have indicated the extent to which the port facilities were damaged following the announcement.

2026-03-02 08:00 UTC Iranian forces conducted an Unmanned Aerial Vehicle (UAV) strike on the ARAMCO oil refinery in Ras Tanura, Saudi Arabia. Reportedly, debris caused a fire in the facility which had since been brought under control. Following the attacks, Saudi authorities announced the refinery had ceased operations in some of its units as a precautionary measure. Ambrey observed video imagery following the strike showing smoke rising from the oil refinery. Ambrey observed five tankers anchored offshore at the terminal at the time. No damage to merchant vessels was reported.

2026-03-01 23:00 UTC A United States of America-flagged oil/chemical tanker was struck by two projectiles whilst at Hidd Port, Bahrain. The strikes resulted in a subsequent blaze. All crew members were successfully evacuated from the vessel. At the time of writing, the blaze had been extinguished, and the vessel remained in port. Bahrain’s Ministry of Interior reported that the strikes were the result

of debris from an intercepted missile. Ambrey has sought further information to corroborate this report. One port worker was killed, and two others were injured as a result of the incident.

2026-02-28 17:20 A Panama-flagged bulk carrier observed a series of projectiles approximately 29NM northeast of Ajman, UAE. The vessel had halted its transit through the Strait of Hormuz and was drifting at the time of sighting the projectiles. Onshore explosions were reported following this incident. Ambrey assessed that the projectiles were targeting sites in the UAE. Video footage was observed of attacks in Dubai, targeting hotels and residential equipment. No damage to merchant shipping was reported as a result of the attack.

2026-02-28 14:35 A Panama-flagged product tanker reported observing an explosion in Jebel Ali port, UAE. Imagery after the incident showed dark smoke nearby one of the container terminals. After the incident, they temporarily stopped cargo operations. No merchant vessel was damaged during the incident.



Smoke seen after the reported 'explosion' in Jebel Ali port

2026-02-28 11:40 UTC A United Arab Emirates-flagged deck cargo ship was struck by debris from a likely missile interception whilst in transit approximately 3NM south of Zirku Island, United Arab Emirates. Ambrey observed video imagery (pictured below) of the aftermath of the attack that showed shrapnel damage to the vessel's superstructure and deck. One fatality was reported as a result of the attack. Following the attack, AIS data showed the vessel transited to the Port of Musaffah, United Arab Emirates.



Open-source imagery of the collateral damage to a UAE deck cargo ship

2026-02-28 A Liberia-flagged combined chemical and oil tanker reported a 'rocket' land approximately 200m from the vessel while berthed at Jebel Ali port, UAE. Imagery of the incident indicated that the object was intercepted before it fell. The tanker subsequently repositioned to the anchorage area.



Imagery of the object falling above Jebel Ali port

2026-02-28 Iranian forces launched an unmanned aerial vehicle (UAV) attack on Duqm port, Oman. Reports indicate that two UAVs targeted the port. One struck a mobile workers' accommodation unit, injuring one worker, while debris from the other landed near fuel tanks. There have been no additional injuries or reports of pollution.

Strait of Hormuz transits

The following is a count of vessels that have entered or exited the Arabian/Persian Gulf since 14:00 UTC 1 March 2026. Ambrey has removed Iran-affiliated shipping from the transit counts.

Type	In	Out
Bulk	4	9
Gas carrier	1	2
General cargo	1	4
Tank*	2	10
Unitised*	0	2

*Correction on 3 March report – Tankers and Unitised figures were incorrect. No change on 3-4 March.

Industry – JWLA extension

On 3 March, the Lloyd's Joint War Committee extended the JWLA in the "Persian/Arabian Gulf, Gulf of Oman, Indian Ocean, Gulf of Aden and Southern Red Sea":

The amendment was as follows:

The waters enclosed by the following boundaries:

- a) On the northwest, by the Red Sea, south of Latitude 18°N;
- b) On the northeast, from Pakistan coastline at 25°19'15"N, 65°E;
- c) On the east, by a line to high seas point 10°48'N, 65°E, thence to high seas point 10°48'N, 60°15'E, thence to high seas point 6°45'S, 48°45'E;
- d) and on the southwest, by the Somalia border at 1°40'S, 41°34'E, to high seas point at 6°45'S, 48°45'E;

Ambrey has charted the new JWLA areas and incorporated them into the routing platforms:



Countries added are: Bahrain, Djibouti, Kuwait, all of Oman (previously only the Musandam Governorate) and Qatar.

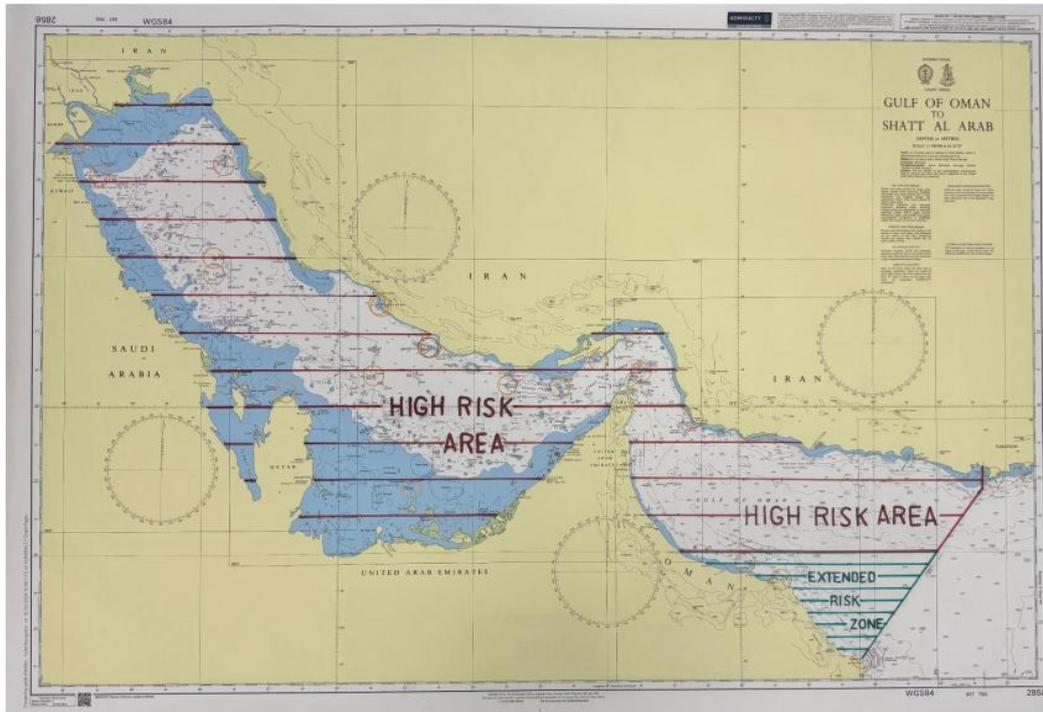
However, Ambrey assesses that this does not reflect the full extent of the Iranian capability to target merchant shipping, based on both past incidents, and known range of Unmanned Aerial Vehicles. Vessels choosing drifting areas should revert to Ambrey for guidance.

Industry – ITF/IBF Areas

On 2 March 2026, and extended until 23 March 2026, the ITF/IBF have released their own High Risk Areas and Extended Risk Zone in the Arabian/Persian Gulf and the Gulf of Oman. The below imagery is taken from the industry organisation’s publication:

Chart 5:

- **IBF High Risk Area** – Persian Gulf, Straits of Hormuz and Gulf of Oman
- **IBF Extended Risk Zone** – Gulf of Oman



Ambrey has charted this in its routing systems too.

President Trump Truth Social Post

President Trump has shared the possible provision of an escort service in the Strait of Hormuz. No dates have been shared, or the form of the escort (e.g. shuttle runs or all shipping). The statement also was only explicit about tankers, though earlier parts referred to all shipping. The statement was as follows:



At the time of the announcement, a US representative was reaching out to CENTCOM for clarification and direction".

Recommendations/Advice

There is assessed to be a high risk to all merchant shipping attempting to pass through the Strait of Hormuz. This is both inbound and outbound.

A senior adviser to the IRGC have threatened to “burn” “all ships” and radio broadcasts in the Strait of Hormuz did not discriminate between tankers and other ships.

Some other vessel types have transited without incident, others have turned back. The reported ‘hit’ on 4 March was the first known incident impacting another vessel type other than tankers attempting to navigate the Strait.

It is recommended to perform a vessel and company-specific risk assessment before a transit.

There is no evidence that transits within the Arabian/Persian Gulf have been directly attacked, but there is a realistic possibility of this, particularly based on affiliation.

There is a collateral damage risk in ports, heightened in some more than others within the Arabian/Persian Gulf.

There was a case of a US-flagged and owned vessel being damaged while berthed. There is limited evidence at present as to whether she was directly attacked or the result of collateral damage.

Contact

Ambrey: +44 203 503 0320, intelligence@ambrey.com.

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