

WELCOME

Strait of Hormuz Crisis: Implications for the Maritime Industry

Thursday 16th April 2026

MODERATOR



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Middle East ports operational update: as of April 16

Oman

All ports are fully operational.

Bahrain

Gradual resumption of operations. BAPCO and APMT operations suspended..

UAE

The Fujairah Oil Tanker Terminal is partially operational but not all berths are online. Vopak terminals partially operational. Warnings of jamming and spoofing around Khor Fakkan and Fujairah. Jebel Ali, Hamriyah and Sharjah ports all operating as normal

Kuwait

All major ports (Mina Tank, Ahmadi, Abdulla, Al Zour) operating normally.

Qatar

Most ports are operational with some restrictions, apart from Al Shaheen Terminal and Halul Island Terminal.

Jordan

Aqaba Port operating normally

Iraq

Iraqi ports (Umm Qasr ports North and South, and Khor al Zubair) are operating normally. Basra Oil Terminal and SPM Somo Terminal have ceased export operations

Saudi Arabia

All ports operating normally with no alerts from authorities.

Lebanon

All ports open and operating; instability noted in the south but no port alerts.

Israel

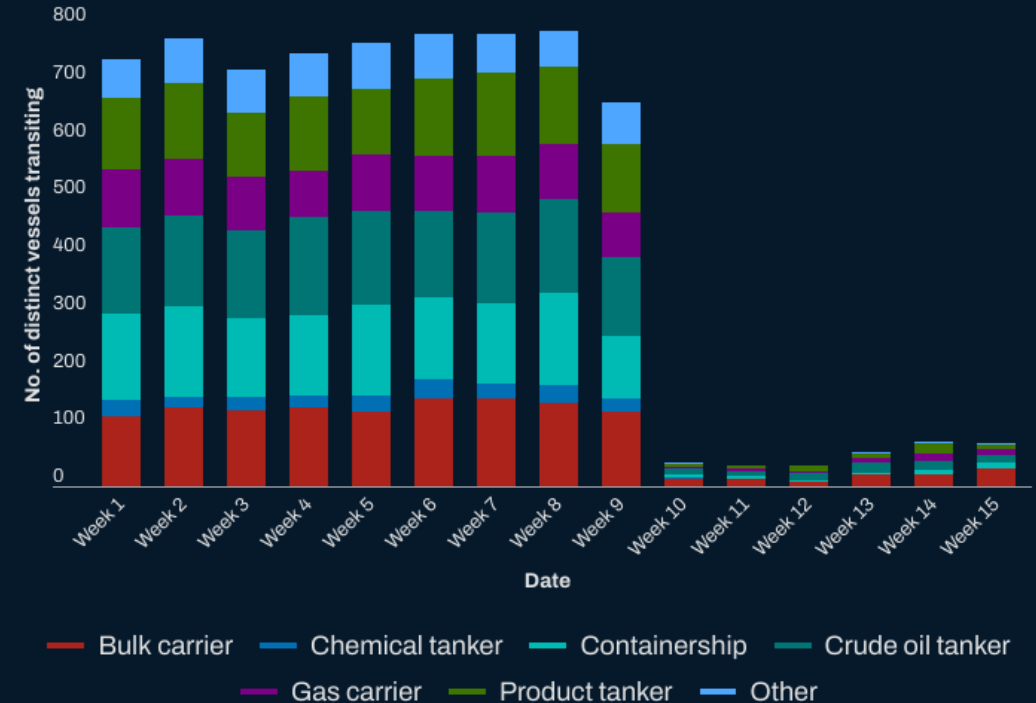
Eilat, Ashkelon, Ashdod, Hedera and Haifa are fully open for business and functioning at full capacity. Ashdod port is not accepting ro-ro vessels due to the previously advised restrictions

Source: Inchcape Shipping Services — the appointed Lloyd's Agents in UAE, Oman, Kuwait Qatar and Iraq. Status last updated April 16, 1330hrs UAE local time

Strait of Hormuz traffic trends: transits holds steady

- Weekly traffic (cargo-carrying & 10,000dwt+)
 - Week 10 (Mar 2-9): 41 transits (16 dark vs 25 traceable)
 - Week 11 (Mar 9-15): 36 transits (11 dark vs 25 traceable)
 - Week 12 (Mar 16-22): 37 transits (21 dark vs 16 traceable)
 - Week 13 (Mar 23-29): 60 transits (27 dark vs 33 traceable)
 - Week 14 (Mar 30- Apr 5): 78 transits (15 dark vs 63 traceable)
 - **Week 15 (Apr 6-12): 77 transits (12 dark vs 65 traceable)**
- Traffic remained steady WoW, still split in favour of Iran
 - 80% traffic had Iranian nexus vs 20% had no Iranian links
- Non-Iranian linked trade driven by tankers and bulk carriers
- 29 transits recorded so far this week
 - Eastbound transits have dominated since the start of the conflict, but so far this week we are seeing more **westbound** transits
 - 18 ships tracked sailing into the Gulf, 14 Iran-linked vs 11 exiting
- US blockade: evidence of some Iran-linked vessels pausing voyages/reversing course, but Iranian traffic is continuing to pass the SoH, including sanctioned tankers and ships have reached/departed Iranian ports since the blockade was imposed

Strait of Hormuz: traffic continues to trickle through



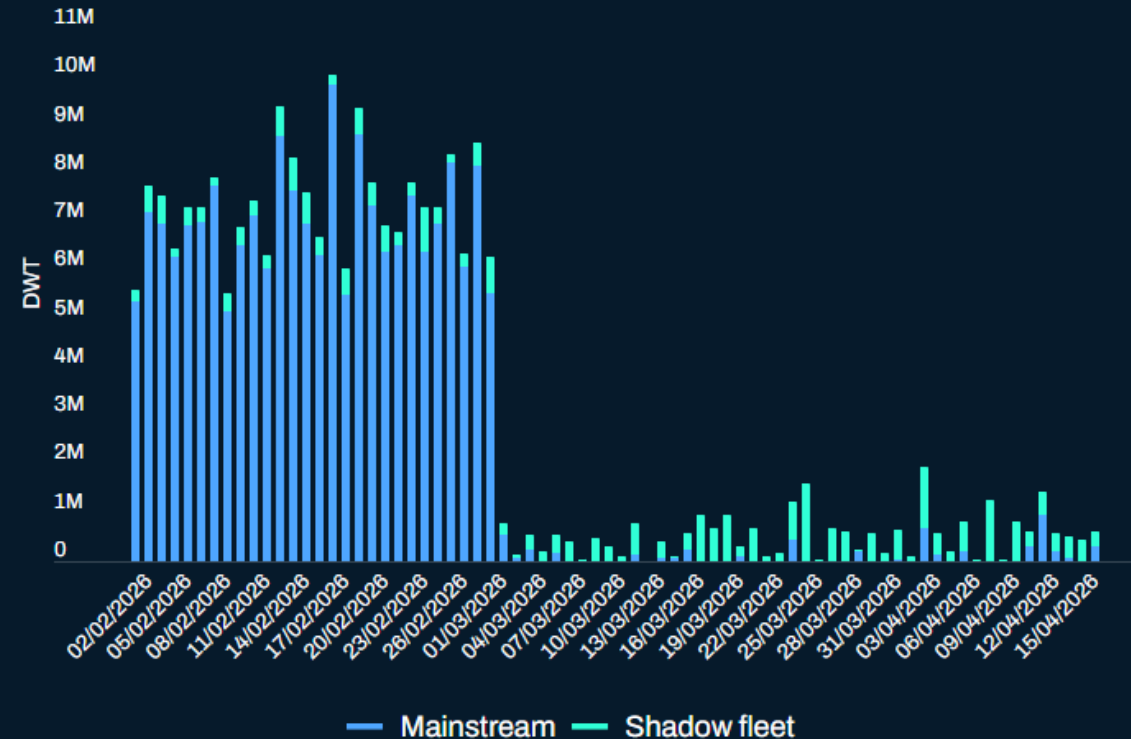
Source: [Lloyd's List Intelligence](#) / [Seasearcher](#)

Note: Traceable transits of cargo-carrying vessels over 10,000 dwt. Dark transits included in the figures after February 28, 2026. Dark transit information will be updated as more data becomes available

Shadow fleet still drive tanker transits

- Shadow fleet oil and gas carriers still constitute most of transits
- However, there has been an uptick in compliant tonnage both going inbound and outbound since the weekend:
 - Three laden, compliant VLCCs made outbound voyages over the weekend carrying Iraqi and Saudi crude
 - One VLCC and one aframax transited inbound over the weekend
 - At least one VLCC made inbound voyage this week
- Non-shadow fleet transits (by dwt) accounted for about 30% for the week ending April 12, the highest since the war began.
- Total tanker and gas tonnage tracked transiting the strait more than doubled in the first 14 days of April compared with the same period in March.
- India has taken advantage of the US temporary easement of sanctions on Iranian oil (which will expire April 19 and won't be extended), with discharges of crude and LPG taking place over the last few days.
- US renewed sanctions on Iran on Wednesday, an apparent reversal of policy earlier on the war.

Compliant vs shadow fleet tanker transits through Strait of Hormuz (both directions, dwt)



Source: [Lloyd's List Intelligence](#) / [Seasearcher](#)

Figures will be revised as data for dark transits becomes available. Number of dark transits by shadow fleet* vessels likely higher due to AIS spoofing. Vessels over 10,000 dwt

Data through April 15, 2026 14:30 UTC. Dark transit days were estimated based on time and location of AIS gap

Vessels are adhering to Iran's "new" Traffic Separation Scheme

- Vessels are using the "new" Traffic Separation Scheme unveiled by Iran on April 9.
- First vessels observed over the weekend taking the new outbound route, which goes south of Larak Island.
- The Larak-Qeshm route so far still being used for both inbound and outbound traffic.
- Iran has been forcing vessels transiting the Strait of Hormuz through its territorial waters since at least March 13
- Prior to war, most vessels struck to the Omani side of the strait.
- In recent days, a Chinese-owned bulker was heading inbound towards the Larak channel but made a U-turn, it then appeared set to cross on the Omani side, but reversed course again.



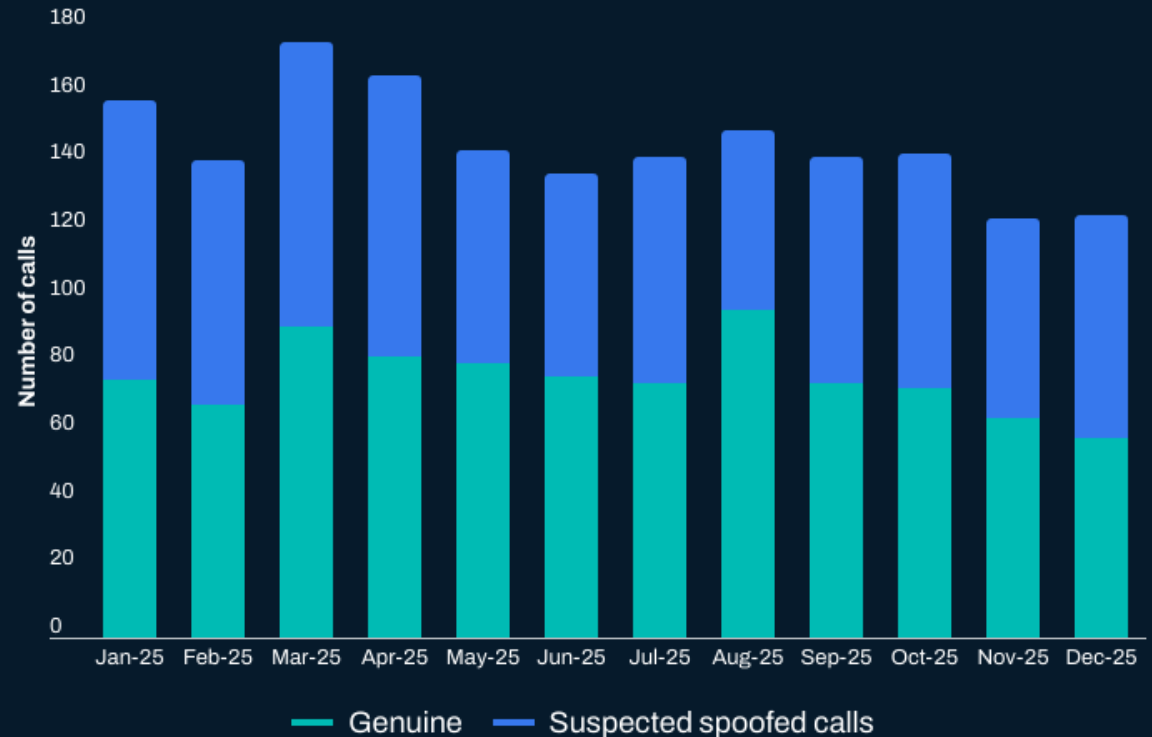
Normal traffic:



Spoofer port calls are a common evasion tactic

- Amid the blockade announcement, vessels were observed altering their stated AIS destinations from Iranian ports to generic "PG Port" or similar generic destinations in an attempt to hide their true destinations.
- AIS-generated fake voyages are common sanctions evasion tactics used to hide loadings of Iranian oil and LPG
- For instance, there are dozens of fake voyages each month to Khor al Zubair, Iraq (including the LPG terminal)
- Vessels create simulated but believable AIS trails showing loadings in Iraq, and arrive at discharge ports with documents showing Iraqi (and sometimes other) origins.
- This is commonplace in Khor al Zubair but have been observed at other ports in the Middle East and elsewhere.
- Tactic unlikely to materially impact Centcom's ability to carry out interdictions and enforce the blockade

Spoofer vs genuine port calls in Khor al Zubair port, Iraq



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