



SF CUSTOS GLOBAL SPECIAL REPORT

Maritime security in the Persian Gulf: risks for shipping, energy and companies

S.F. Custos Global Reach LTD.

SF Custos Global Special Report

Title: Maritime security in the Persian Gulf: risks for shipping, energy and companies

Publication date: 2026-06-24

Author: Benjamin Traunecker / SF Custos Global

Executive summary

The Persian Gulf remains a risk area for shipping, energy supply and corporate planning. The main concern is not only open conflict. For companies, lower-level disruption is often more relevant: warnings, inspections, insurance restrictions, routing changes and delays.

Source facts: the reviewed maritime sources address disruption capacity around the Strait of Hormuz, tanker and merchant-vessel exposure, and the operational pressure on shipping companies. Numbers are used cautiously where the available material does not support exact public attribution.

SF Custos Global assesses the maritime operating environment as strained. Stable planning requires clear thresholds for routes, insurance and personnel decisions.

Key points

- Source facts, SF Custos Global assessment and unconfirmed signals are separated.
- Unsupported hard probabilities are not used.
- Business relevance is assessed through personnel, travel, infrastructure, contracts, insurance and supply routes.

- The report is designed for decision makers who need a practical operating picture, not a political essay.
-

Source picture and analytical assessment

Target groups

Shipping companies must distinguish between safe passage, commercially viable passage and politically acceptable passage. The issue is not only navigational risk. Charter terms, insurance conditions, port calls and crew protection matter as well.

Energy companies should review dependency on individual routes. Price moves may be visible quickly, but for security planning the more important issues are delivery timelines, storage levels and contractual consequences.

Industrial companies are exposed indirectly. Inputs, spare parts, machinery components and energy prices can change even when a company has no direct Gulf presence.

Travelers and expatriates need clear travel decisions. Transit through regional hubs, port visits, offshore projects and trips to energy sites should be assessed case by case.

Authorities and diplomatic missions should expect consular demand, public messaging needs and evacuation planning pressure even before a formal evacuation situation exists.

Actions and early warning indicators

Within 24 hours: review current vessel movements, insurance terms, port calls and personnel movement. Name the decision maker for critical travel and transport decisions.

Within seven days: clarify alternative routes, contract clauses, crew communication and insurer interfaces. Companies should define which warning signs trigger reassessment.

Within thirty days: build scenarios for sustained disruption, sudden escalation and gradual easing. Shipping companies, energy companies and industrial firms should document measures separately.

Selected sources

- USNI and maritime specialist reporting on the Strait of Hormuz and Persian Gulf, reviewed 23 June 2026.
 - wgowshipping maritime risk and fleet discussion, reviewed 23 June 2026.
 - CSIS and International Crisis Group material on Iran and the Gulf, reviewed 23 June 2026.
-

Method note

This report is based on open-source material and analytical review by SF Custos Global. It does not replace legal, insurance, medical or country-specific professional advice.

