



## GERMAN NAVY SHIPPING CENTRE



# Security Update Brief Persian Golf

(Timeframe 021200ZAPR – 091200ZAPR)

## General Situation

The situation in the Persian Gulf remains highly dynamic. Following weeks of intense exchanges, a two-week ceasefire agreed upon by the U.S. and Iran came into effect on April 8, 2026. This agreement has led to a temporary halt of direct airstrikes between U.S. forces and Iranian units. However, the region remains extremely volatile as Israel continues its operations against Hezbollah in Lebanon, prompting Iran to threaten a termination of the truce.

Despite the ceasefire, isolated attacks involving ballistic missiles and drones against critical infrastructure—such as desalination plants and energy hubs—have continued in Kuwait, Bahrain, and the United Arab Emirates.

Iran continues to leverage its control over the Strait of Hormuz as a primary tool of pressure, imposing high transit fees for passage through its territorial waters. Vessels with links to the U.S. or Israel are still classified as hostile by Iran; therefore, any transit arrangements are strongly discouraged. Additionally, Iran (IRN) is issuing warnings via VHF Ch. 16 to all vessels against unauthorized transit.

While AIS and GPS interference remains significant, particularly around the Strait of Hormuz, these disruptions have decreased during the reporting period. Due to these GPS disturbances, the use of a Doppler log is mandatory for entry into the port of Mina al Fahal.

## Operational Overview

Since the beginning of the war, a total of 22 commercial vessels have been hit in the Persian Gulf, with some sustaining severe damage. Since the last situation report on April 2, 2026, one additional ship has been attacked.

- SKYLIGHT (IMO 9330020): Chemical tanker (Palau). Hit on Feb 28 north of Khasab (OMN). 4 crew members injured; evacuation completed; vessel sank.
- MKD VYOM (IMO 9284386): Crude oil tanker (Marshall Islands). Hit on March 1 in the Gulf of Oman. Vessel is drifting and severely disabled; 1 confirmed fatality, unit evacuated. Heavy hull damage above the waterline and fire in the engine room.
- HERCULES STAR (IMO 9916135): Product tanker (Gibraltar). Hit on March 1, 20 nautical miles northwest of Dubai. Fire extinguished.
- STENA IMPERATIVE (IMO 9666077): Oil/chemical tanker (USA). Hit in the port of Muharraq (Bahrain). Fire extinguished; crew evacuated.





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- GOLD OAK (IMO 9806342): Bulk carrier (Panama). Lateral hit on March 3 while at anchor in Fujairah (UAE).
- SAFEEN PRESTIGE (IMO 9593517): Container ship (Malta). Hit on March 4; projectile passed through the vessel; fire broke out. Crew abandoned ship. Further attack on March 18, fire broke out; no crew on board (since March 4).
- SONANGOL NAMIBE (IMO 9325049): Crude oil tanker (Bahamas). Hit on March 4 at anchor in Iraqi waters; water ingress and ballast water leakage.
- MUSSAFAH 2 (IMO 9522051): Tug (UAE). Hit on March 6 while en route to salvage the SAFEEN PRESTIGE; struck by two missiles. 4 dead, 3 injured.
- ARABIA III (IMO 8771332): Drilling rig (Liberia). Hit on March 7; fire under control, one injured, crew reduced to minimum.
- MAYUREE NAREE (IMO 9323649): Bulk carrier (Thailand). Hit on March 11; fire under control, 3 missing.
- STAR GWYNETH (IMO 9301031): Bulk carrier (Marshall Islands). Hit on March 11; punctures in cargo hold and ballast tank, vessel is listing.
- ZEFYROS (IMO 9515917): Oil/chemical tanker (Malta). Hit on March 11 during STS (ship-to-ship transfer) with SAFESA VISHNU; fire, one fatality.
- SAFESA VISHNU (IMO 9327009): Crude oil tanker (Marshall Islands). Hit on March 11 during STS with ZEFYROS; fire.
- SOURCE BLESSING (IMO 9243198): Container ship (Liberia). Hit on March 12; fire extinguished (German link).
- AL SALMI (IMO 9534793): Tanker (Kuwait): Hit on March 30, 2026; drone impact on the starboard side, resulting in fire.
- AQUA 1 (IMO 9573660): Tanker (Panama): Two hits on March 31, 2026; one explosion and one unexploded charge in the engine room; recovery of the explosive charge is underway.
- QINGDAO STAR (9318163): Container ship (Marshall Islands): Hit by an unknown projectile; damage sustained above the waterline.

The maritime situation has consolidated through the establishment of a fixed transit corridor north of Larak Island. Current vessel movements clearly indicate that this route, known as Island Gate, now represents the primary bottleneck for traffic in the Persian Gulf from the Iranian perspective. Transit there takes place exclusively under Iranian control and is currently reserved for vessels that either have a direct link to Iran or pay the required "passage fee" of approximately 2 million USD. This practice is flanked by Tehran's political demand to settle future oil trade in Chinese Yuan in order to fully reopen the Strait of Hormuz in the long term.

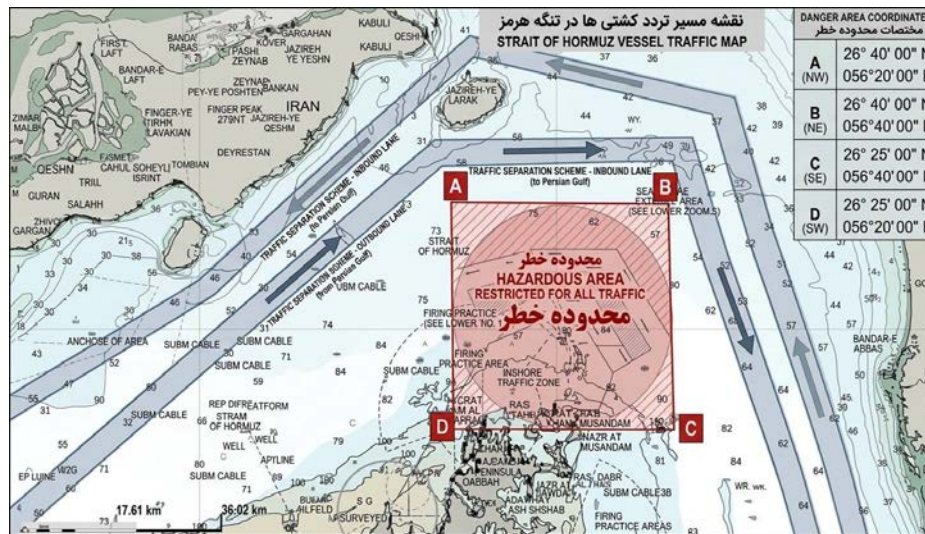




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At the same time, the regional security environment remains restrictive: Bahrain is maintaining its night-time curfew for vessels between 18:00 and 04:00. Coordinated international escort operations remain unavailable. Various nations are working behind the scenes on protection options to stabilize the situation in the region.



## Infrastructure

Since April 2, 2026, the status of critical infrastructure in the Persian Gulf has been characterized by targeted attacks on energy and water supply systems as well as strategic export terminals. On April 4, 2026, Reuters and Iraqi News reported that drone strikes hit five oil sites in southern Iraq, including warehouses west of Basra and the BP-operated North Rumaila field. These facilities are essential for supplying the terminals at the Port of Al-Faw. These attacks are designed to stifle alternative export routes to the blocked Strait of Hormuz or make them economically unviable. Despite the ceasefire agreed upon on April 8, 2026, the condition of many facilities remains precarious.

Marinekommando  
 Dezernat Marineschiffahrtleitung  
 E-Mail: MarKdoM34MSchLtg@bundeswehr.org  
 Telefonnummer: +49(0)4086648-4560  
 Mo - Do 0700 - 1800, Fr 0700 - 1300  
 +49(0)30185450-1500  
 24/7 MSZ Cuxhaven Verbindungselement Marine





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### Port Status

#### United Arab Emirates

Operations at the ports of Fujairah and Khor Fakkan are largely normal, although Berth 6 remains closed due to maintenance. Terminals in Jebel Ali, Sharjah, Abu Dhabi, and Ruwais are also fully functional, though an additional risk surcharge is being levied in Ras Al Khaimah. An official navigational warning (01/2026) highlights massive GPS interference off Fujairah, making the area a high-risk zone for navigation. Ship-to-Ship (STS) transfers in Dubai are currently only permitted at anchor with tug assistance. To ease the logistical burden, a simplified customs procedure has been introduced, allowing for the direct onward transport of containers by truck from Fujairah and Khor Fakkan to Jebel Ali or Abu Dhabi. Dubai Airport has now resumed 90% of its operations.

#### Kuwait

All ports are fully operational; there are no official reports of service interruptions. However, the Coast Guard has suspended the issuance of entry permits for foreign vessels arriving from Iraqi ports until further notice. ISPS Level 2 security measures are in effect for the ports of Shuaiba and Shuwaikh. The airspace has been temporarily closed.

#### Oman

All Omani ports are fully operational, although vessels must officially confirm prior to entry that no dangerous goods are on board; otherwise, they must wait for a detailed declaration and ministerial approval. Due to persistent GPS interference, a fully functional Doppler log is mandatory for the port of Mina Al Fahal; vessels without this system will not be granted berthing clearance. ISPS Level 3 (the highest security level) is in effect at the Qalhat LNG and Mina Al Fahal terminals, while Level 2 applies in Salalah and Level 1 in all other ports. The airspace remains open, although some international flight connections have been suspended.





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### Saudi Arabia

All ports in the country are operating at full capacity without any restrictions or warnings. However, the national airline of Saudi Arabia has temporarily suspended flights to Bahrain, Kuwait, Amman, Dubai, Abu Dhabi, Doha, Russia, and Peshawar.

### Bahrain

Vessel traffic in Bahrain has resumed; however, operations remain restricted due to the current situation. Specifically, BAPCO activities continue to be suspended. APM Terminals restarted operations on April 9, 2026, at 06:00. Crew changes are currently not possible due to the closed airspace, while the security level remains unchanged at ISPS Level 1.

### Qatar

In Qatar, the ports of Hamad, Doha, and Al Ruwais are operational but experiencing significantly reduced activity levels; Al Ruwais is further restricted to small vessels such as dhows and barges. While port operations continue in Mesaieed and Ras Laffan, Qatar Energy has temporarily suspended the production of LNG and related products; the Al Shaheen and Halul Island terminals are completely suspended. To secure supply chains, goods destined for Qatar can be rerouted via alternative ports in Oman (Sohar, Salalah, Duqm) or the UAE (Fujairah, Khor Fakkan), for which Mwani Qatar has activated a special fee relief ("Exceptional Package"). Air traffic at Hamad International Airport is restricted due to partial airspace closures, while land transport across the border to Saudi Arabia remains possible with a valid visa. In Ras Laffan (RLC), immigration services have returned to normal, though visa delays are expected due to backlogs; crew changes are permitted, but shore leave is strictly limited to medical emergencies.

Source: INCHCAPE Middle East Port Advisory 09/04/2026

## Impact on German Interests (DEU)

According to AIS data and consultations with shipping companies, there are approximately 129 vessels with German links in the Area of Interest (see annex), 54 of which are currently in the Persian Gulf.





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### Assessment

The current maritime situation in the Persian Gulf and adjacent waters remains characterized by a massive threat, despite the official ceasefire of April 8, 2026. In the Strait of Hormuz, the situation has solidified due to the Iranian control system at the "Island Gate" north of Larak Island. This route is effectively the only remaining passage but is being exploited by Iran to enforce geopolitical demands. Unauthorized passage of vessels without Iranian (IRN) permission is prohibited under threat of force. Additionally, operational risks remain high due to technical disruptions; massive GPS manipulation throughout the sector makes satellite navigation unreliable.

Furthermore, it is assessed that Iran still possesses sufficient missiles and drones, particularly for attacks within the Persian Gulf. The danger to shipping persists. The Houthi in Yemen have announced a resumption of attacks against shipping but have not yet implemented them. However, they have confirmed that strikes in the Red Sea could resume as soon as the Houthi deem them necessary.

### Conclusion

The threat level for vessels and crews has reached a complex stage. While the nominal ceasefire provides a deceptive diplomatic breather, the operational situation remains critical due to the consolidated blockade in the Strait of Hormuz. Vessels with links to Israel or the U.S. continue to be classified as priority targets by Iran; transit through the strait remains effectively impossible without Iranian consent and the payment of high fees.

The threat potential for the Persian Gulf and adjacent regions must continue to be assessed within the overall context as:

**MARITIM RISK LEVEL - CRITICAL**





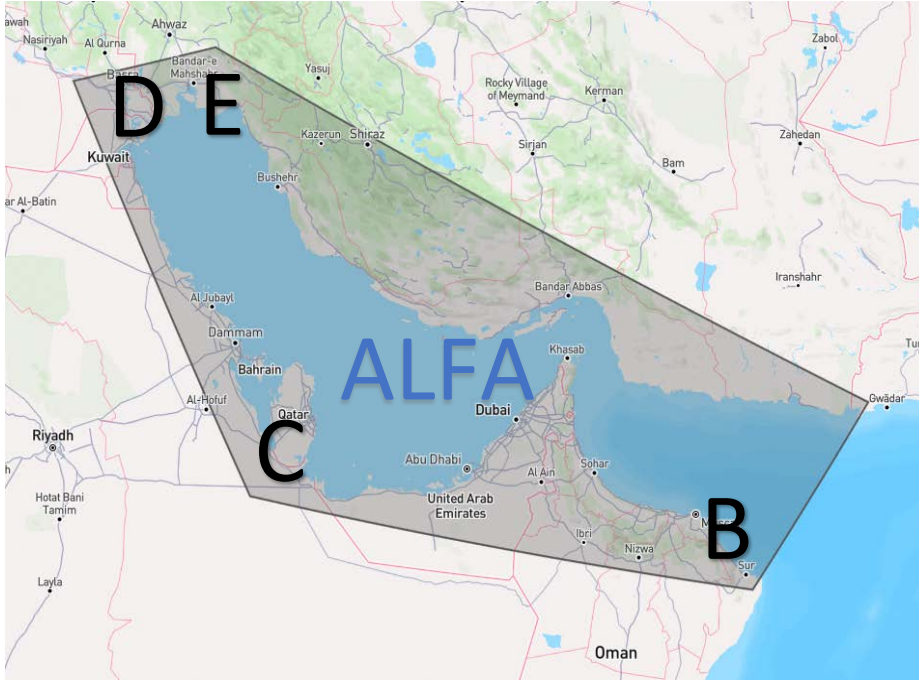
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## Appendix

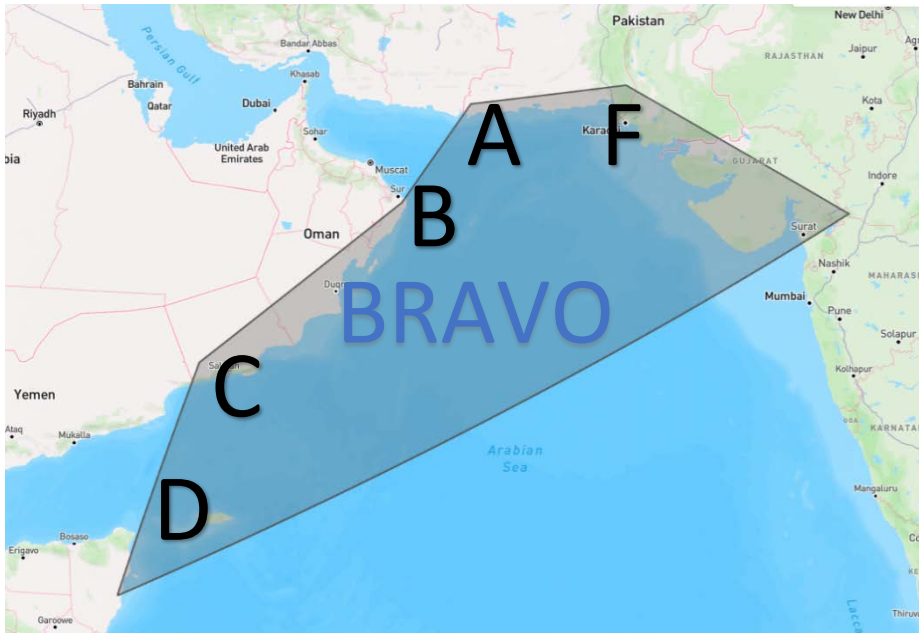
### Area of Interest DEU NCAGS

Persian Gulf / Strait of Hormus / Golf of Oman:



- REF A: LAT: 25° 15' N LON: 61° 57' E
- REF B: LAT: 22° 18' N LON: 59° 37' E
- REF C: LAT: 23° 58' N LON: 50° 22' E
- REF D: LAT: 30° 31' N LON: 46° 50' E
- REF E: LAT: 31° 07' N LON: 49° 35' E

Arabian Sea NORTH:



- REF A: LAT: 25° 15' N LON: 61° 57' E
- REF B: LAT: 22° 18' N LON: 59° 37' E
- REF C: LAT: 17° 50' N LON: 53° 30' E
- REF D: LAT: 09° 59' N LON: 50° 48' E
- REF E: LAT: 21° 53' N LON: 74° 40' E
- REF F: LAT: 26° 03' N LON: 66° 39' E

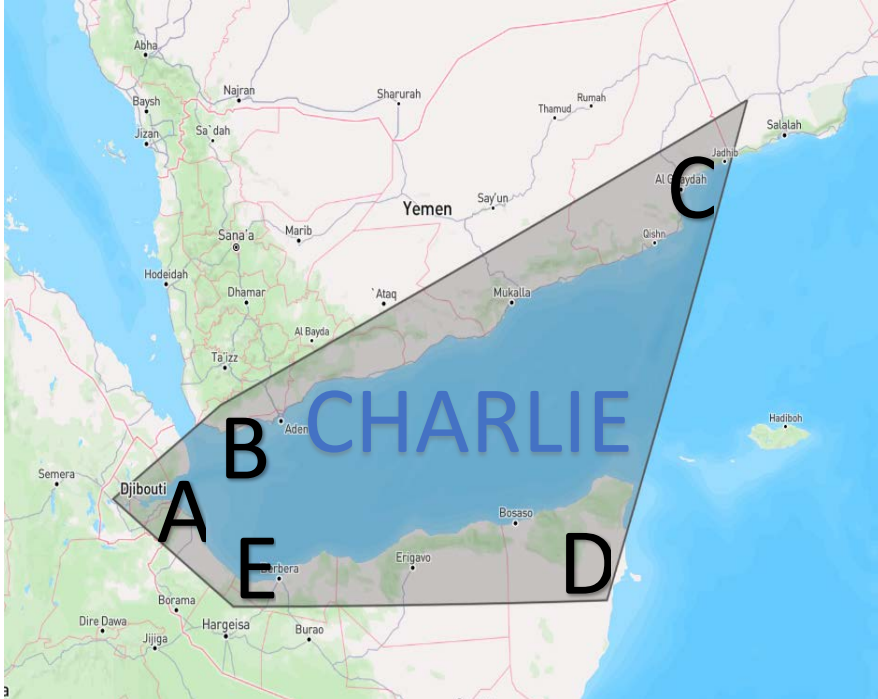




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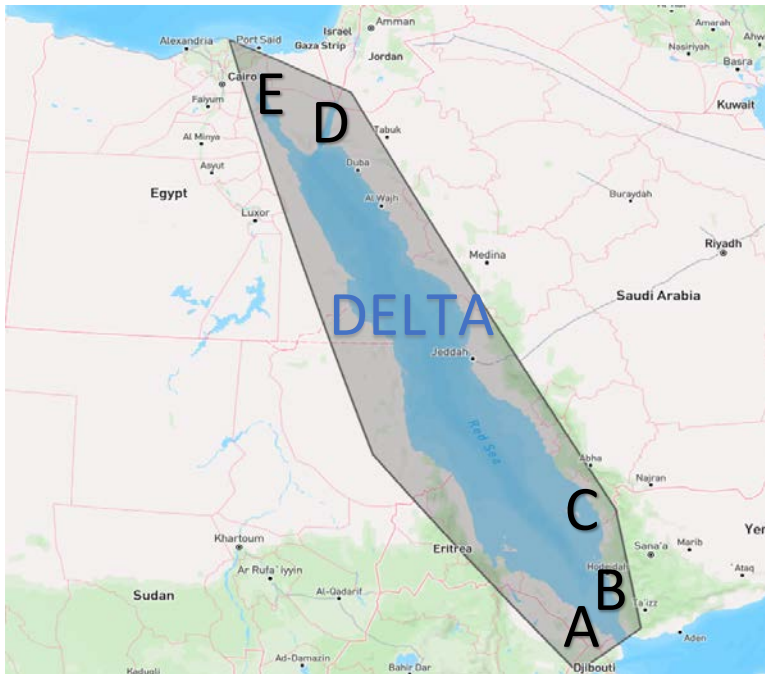


## Gulf of Aden:



- REF A: LAT: 11° 37' N LON: 42° 05' E
- REF B: LAT: 12° 59' N LON: 43° 54' E
- REF C: LAT: 17° 50' N LON: 53° 30' E
- REF D: LAT: 09° 59' N LON: 50° 48' E
- REF E: LAT: 09° 55' N LON: 44° 07' E

## Red Sea:



- REF A: LAT: 11° 37' N LON: 42° 05' E
- REF B: LAT: 12° 59' N LON: 43° 54' E
- REF C: LAT: 16° 50' N LON: 43° 12' E
- REF D: LAT: 29° 49' N LON: 35° 23' E
- REF E: LAT: 31° 31' N LON: 31° 17' E
- REF F: LAT: 18° 35' N LON: 36° 19' E

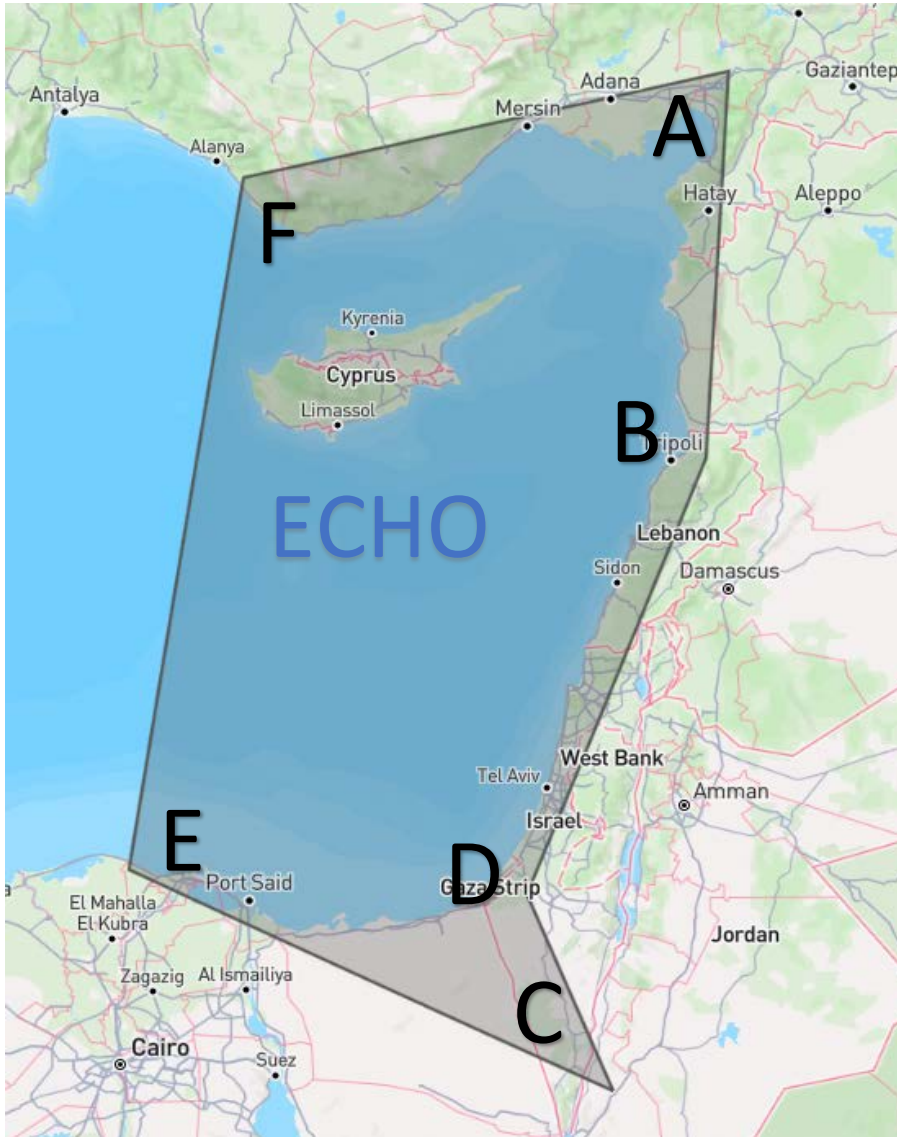
## Mediterranean Sea EAST:

Marinekommando  
 Dezernat Marineschiffahrtleitung  
 E-Mail: [MarKdoM34MSchLtg@bundeswehr.org](mailto:MarKdoM34MSchLtg@bundeswehr.org)  
 Telefonnummer: +49(0)4086648-4560  
 Mo - Do 0700 - 1800, Fr 0700 - 1300  
 +49(0)30185450-1500  
 24/7 MSZ Cuxhaven Verbindungselement Marine





## GERMAN NAVY SHIPPING CENTRE



- REF A: LAT: 37° 10' N LON: 36° 19' E
- REF B: LAT: 34° 27' N LON: 36° 07' E
- REF C: LAT: 31° 18' N LON: 34° 37' E
- REF D: LAT: 29° 49' N LON: 35° 23' E
- REF E: LAT: 31° 31' N LON: 31° 17' E
- REF F: LAT: 36° 25' N LON: 32° 13' E

