



## GERMAN NAVY SHIPPING CENTRE



# Security Update Brief Persian Golf

(Timeframe 091200ZAPR – 161200ZAPR)

## General Situation

The situation in the Persian Gulf remains highly dynamic. The two-week ceasefire from April 8, 2026, remains in effect. This agreement has led to a temporary suspension of direct airstrikes between US forces and Iranian units. Nevertheless, the region remains highly volatile. Iran intends to include Lebanon in any further ceasefire; however, Israel and Hezbollah are currently continuing their mutual attacks. Negotiations between Iran and the USA on April 10, 2026, were unsuccessful. The US-released IRN oil embargo is set to expire on April 19, 2026.

On April 13, 2026, US CENTCOM announced a blockade of all Iranian ports and coastal waters effective 1400 UTC that same day. This blockade was established east of the Strait of Hormuz (SoH) in the Gulf of Oman, the Arabian Sea, and along the Iranian coastal waters. According to the US Navy, this blockade affects all ship transit through the SoH into Iranian coastal waters or to and from Iranian ports. Neutral vessels not calling at Iranian ports are reportedly not affected but may be subject to boarding and search by US forces. Already on Sunday (April 12, 2026), according to various media reports (Deutsche Welle, CNN), US President Trump announced that the blockade also applies to all ships that have paid a passage fee to Iran.

According to AIS data, this blockade has already been successful in several cases, with ships turning back toward the Persian Gulf after passing the SoH eastbound. According to official US statements, the SoH blockade is also to be used for mine clearance. In this regard, there are public media reports that two Avenger-class mine countermeasures ships of the US Navy have departed for the Strait of Hormuz.

Iran is threatening a blockade of the Red Sea (according to the AFP news agency) if the US continues to deny Iranian ships passage through the Strait of Hormuz, thereby endangering them. Iran views the blockade of the strait as a violation of the ceasefire.

AIS and GPS remain available but have been significantly reduced. Disruptions are occurring localized at specific key points. Nevertheless, further interference must be expected.

## Operational Overview

Since the beginning of the war, a total of 23 commercial vessels have been hit in the Persian Gulf, with some sustaining severe damage. Since the last security update brief on April 9, 2026, no ships have been attacked. However, there was an attack on a bulk carrier on April 7, 2026, which had not been previously recorded.

- SKYLIGHT (IMO 9330020): Chemical tanker (Palau). Hit on Feb 28 north of Khasab (OMN). 4 crew members injured; evacuation completed; vessel sank.





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- 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.
- 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.
- GOLD AUTUMN (9220483): Bulk carrier (Panama): Struck on April 7, 2026, by up to two missiles/drones 200 nm south of Pakistan. A fire broke out and the crew was rescued by Pakistan.

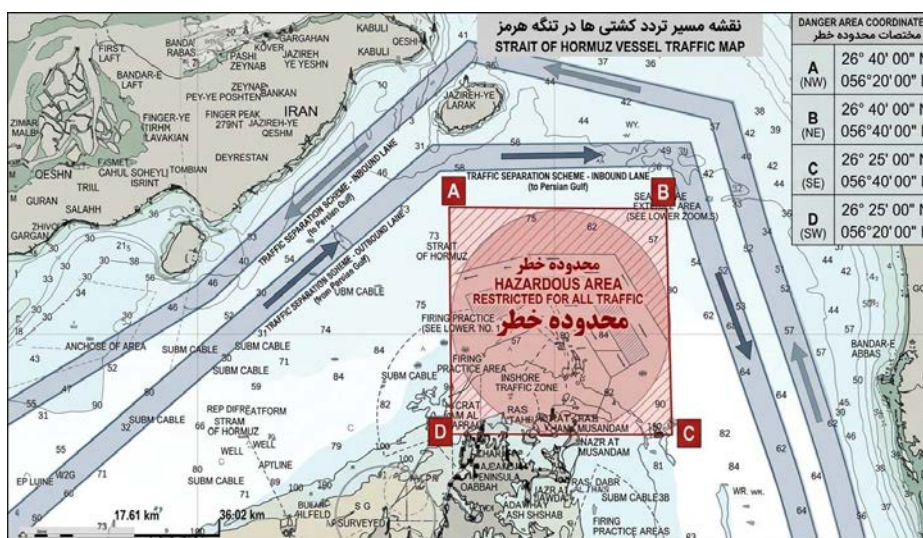




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The transit corridor north of Larak Island remains maintained by the Iranian side. Transit there takes place exclusively under Iranian control and is currently reserved for vessels that either have a direct link to Iran or pay the required 'passage fee' of approximately 2 million USD.



## Infrastructure

Since April 9, 2026, there have been no attacks on port infrastructure or energy and water supply systems in the Persian Gulf littoral states.

## Port Status

### United Arab Emirates

Operations at the ports of Fujairah and Khor Fakkan are largely normal, though Berth 6 remains closed due to maintenance work. Terminals in Jebel Ali, Sharjah, Abu Dhabi, and Ruwais are also fully functional, with an additional risk surcharge being levied in Ras Al Khaimah. An official navigation warning (01/2026) indicates massive GPS interference off Fujairah, making the area a high-risk zone for navigation. Ship-to-ship (STS) transfers in Dubai are currently permitted only at anchor with tug assistance. To ease logistical pressure, 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 since resumed approximately 90% of its operations.





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### Kuwait

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

### Oman

All Omani ports are fully operational. Before entering, vessels must officially confirm that no dangerous goods are on board; otherwise, a detailed declaration and ministry approval must be awaited. For the port of Mina Al Fahal, a fully functional Doppler log is mandatory due to ongoing GPS interference; vessels without this system will not be granted mooring permission. ISPS Level 2 applies at the Qalhat LNG terminals and the Port of Salalah, while Level 1 is now in effect at Mina Al Fahal and all other ports. Airspace remains open, although some international flight connections have been discontinued.

### Saudi Arabia

All ports in the country are operating at full capacity without restrictions or warnings. Emirates is currently not yet flying to Dammam, but other airlines (e.g., FlyDubai, Qatar Airways) continue to serve this airport.

### Bahrain

Maritime traffic in Bahrain has resumed, but operations remain limited due to the current situation; specifically, BAPCO activities remain suspended. APM Terminals are back in operation from 06:00 to 18:00. Crew changes are currently not possible due to 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 also limited to small craft. While port operations continue at Mesaieed and Ras Laffan, Qatar Energy has temporarily suspended the production of LNG and related products. The terminals at Al Shaheen and on Halul Island remain closed. To secure supply chains, goods for Qatar can be diverted via alternative ports in Oman (Sohar, Salalah, Duqm) or the UAE (Fujairah, Khor Fakkan), for which Mwan Qatar has activated special fee concessions ("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. Immigration services in Ras Laffan (RLC) are back to normal, though visa delays are expected due to backlogs; crew changes are possible, but shore leave is strictly limited to medical emergencies.

Source: INCHCAPE Middle East Port Advisory 16/04/2026





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### Impact on German Interests (DEU)

According to AIS data and consultations with shipping companies, there are approximately 139 vessels with German links in the Area of Interest (see annex), 56 of which are currently in the Persian Gulf.





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### Assessment

Despite the official ceasefire of April 8, 2026, the current situation for shipping in the Persian Gulf and adjacent waters is characterized by a massive threat. The additional blockade of the Strait of Hormuz (SoH) from the east by the US Navy, active since April 13, 2026, is causing significant tensions between the USA and Iran. According to statements by the US President, any payment made to Iran is considered grounds for blocking a vessel's further passage. Both Iran and the USA are threatening the use of force if their respective sets of rules are not followed.

Furthermore, operational risk remains high due to technical disruptions. Although massive GPS manipulations have decreased across the sector, the risk of a resumption of these interferences remains. It is still assumed that Iran possesses a sufficient arsenal of missiles and drones, particularly for attacks within the Persian Gulf. The danger to vessels persists.

The Houthis in Yemen have announced a resumption of attacks against shipping but have not yet implemented them. However, they have confirmed that attacks in the Red Sea could be resumed as soon as the Houthis deem it necessary. Additionally, Iran has threatened to block the Bab el-Mandeb Strait if deemed necessary and as long as the US blockade of the SoH remains in place

### 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. A passage of the strait has now become de facto impossible due to the blockades imposed by both Iran and the USA.

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

**MARITIM RISK LEVEL - CRITICAL**





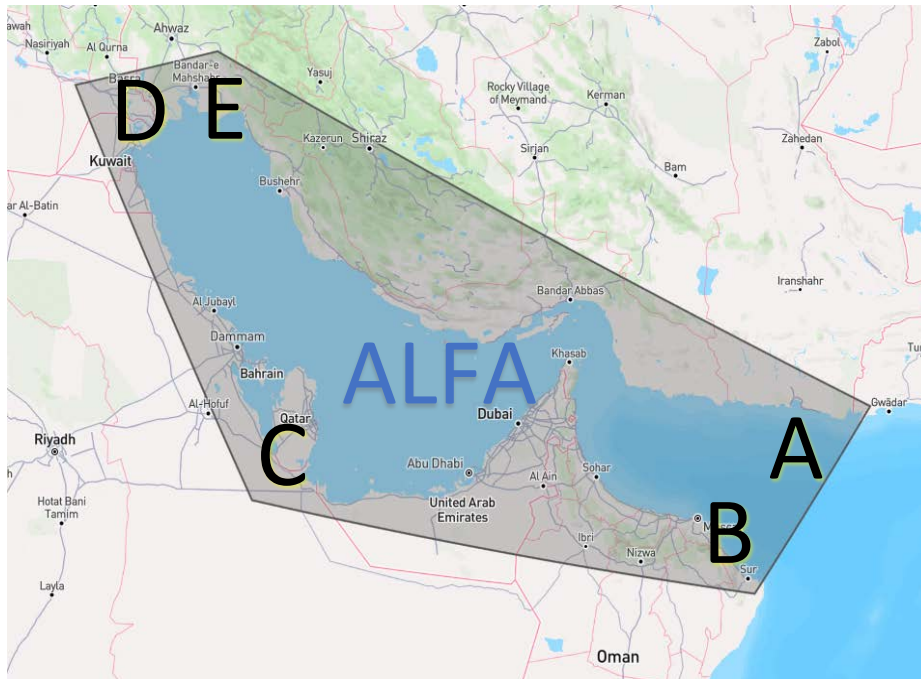
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## Appendix

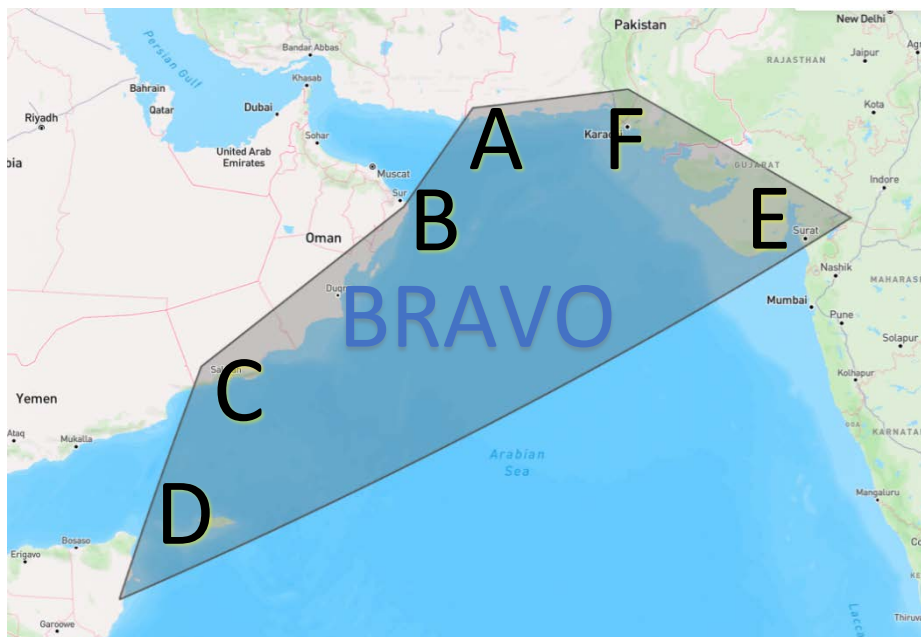
### Area of Interest DEU NCAGS

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

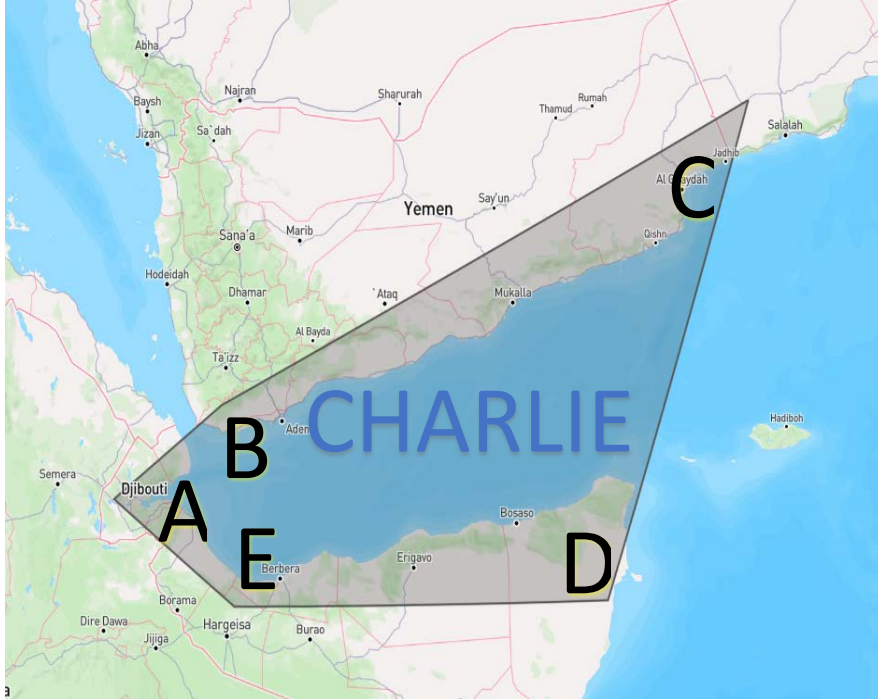




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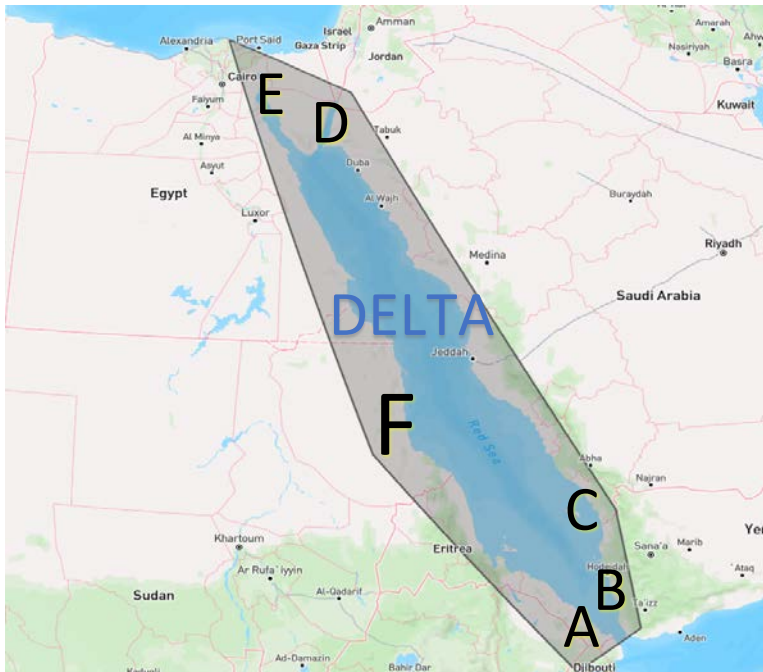


## Gulf of Aden:



- 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

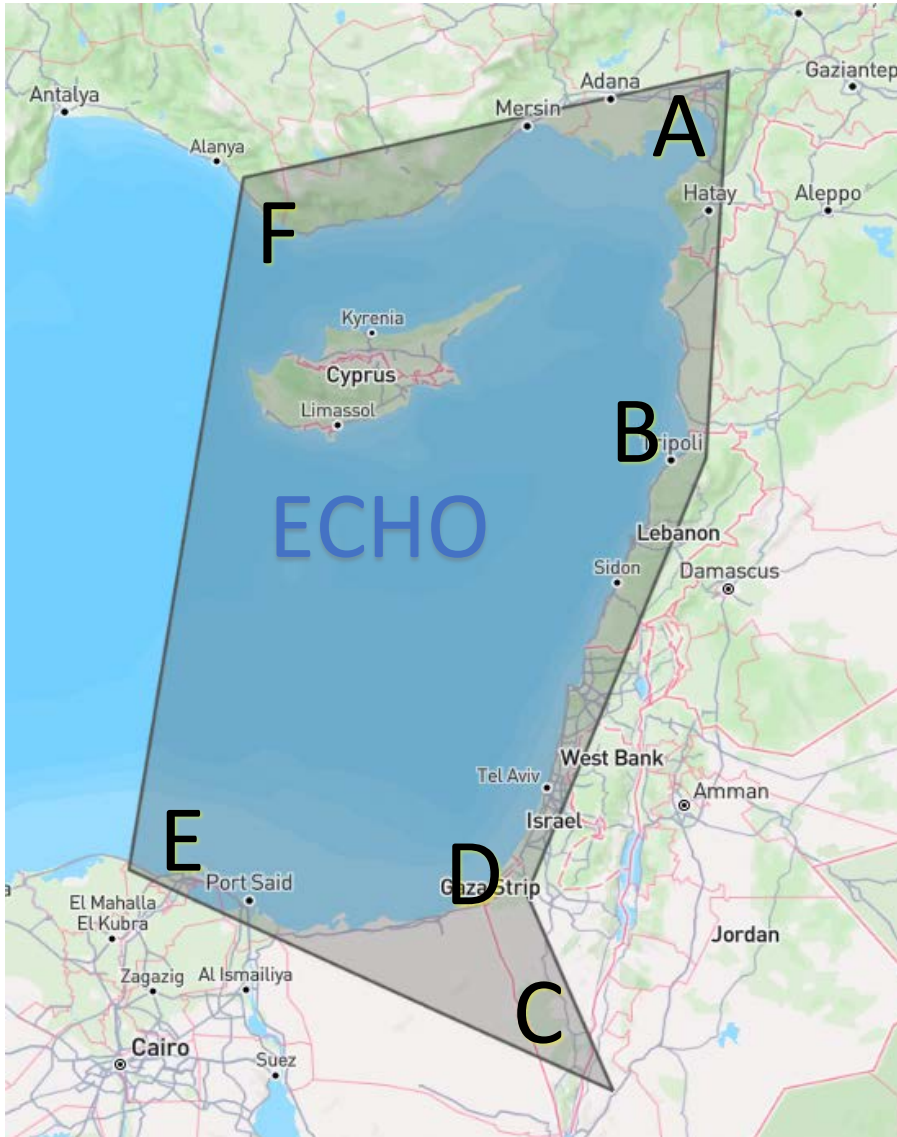
## Mediterranean Sea EAST:

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## 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

