



GERMAN NAVY SHIPPING CENTRE



Security Update Brief Persian Gulf

(Timeframe 231200ZAPR – 301200ZAPR)

General Situation

The situation in the Persian Gulf remains highly dynamic. The two-week ceasefire between Iran and the USA from April 8, 2026, expired on April 22, 2026, without an extension by either party. No further negotiations have taken place to date. Nevertheless, there have been no direct airstrikes by US forces or Iranian units since the start of the ceasefire. The region remains highly volatile due to the blockades maintained by both states.

The US naval blockade of Iranian ports and coastal waters, established on April 13, 2026, remains in effect. On April 16, 2026, the US forces expanded the naval blockade of Iran to include sanctioned Iranian-flagged vessels and other ships with links to Iran.

In the course of this blockade, the US NAVY has seized Iranian vessels or vessels related to Iran. These include: TOUSKA (9328900), TIFANI (9273337), and MAJESTIC X (9198317). In addition, according to CENTCOM, over 35 vessels were forced to turn back along the blockade line.

A ceasefire between Israel and Lebanon has also been in place since April 17, 2026. However, this is repeatedly violated by both sides.

The vessels MSC FRANCESCA and EPAMINONDAS, seized by Iran on April 22, 2026, currently remain under Iranian control.

A danger from mines, imaginary or actual, in the area of the Strait of Hormuz still cannot be ruled out. Interference with AIS and GPS is still present, although significantly reduced compared to March. The disruptions occur irregularly and are localized.

Operational Overview

Since the beginning of the war, a total of **29** commercial vessels have been hit in the Persian Gulf, with some sustaining severe damage. Since the last security update brief on April 23, 2026, **0** ships have 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.





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- 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.
- SANMAR HERALD (9330563): Tanker (India): Attacked on April 18, 2026, by IRGC boats; small arms fire, damage to bridge windows.
- CMA CGM EVERGLADE (9894985): Container ship (France): Hit by a drone on April 18, 2026; damage to containers.
- MEIN SCHIFF 4 (9678408): Cruise ship (Malta), German connection: Observation of an impact in the water 150 m away; hailing via VHF.
- EPAMINONDAS (9153862): Container ship (Liberia): Fired upon on April 22, 2026, with RPGs and small arms; bridge heavily damaged.



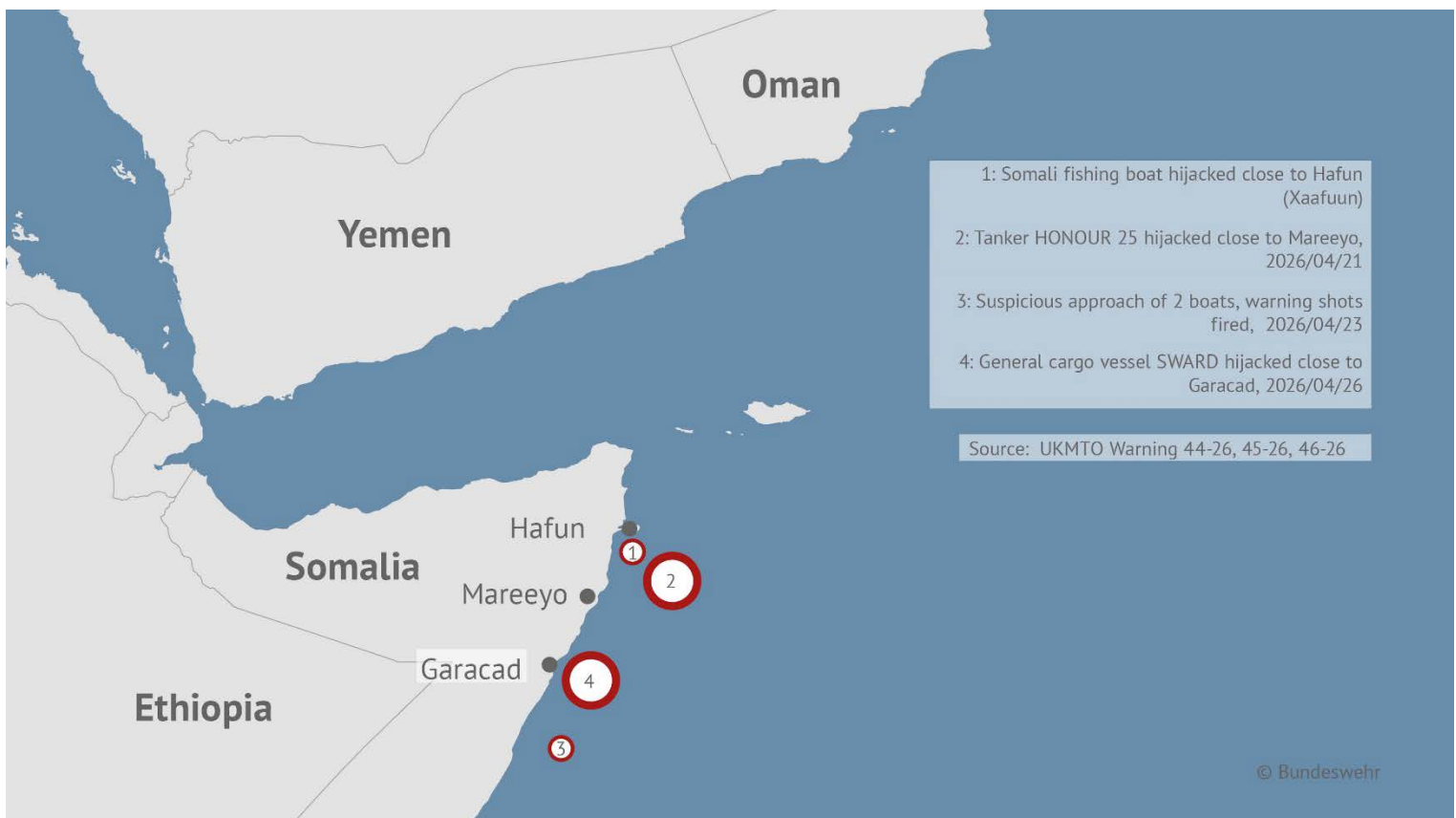


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- MSC FRANCESCA (9401116): Container ship (Panama): Fired upon on April 22, 2026; damage to hull and accommodation; vessel was also ordered to anchor by the IRGC via VHF, seized by Iran.
- EUPHORIA (9235828): Container ship (Panama): Fired upon on April 22, 2026, by the IRGC; crew retreated to the citadel, was able to escape IRN seizure.

Additionally, the threat potential in the Somali Basin along the Somali coast has increased. Since June 20, 2026, there have been at least four pirate attacks, three of which were successful. A fishing boat, which was the first to be hijacked, is reportedly being used as a mother ship for an attack on the tanker HONOUR 25. The boat and its crew were later released. Another attack on a cargo ship was thwarted by warning shots fired by a security team. The general cargo ship SWARD was hijacked only a few days after the tanker. Both merchant vessels are currently in Somali waters, and the crews are being held on board.





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Infrastructure

Since April 23, 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 proceeding largely as normal, although Berth 6 remains closed due to maintenance work. Berths 4 and 5 are reserved for bulk carriers. The terminals in Jebel Ali, Hamriya, Sharjah, Abu Dhabi, and Ruwais are also operational, though an additional risk surcharge is being levied in Ras Al Khaimah. Port terminals in Khalifa have resumed operations. Ruwais PPA is currently at ISPS Level 2, while all others remain at Level 1.

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 only permitted at anchor with tug assistance. To provide logistical relief, 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 approximately 90% of its operations.

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 was partially reopened on April 26, 2026.

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

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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

Shipping traffic in Bahrain has resumed; however, operations remain restricted due to the current situation. Specifically, BAPCO activities continue to be suspended. APM Terminals are back in operation from 06:00 to 18:00. Crew changes are possible again, and Bahrain International Airport is open. The security level remains unchanged at ISPS Level 1.

Qatar

In Qatar, the ports of Hamad, Doha, and Al Ruwais are operational but are experiencing significantly reduced activity levels. Furthermore, Al Ruwais is limited to small vessels. While port operations continue in Mesaieed and Ras Laffan, Qatar Energy has temporarily suspended the production of LNG and related products. The terminals at Al Shaheen and Halul Island remain closed.

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 this purpose, Mwani Qatar has activated a special fee relief program ('Exceptional Package'). Since April 20, 2026, international airline flights to Hamad International Airport are being gradually reintroduced.

Source: INCHCAPE Middle East Port Advisory 23/04/2026

Impact on German Interests (DEU)

According to AIS data and consultations with shipping companies, there are approximately **125** vessels with German links in the Area of Interest (see annex), **47** of which are currently in the Persian Gulf.



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Assessment

The current situation for shipping in the Persian Gulf and adjacent waters continues to be characterized by a massive threat. Currently, there is no official ceasefire and no further direct negotiations between the USA and IRAN. It is currently unclear when negotiations for a further ceasefire or an end to the war will be resumed. The blockades of both states, together with the danger of potential mines, make passage de facto impossible.

The Houthis are apparently considering introducing a system for the Bab al-Mandab to collect fees for ships in the Red Sea. This could be inspired by Iran and represent a form of administrative control. Due to the focus on the IRN war a spill-over in Somali Basin to piracy is therefore likely.

Source: Lloyd's List

Conclusion

The threat situation for ships and crews has reached a complex level. Officially, a ceasefire no longer exists. Operationally, the situation remains critical due to the solidified blockades and the attacks in the Strait of Hormuz.

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

MARITIM RISK LEVEL - CRITICAL





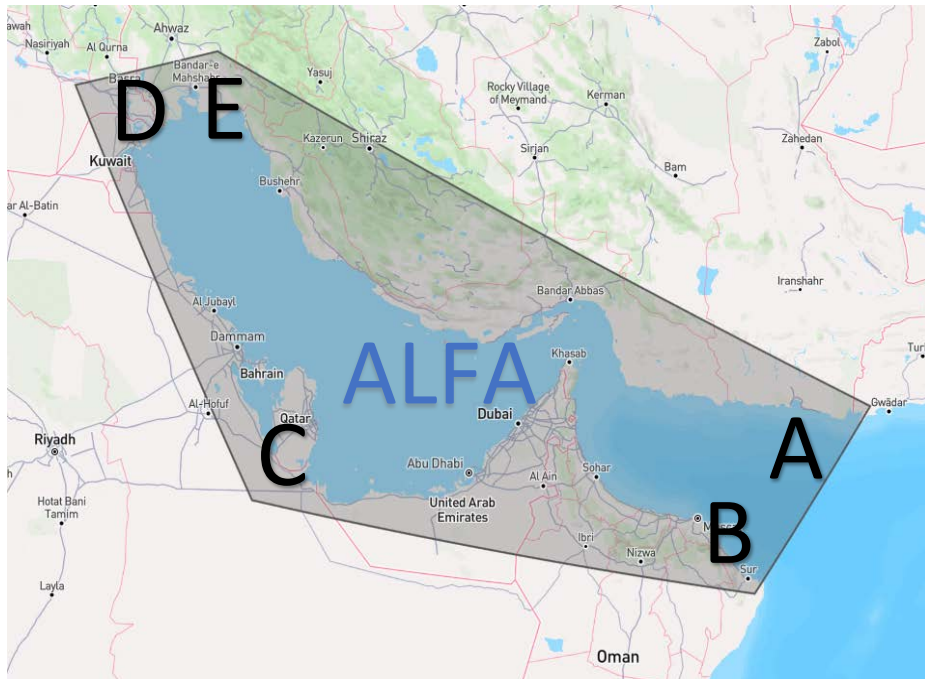
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Appendix

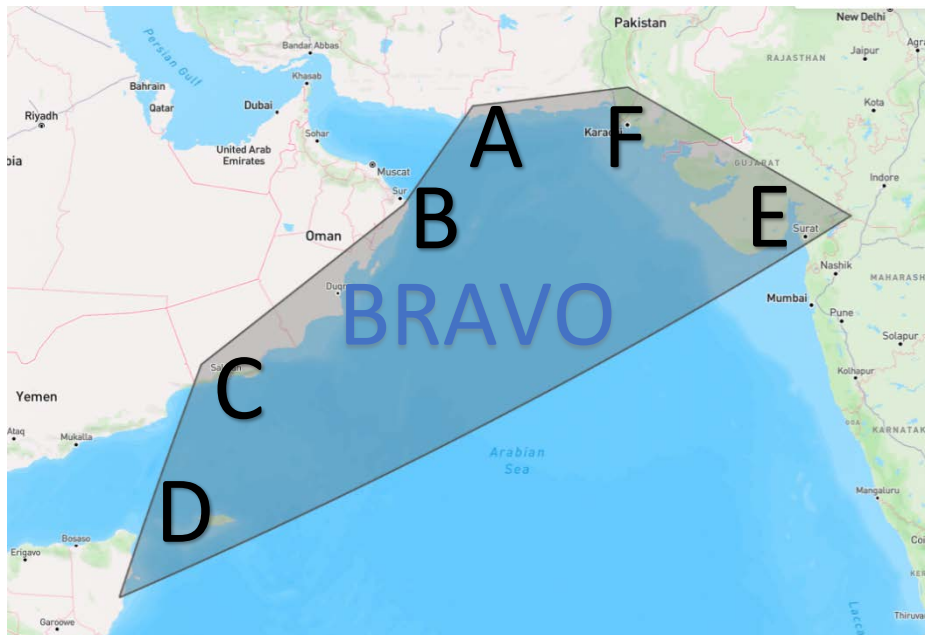
Area of Interest DEU NCAGS

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

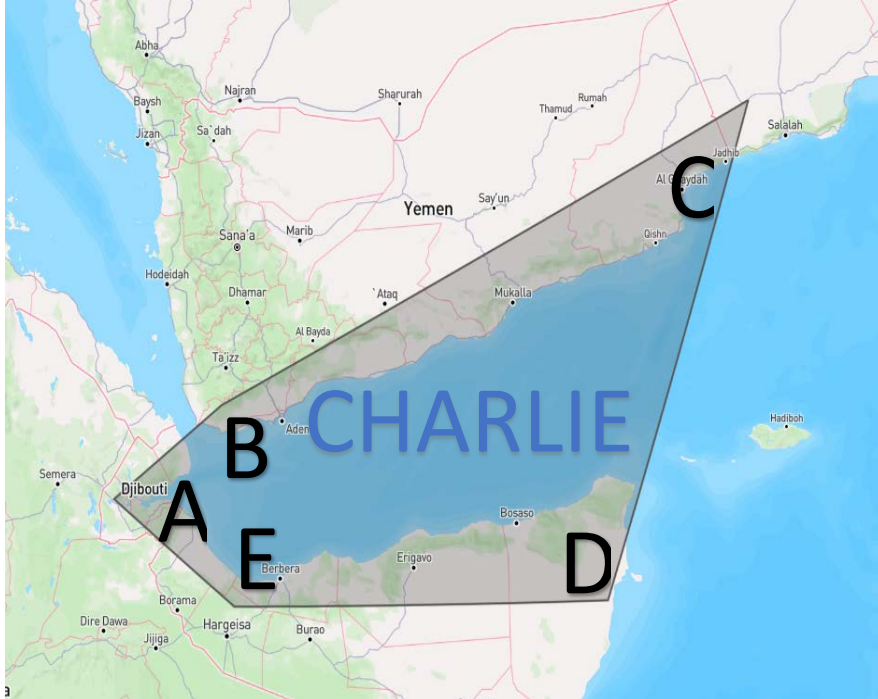




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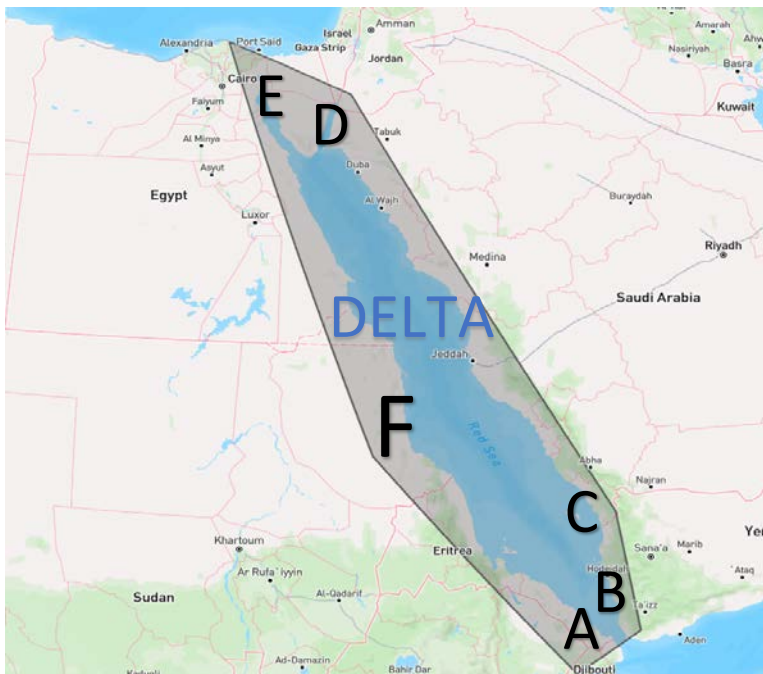


Gulf of Aden:



- 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

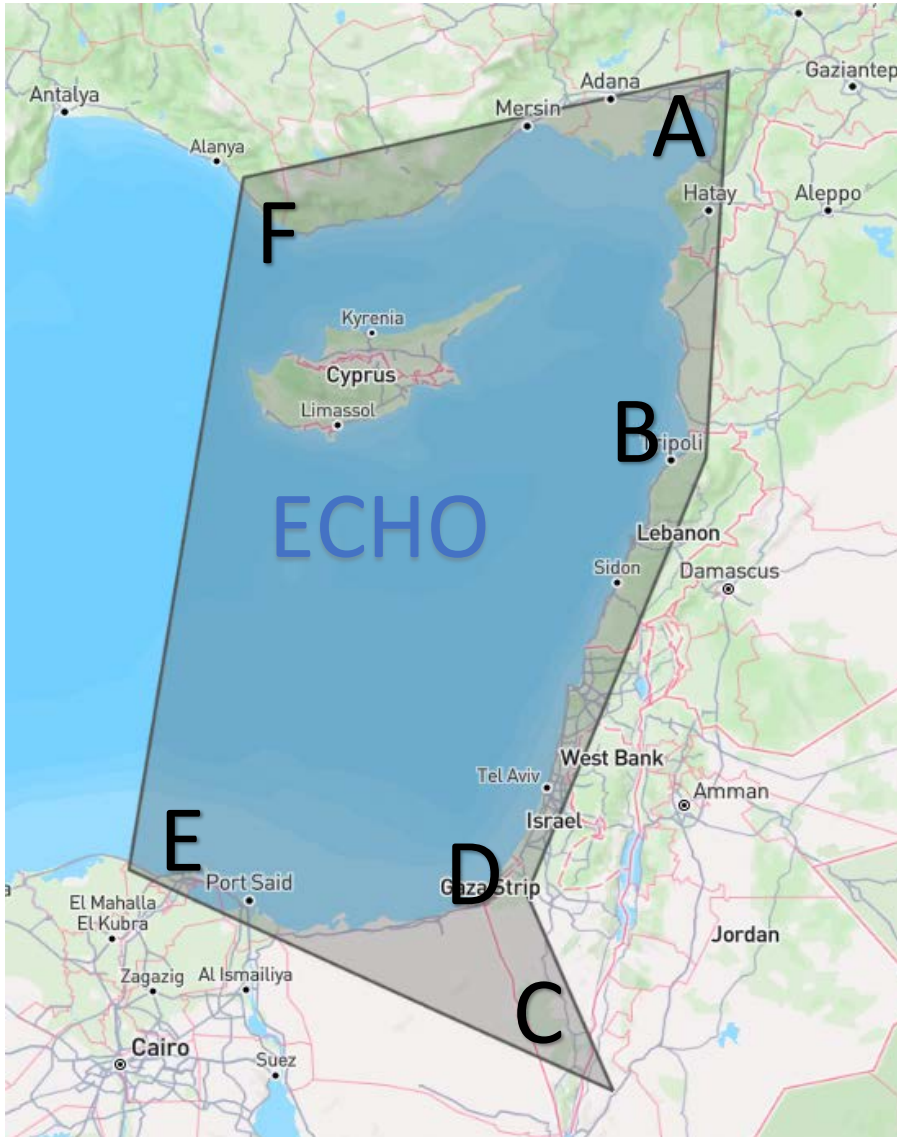
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- REF A: LAT: 37° 10' N LON: 36° 19' E
- REF B: LAT: 34° 27' N LON: 36° 07' E
- REF C: LAT: 31° 18' N LON: 34° 37' E
- REF D: LAT: 29° 49' N LON: 35° 23' E
- REF E: LAT: 31° 31' N LON: 31° 17' E
- REF F: LAT: 36° 25' N LON: 32° 13' E

