



GERMAN NAVY SHIPPING CENTRE



Security Update Brief Persian Golf

(Timeframe 261200ZMAR – 021200ZAPR)

General Situation

The situation has changed slightly since the last update on March 26, 2026. Israel and the USA continue to strike targets in Iran using standoff weapons. Neighboring states persist in their self-defense through counter-measures. Iran continues to attack states in the Persian Gulf with ballistic missiles and drones.

The de facto closure of the Strait of Hormuz (SoH) remains in effect. During the reporting period, two attacks on civilian vessels occurred in this maritime area. The threat of further attacks persists.

Individual vessels appear to have departed the Persian Gulf through Iranian territorial waters following consultations with Iran and the payment of a fee. Such actions are discouraged, as vessels with German interests are classified as hostile by Iran due to relations with Israel and/or the USA.

AIS and GPS are being heavily jammed, particularly around the Strait of Hormuz; however, these disruptions have decreased during the reporting period. Due to these GPS interferences, the use of a Doppler log is now mandatory for entry into the port of Mina al Fahal.

Operational Overview

Since the beginning of the war, a total of 21 merchant vessels have been hit in the Persian Gulf, with some sustaining severe damage. Since the last situational update on March 26, 2026, two vessels have been attacked. The SAFEEN PRESTIGE, which was first attacked on March 4, 2026, sank on March 31, 2026, approximately 7 nautical miles north of the Musandam Peninsula (*in position: 26 27.56N 056 25.38E*).

- 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.
- GOLD OAK (IMO 9806342): Bulk carrier (Panama). Lateral hit on March 3 while at anchor in Fujairah (UAE).





GERMAN NAVY SHIPPING CENTRE



- 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.

An Iranian-controlled transit corridor has been activated near the coast (north of Larak Island). This new route is already being referred to as the "Island Gate." Overall, further transits in and out of the Persian Gulf have been observed; however, these are exclusively for merchant vessels (MV) with links to Iran or following the payment of a "Passage Fee" (\$2 million).

According to Iranian statements, the Strait of Hormuz will be reopened once future oil deals are conducted exclusively in Chinese Yuan. Furthermore, Bahrain has imposed a daily traffic ban for all vessels from 18:00 to 04:00. At present, there are no possibilities to escort vessels out of the area. According to reports from other nations, several countries are developing options for escort operations once the situation has stabilized.





GERMAN NAVY SHIPPING CENTRE



Infrastructure

Attacks have occurred on the port infrastructure in Salalah, Oman. It is assumed that Iran will continue its targeted attempts to damage alternative ports (diversion ports).

Port Status

United Arab Emirates

Port Status	ISPS Level	Air Space	Impact to travel	Remarks
Most ports are operational with some restrictions.	Ruwais PPA ISPS Level 2 All other ports ISPS 1	Open - Limited	<ul style="list-style-type: none"> Limited airport operations across the country. 	<ul style="list-style-type: none"> Fujairah and Khor Fakkan - The Fujairah Oil Tanker Terminal (FOTT) is partially operational, according to the latest update from the port. Not all berths are online. Vopak terminals are partially operational. ADNOC SPM Terminal is operational. General cargo and container discharge operations are proceeding as scheduled at both Fujairah Terminal and Khor Fakkan Terminal without any disruption. Anchorage services are all normal without interruption. Navigational warning No. 01/2026 has been disseminated, addressing reported incidents of intermittent GPS signal spoofing and jamming in offshore areas of Fujairah. These disruptions may lead to a loss of positional accuracy, erratic vessel movements on Electronic Chart Display and Information Systems (ECDIS), and potentially misleading positional information. Mariners are advised to consider this area as high risk. Jebel Ali, Hamriya, and Sharjah Port, all terminal port operations are normal. Khalifa port terminals - Operations resumed, including at CSP AD Terminal. STS operations are resumed in Dubai waters anchorage with tug assistance as of now, each operation will be assessed separately. No underway STS is permitted till further notice. Ruwais and Abu Dhabi petroleum ports are operational. Ruwais PPA (ISPS level 2) & Abu Dhabi Ports (ISPS Level 1). Abu Dhabi Ports confirmed that all UAE ports managed and operated by AD ports remain fully open and are operating as usual. Ras Al Khaimah Ports remain open and are operating normally. Dubai Airport has resumed operations at 90% capacity. Limited airport operations have resumed across the country with a small number of flights operating. Passengers must not travel to the airport unless they have received a confirmed departure time directly from their airline, as schedules remain subject to change. A temporary measure has been implemented to facilitate customs cargo clearance for shipments destined for Jebel Ali or Abu Dhabi Ports via the Ports of Fujairah and Khor Fakkan. In response to ongoing circumstances, this initiative allows direct road transport of containers to Jebel Ali, designated Free Zones, or Abu Dhabi, eliminating the need to adhere to traditional customs clearance procedures.

Kuwait

Port Status	ISPS Level	Air Space	Impact to travel	Remarks
Fully operational	Shuwaikh and Shuaiba Port ISPS Level 2 All other ports ISPS 1	Temporarily Closed	<ul style="list-style-type: none"> Shuwaiba crew change is restricted. Shuwaikh is allowed basis prior approval and only with movements to and from hotel. 	<ul style="list-style-type: none"> Cost Guard notice: kindly note that entry permits for foreign vessels arriving from Iraqi ports are temporarily suspended until further notice. Presently, no stoppage of operations has been reported, and no official information has been received from the state agent-controlled port authorities. Shuaiba and Shuwaikh Port ISPS Level: 2 Air space closed temporarily

Oman

Port Status	ISPS Level	Air Space	Impact to travel	Remarks
Fully operational	Qalhat LNG terminal, Sur and Mina Al Fahal - Muscat: ISPS Level 3. Port of Salalah: ISPS Level 2 All other ports: ISPS Level 1	Open	<ul style="list-style-type: none"> Airspace is open; however, some airlines have cancelled their flights, impacting crew change arrangements. 	<ul style="list-style-type: none"> Current Status: All ports are fully operational, except for the Port of Salalah, which has partially resumed operations for CT and GCT. Vessels calling at all Oman ports must submit an official letter stating that they are not carrying any dangerous Goods on board. If any dangerous Goods are found, the type of cargo must be specified in detail, and the vessel must await the Ministry's approval before entering Omani territorial waters. The Following notification was received from the Mina Al Fahal terminal (Crude Oil) loading facility. All vessels scheduled to call at MAF are to ensure their Doppler log is fully operational. This precaution is necessary due to ongoing GPS interference in the area. Vessels without a functioning Doppler log cannot be berthed due to safety requirements. ISPS Level: Qalhat LNG terminal, Sur and Mina Al Fahal - Muscat: ISPS Level 3. Port of Salalah ISPS Level 2 All other ports: ISPS Level 1 Airspace remains open, although some international flight routes have been suspended.





GERMAN NAVY SHIPPING CENTRE



Saudi Arabia

Port Status	ISPS Level	Air Space	Impact to travel	Remarks
Fully operational	ISPS 1	Open	<ul style="list-style-type: none"> Flights to 8 countries suspended. Some incoming flights from Gulf countries are suspended due to their local airspace closures. 	<ul style="list-style-type: none"> There are presently no alerts or warnings issued by the local port authorities. All operational activities are functioning at full capacity. Saudi Arabia's national carrier confirmed flights suspended for Bahrain, Kuwait, Amman, Dubai, Abu Dhabi, Doha, Russia and Peshawar.

Bahrain

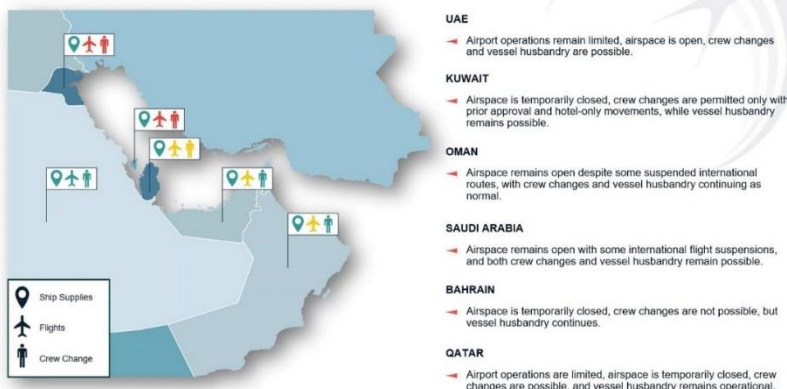
Port Status	ISPS Level	Air Space	Impact to travel	Remarks
Gradual resumption of operations	ISPS 1	Temporarily Closed	<ul style="list-style-type: none"> No crew change possible 	<ul style="list-style-type: none"> Vessel movements in Bahrain have resumed. However, operations remain limited due to the current situation. BAPCO operations remain suspended, while APM Terminals operations have resumed from 0600hrs to 2200hrs. At present, crew changes are not feasible as the airspace remains closed. ISPS security level remains at Level 1.

Qatar

Port Status	ISPS Level	Air Space	Impact to travel	Remarks
Most ports are operational with some restrictions, apart from Al Shaheen Terminal and Halul Island Terminal	ISPS 1	Temporarily Closed	<ul style="list-style-type: none"> Hamad International Airport has resumed a small number of flights. RLC Immigration have resumed normal operations as of 24.03.2026 	<ul style="list-style-type: none"> Hamad Port, Doha Port, Al Ruwais Port - Ports are operational; however, activity levels are lower than pre-conflict. Al Ruwais Port is restricted to small craft only, including dhows and barges. Customers are advised to contact Inchcape for location specific guidance and support. Mesaieed Port and Ras Laffan Port - Port operations ongoing. Qatar Energy has ceased production of LNG and associated products. Al Shaheen Terminal and Halul Island Terminal - Operations suspended until further notice. The official security status remains at Security Level 1. However, as a proactive measure, all vessels are requested to exercise heightened caution and vigilance. The Ministry of Transport has advised that, to maintain supply chain continuity, shipping lines may route raw materials and consumer goods destined for Hamad Port via designated alternative ports in Oman and the UAE, with maritime agencies required to coordinate with the relevant port authorities and notify the Ministry accordingly. First Alternative: Sohar, Salalah, and Duqm Port. Second Alternative - Fujairah and Khorfakkan Port. Mwani Qatar (Hamad & Ruwais Ports) activates Exceptional Package of Port Tariff Facilities in response to exceptional circumstances that are disrupting supply chains and creating operational and logistical challenges. The decision remains in effect throughout the exceptional phase, until further notice. While Qatar Airways and Hamad International Airport have resumed operations, flights remain limited due to the partial closure of Qatar airspace. You may visit the Qatar Airways website for the latest updates on flight availability. Land transport through the Qatar-KSA border remains an option, provided that the traveller has valid visas for both countries. RLC Immigration have resumed normal operations starting today, 24.03.2026. Expect longer visa processing due to the long Eid Holidays and visa request backlogs. RLC Security continues to process security passes for the crew. Crew sign-on / sign-off will be entertained as per normal process including crew changes at RLC anchorage / OPL. Shoreleave will be allowed strictly for genuine medical emergencies only.

Quelle: INCHCAPE Middle East Port Advisory 01/04/2026

Vessel and Crew Husbandry Overview



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





GERMAN NAVY SHIPPING CENTRE



Impact on German Interests (DEU)

According to AIS data and consultations with shipping companies, approximately 151 vessels with a German link are within the Area of Interest (see Annex), 51 of these are currently stranded in the Persian Gulf.

Assessment

It remains assessed that Iran still possesses a sufficient inventory of missiles and drones, particularly for attacks within the Persian Gulf. The threat to shipping persists.

While the regular Iranian Navy remains degraded and is barely operational, the Revolutionary Guard (IRGC) appears to maintain a widespread capability of small combat assets, drones, and missiles. Currently, Iranian attacks are also targeting the maritime infrastructure of Persian Gulf littoral states, extending as far as the Omani coast in the Arabian Sea. During these attacks, there is a risk of collateral damage to civilian vessels—both from direct Iranian strikes and from counter-measures by neighboring states (e.g., falling debris containing residual explosives). These hazards must be anticipated along shipping routes and at anchorages/roadsteads.

In Yemen, the HOUTHIS have announced the resumption of attacks against shipping, although these have not yet been executed. They have confirmed, however, that operations in the Red Sea could resume as soon as the Houthis deem them necessary.

Conclusion

All vessels and crews are in direct danger. Ships with former or existing links to Israel or the USA face a significantly higher risk of being targeted by Iran. Both crews and vessels are currently unable to leave the region and are effectively detained. Attempting to transit the Strait of Hormuz (SoH) at this time must be considered highly dangerous. The recommendation to avoid such attempts remains in effect and is being issued by the the German Maritime Security Centre (MSchLtg) to German (DEU) shipowners. The threat of attacks by the Houthis in the Red Sea is assessed as high—the resumption of strikes against merchant vessels is considered a distinct reality.

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

MARITIM RISK LEVEL - CRITICAL





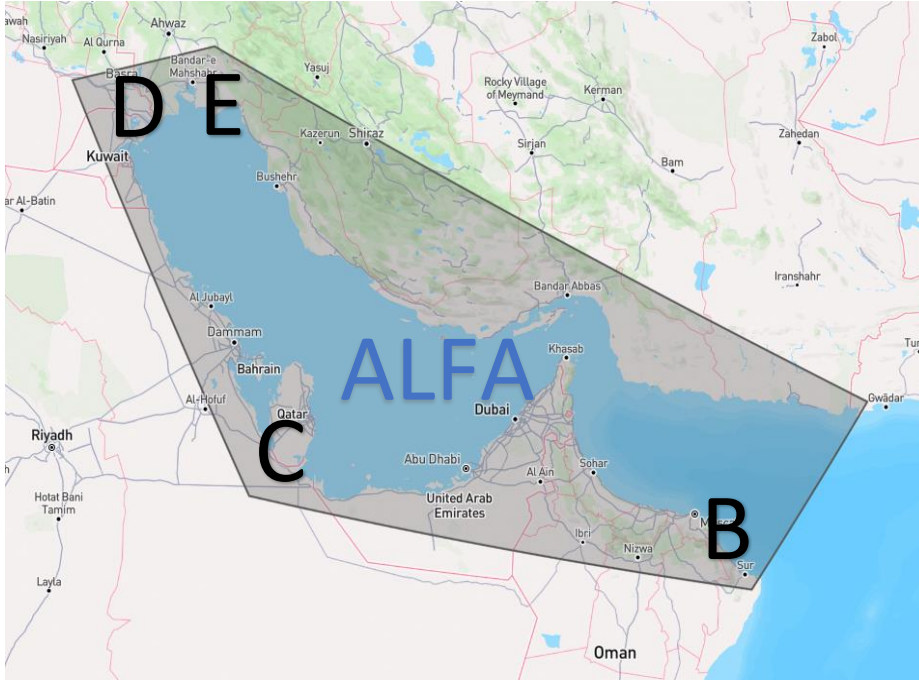
GERMAN NAVY SHIPPING CENTRE



Appendix

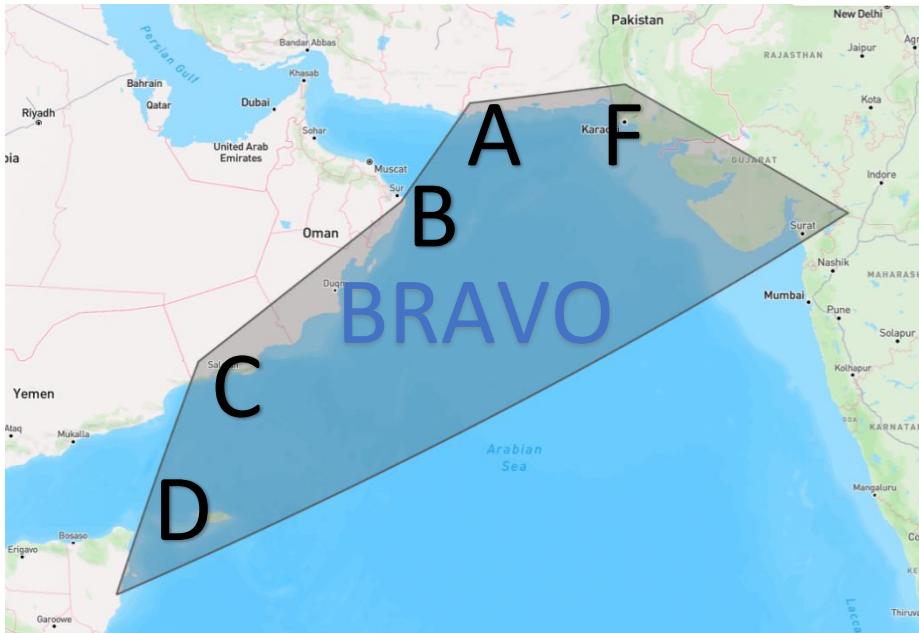
Area of Interest DEU NCAGS

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

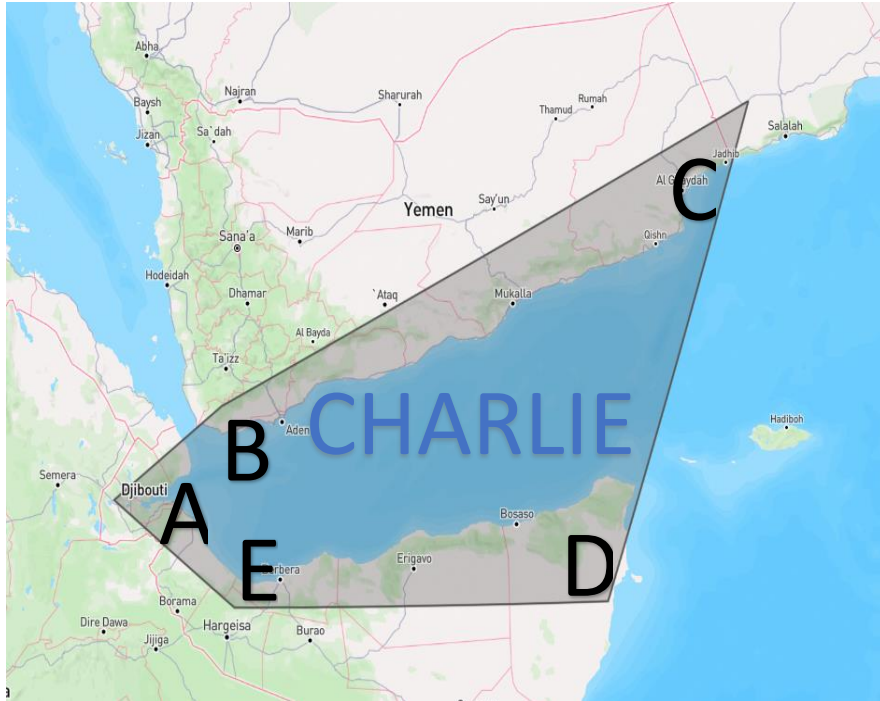




GERMAN NAVY SHIPPING CENTRE

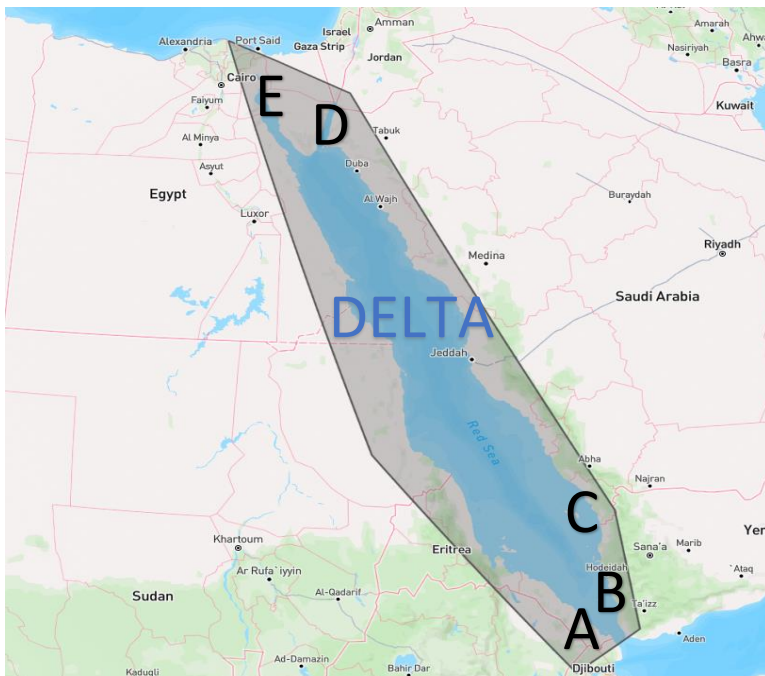


Gulf of Aden:



- 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

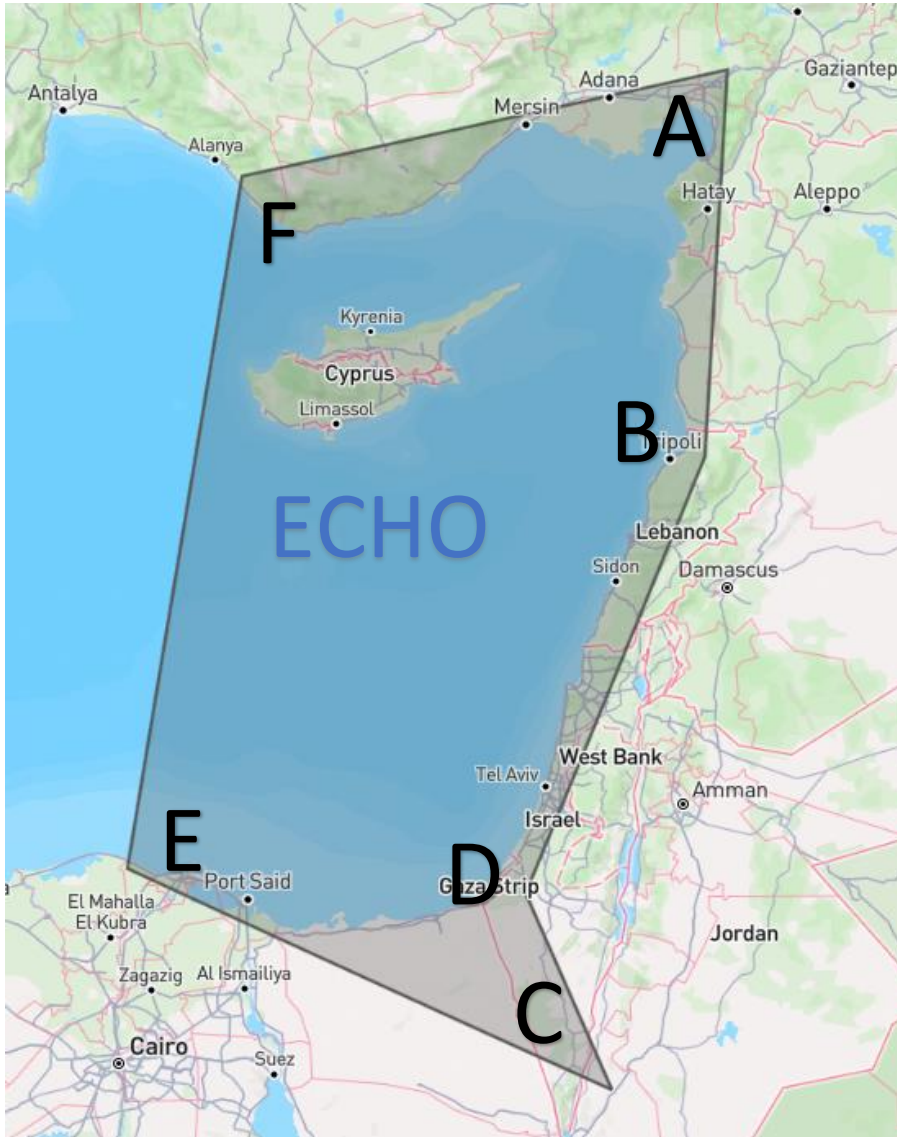
Mediterranean Sea EAST:

Marinekommando
 Dezernat Marineschiffahrtleitung
 E-Mail: MarKdoM34MSchLtg@bundeswehr.org
 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

