



Security Update Brief Persian Golf

(Timeframe 280001ZFEB – 030700ZMAR)



General Situation:

Since February 28, 2026, Israel and the United States have been conducting strikes against targets in Iran using standoff weapons. As of March 2, 2026, all Persian Gulf littoral states have defended against Iran following attacks involving ballistic missiles and drones. The Iranian Revolutionary Guard Corps (IRGC) has announced the closure of the Strait of Hormuz (SoH) to maritime traffic and is actively targeting civilian vessels transiting or intending to transit the access routes. To date, no attacks on civilian shipping have been reported outside this specific maritime area. Furthermore, there is currently no evidence indicating the deployment of naval mines within established shipping lanes.

Operational Overview:

Since the commencement of hostilities, a total of six merchant vessels have been struck. Vessels with German interests (DEU) have not been directly affected so far.

- SKYLIGHT (IMO 9330020): Palau-flagged chemical tanker. Struck Feb 28 north of Khasab (OMN). 4 crew members injured; crew evacuated.
- MKD VYOM (IMO 9284386): Marshall Islands-flagged crude oil tanker. Struck March 1 in the Gulf of Oman. Vessel is drifting and severely compromised. 1 fatality confirmed; unit evacuated. Significant hull damage above the waterline and engine room fire reported.
- HERCULES STAR (IMO 9916135): Gibraltar-flagged oil products tanker. Struck March 1, 20nm NW of Dubai. Fire extinguished.
- OCEAN ELECTRA (IMO 9402782): Liberian-flagged oil products tanker. Struck March 1 via drone attack.
- STENA IMPERATIVE (IMO 9666077): U.S.-flagged oil/chemical tanker. Struck in the Port of Muharraq, Bahrain. Fire extinguished; crew evacuated.
- ATHE NOVA (IMO 9188116): Honduras-flagged bitumen tanker. Struck March 2 by two IRN drones in the Gulf of Oman. Crew status currently unknown.

Infrastructure and Port Status

Earlier today, five drones targeted the ports of Salalah (2) and Duqm (3), specifically aiming at U.S. reserve storage facilities. Consequently, operations at both ports are expected to remain suspended until this evening.

Impact on German Interests (DEU)

AIS data identifies over 30 merchant vessels with German interests in the Persian Gulf - the Federal Police (BPol) officially reports 29. This includes two passenger ships operated by TUI Cruises GmbH (Mein Schiff 4 and Mein Schiff 5). A detailed assessment of all vessels is currently hindered by unclear chartering arrangements. Several DEU-owned or affiliated vessels are presently detained in Salalah or remain within the Persian Gulf.





Assessment:

Iran likely still possesses enough missiles and drones to continue the intensity of the attacks for at least several days. The regular Iranian Navy is heavily damaged, but the Revolutionary Guards, with their maritime small-combat assets, appear to still be present across the area. Even if attacks on Iran are intensified, this will initially likely show little effect in the short term. However, increased attacks could favor a transition to asymmetric warfare („all in“) by Iran if the operational capability of the Revolutionary Guards is not significantly reduced. These effectively constitute the main threat to civilian shipping. Iranian attacks are currently also directed against the maritime infrastructure of the coastal states of the Persian Gulf as far as the Omani coast in the Arabian Sea. During the attacks, there is a danger that civilian ships on-site could be unintentionally damaged – both by attacks from Iran and by defensive measures of the coastal states (e.g., falling debris with remaining explosives).

The danger of damage is currently likely higher in port than at roadsteads and anchorages. In the event of a transition to asymmetric warfare, the danger from attacks by small combat units and anti-ship missiles as well as the use of mines increases considerably throughout the Persian Gulf, as the Revolutionary Guards are present along the entire Iranian coast. In this case, an increased danger in the area of roadsteads and anchorages is also to be assumed. From the local perspective, there is currently likely no intention by Iran to expand the attacks to Pakistan, India, or other neighbors of the Indian Ocean. The HOUTHIS in YEMEN have announced the resumption of attacks against shipping but have not yet implemented them.

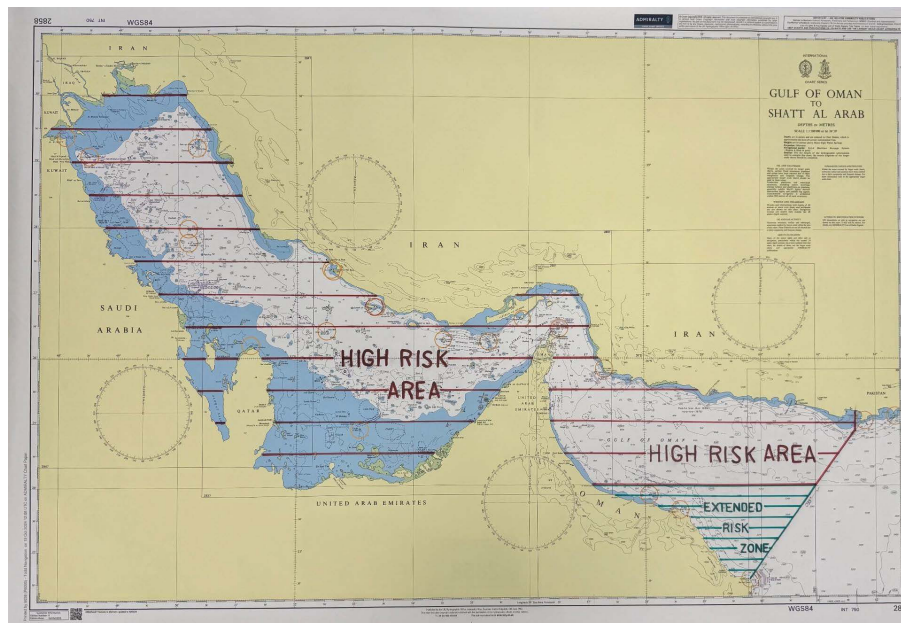
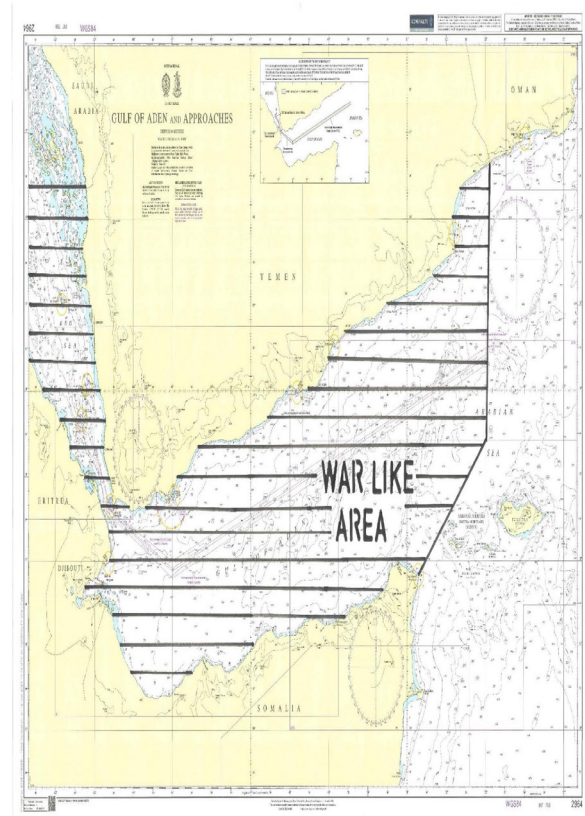
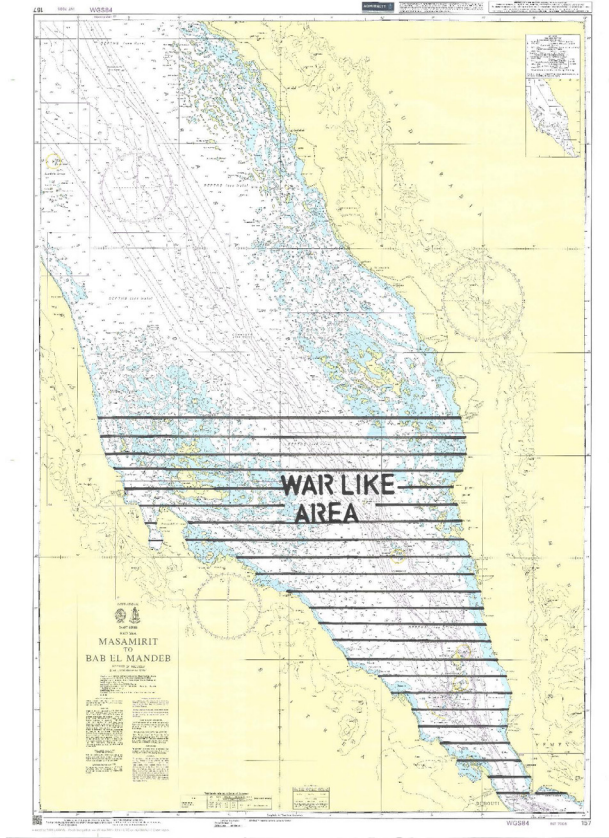
Conclusion:

All ships and crews with German (DEU) connections are in direct danger. The crews and ships cannot leave the region and are detained. The potential for future reports of injuries or even deaths as well as damage to shipping space is high. A lengthy conflict situation (according to the US President up to 4 weeks) as well as an open war ensure instability on the world trade market, disrupted supply chains, especially in terms of crude oil and liquefied gas – with effects on DEU. The attempt to pass the SoH at this time is to be regarded as highly dangerous. A recommendation not to attempt this was issued by the German Naval Shipping Centre to German shipowners. The danger of attacks by Houthis in the Red Sea is now regarded as high risk– a resumption of the shelling of merchant ships is clearly given.





ITF LIST of designated risk areas, with applicable benefits (as of 2nd March 2026)



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