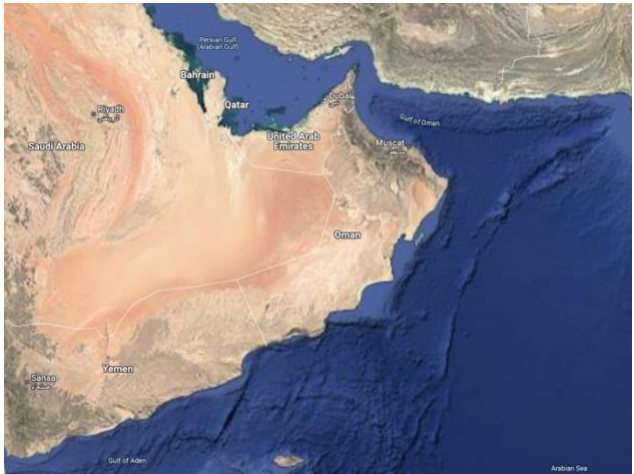


## Maritime Advisory – Iran / Israel (18 June 2025)

### Summary

The threat level remains **ELEVATED** for vessels operating in or transiting through the Arabian Gulf, Strait of Hormuz and Northern Arabian Sea due to the uncertainty within the current environment. The situation in the region is unfolding rapidly and security conditions, including those impacting maritime shipping, could evolve and change quickly with little notice. As of 17 June, the impact on shipping operations in the region remains relatively limited and vessel traffic remains large unaffected – the Strait of Hormuz remains open with maritime traffic flows continuing. These conditions could change quickly and vessels transiting or planning to transit the region in the coming days are advised to assess the security situation prior to entering the area and adjust security protocols accordingly.



### Background

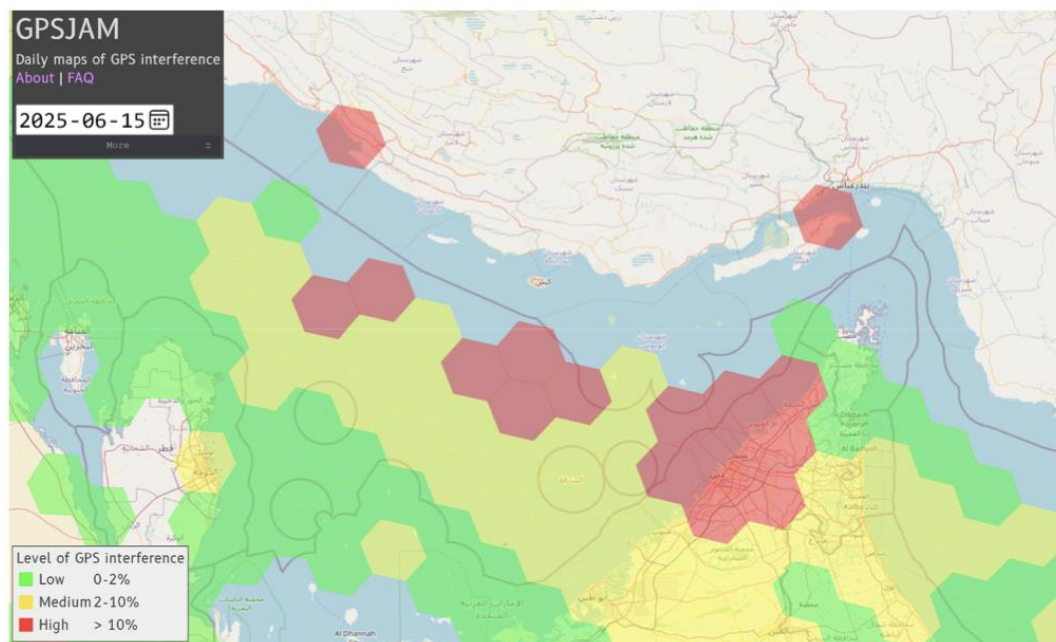
Since Friday 13 June, Israel and Iran have been exchanging strikes as the conflict between the two countries continues. Explosions were first reported in Iran's capital Tehran at about 03:30 local time (01:00 BST) on Friday, with Iranian state television reporting that resident areas had been hit. Blasts were also heard northeast of the city, with Israel's military reporting at the time that it had launched strikes against military and nuclear targets. The attack, called Operation Rising Lion, aims to target Iran's nuclear programme, with Israel's prime minister claiming that "if not stopped, Iran could produce a nuclear weapon in a very short time." Over the weekend, oil infrastructure was also targeted. The strikes have already killed dozens of civilians as well as senior Iranian military figures and nuclear scientists. The strikes also come as US talks over Iran's nuclear programme, which began in April, appeared to have stalled, with the next round of talks, due on 15 June, cancelled.

### Current Situation

As of 17 June, maritime traffic has not been significantly impacted, however the security situation could rapidly change with minimal notice. Tehran has suggested that the closure of the Strait of Hormuz remains a possibility, however the likelihood of this is currently assessed as being an extreme scenario. Any attempts by Iran to close the Strait of Hormuz would likely result in the significant increase of oil prices, in turn prompting a response from the US and other allies. A more probable reaction is the targeted disruption of passage in the Strait of Hormuz through direct attacks on vessels by either Iran or one of its proxies, including Houthis in Yemen. On 14 June, Iranian state media reported that Tehran would target military bases as well as "ships and naval vessels in the Persian Gulf and the Red Sea" affiliated with countries that assist Israel in its defence against Iranian cross-border attacks. While Iran has not specifically listed countries that it could possibly target, the United Kingdom and France have already issued statements indicating that they could potentially play a role in defending Israel. Consequently, Iran could view UK and French-linked vessels as legitimate targets. Additionally, while Iran has not threatened retaliation against the US, Washington's involvement in aiding Israel

in defending itself against Iranian missile attacks also makes US vessels in the region potential targets. Separately, the European Union's naval mission in the Red Sea, Aspides, continues to operate as normal and is monitoring developments in the region.

UKMTO has issued a statement that it is aware of instances of "extreme jamming" of signals from the Iranian Port of Bandar Abbas. UKMTO has stated that it has received several reports from vessels warning that electronic interference within the waters of the Gulf and the Strait of Hormuz has increased significantly. As of 17 June, it continues to receive reports of electronic interference stemming from the vicinity of Port of Bandar Abbas, in the Strait of Hormuz and several other areas in the Arabian Gulf.



SOURCE: UKMTO / JMIC Advisory Note

## Advisory

As of 17 June, the threat to the maritime community remains **ELEVATED** for vessels operating in or transiting the Arabian Gulf, Strait of Hormuz, and Northern Arabian Sea. Ports in the region continue to operate and there have been no reported disruptions to maritime traffic; the Strait of Hormuz remains open. Major ports in Israel, including Ashdod and Haifa, remain open and operational. There is a heightened collateral risk that could impact vessels transiting the region and port infrastructure. Over the weekend, Iranian missiles targeted Haifa. While there were no reports of injuries or serious damage, further attack causing significant casualties and damage cannot be ruled out.

### *Risks to Maritime Shipping Community*

As of 17 June, there have been no confirmed direct attacks on maritime traffic, however a number of scenarios remain possible, including:

- The use of ballistic or cruise missiles near maritime checkpoints, including in the Strait of Hormuz.
- The use of sea mines in the Strait of Hormuz
- Western-aligned or affiliated commercial vessels could be targeted due to their backing or aiding Israel in the current conflict, this includes UK, French and US-linked vessels

- Collateral risks from the conflict could expand to impact port infrastructure and vessels transiting through the region.

***Situational Updates as of 17 June***

- In the last 36 hour period, two vessels reported being hailed and approached in the vicinity of the Strait of Hormuz by Iranian small craft.
- A collision occurred between two vessels near the Khor Fakkan anchorage at 21:14 UTC on 16 June. This incident remains under investigation though it is assessed to be navigation-related and not maritime security-related.

***Recommendations***

- A threat and risk assessment should be carried out prior to entering the Arabian Gulf and all necessary security and risk mitigation measures should be implemented while transiting in the region. The situation in the region remains fluid and the security environment could rapidly change, close attention to the ongoing situation is advised in order to adequately adapt to altering threats.
- Vessels should ensure that communication equipment is manned and functional at all times; should remain aware of the possibility of electronic interference and be ready with alternative options in the event that navigation aids fail.
- Vessels transiting this region are advised to maintain close contact with regional maritime security centres, including UKMTO and MSCIO, and should monitor official government and military advisories.
- Vessels should report any unusual activity or security incidents to UKMTO throughout the established Voluntary Reporting Scheme.
- Shipping companies are advised to apply BMP MS and should review contingency plans for routing, crew safety and welfare, and emergency response in the event that there is a significant regional escalation.
- When sailing through the above mentioned areas, adhere to the highest level of security measures and limit the number of crewmembers on deck during the voyages due to the elevated risk of casualties from missiles and drones.