

## Maritime Advisory

**Date:** 13 April 2026

**Areas of Concern:** Arabian/Persian Gulf, Strait of Hormuz, Gulf of Oman, Northern Arabian Sea & adjacent waters; wider region including Red Sea, Bab el-Mandeb Strait, Gulf of Aden; eastern Mediterranean Sea

**Threat Level:** **Severe**

**28 February – 13 April 2026**

UKMTO has received 29 reports of incidents affecting vessels operating in and around the *Arabian Gulf, Strait of Hormuz and Gulf of Oman*:

- 17 Attack Reports
- 12 Suspicious Activity Reports

### Situational Overview

**As of 1000 hrs EST (1800 hrs local time in the Gulf) on Monday 13 April, the US blockade of the Strait of Hormuz has taken effect.**

More than 15 US Navy warships are currently in place in the region to implement the blockade, which aims to enforce “impartially against vessels of all nations entering or departing Iranian ports and coastal areas.” It also covers ports and areas both within the Gulf and in the Gulf of Oman. Vessels proceeding to



or from non-Iranian ports will not be interdicted. Mariners have been advised to contact US naval forces on bridge-to-bridge channel 16 when operating in the Gulf of Oman and on Strait of Hormuz approaches. The move follows failed talks in Islamabad between Washington and Tehran and marks a major escalation in the war with Iran.

Separately in the Red Sea, a vessel approach attempt was reported to UKMTO on 12 April, involving unidentified hostile actors attempting to close distance with a vessel. While it remains unclear who was involved in the incident, which occurred in the southern Red Sea, it highlights that tensions are spreading beyond the Strait of Hormuz, affecting adjacent shipping corridors.

### Key Developments (11 - 13 April 2026)

#### Confirmed Incidents

- **12 April (Red Sea)** – UKMTO received a report of an incident 54 nautical miles southwest of al-Hudaydah, Yemen. A sailing vessel was approached by a skiff with approximately 10 – 12 people on board, 4 – 5 of whom were armed with automatic weapons. The individuals requested that the sailing vessel stop and

when the Master refused, they attempted to pull the skiff alongside the sailing vessel to board. The master deployed a flare and the skiff turned away, departing to the southeast. Authorities are investigating the incident. Vessels are advised to transit with caution and report any suspicious activity to UKMTO.

### Other Reporting

- **13 April (Strait of Hormuz)** – NATO allies stated on Monday that they would not get involved in US President Trump’s plan to blockade the Strait of Hormuz, proposing instead to intervene only once fighting ends, in a move that is likely to further increase strains in the alliance. While on 12 April, the US leader stated that other countries would be involved in the blockade, NATO allies, including Britain and France, have stated that they would not be drawn into the conflict by taking part in the blockade, saying that they were instead working on an initiative to open the waterway. While several European countries have stated that they are willing to help in the strait, they have noted that this would only occur once there is a durable end to hostilities and an agreement with Iran that their vessels will not be attacked.
- **13 April (Strait of Hormuz)** – On Monday, French President Emmanuel Macron said on X that France will organize a conference with Britain and other countries to create a multinational mission to restore navigation in the strait. Separately, British Prime Minister Keir Starmer said in Parliament on Monday that the initiative aims to establish rules for safe passage and the coordination of military vessels to escort tankers. A meeting to draw up plans for the mission involving about 30 countries, including Gulf countries, India, Greece, Spain, Italy, the Netherlands and Sweden, could occur as soon as 16 April in Paris or London, according to a French diplomatic source. The source stated that the military ships would provide reassurance without being belligerent, adding that Iran and the US would be informed of the mission but would play no direct part.

## Risk Assessment

### 1. Arabian/Persian Gulf & Strait of Hormuz

#### Current Status – Effective Commercial Disruption

- Merchant traffic through the Strait of Hormuz has significantly reduced
- Multiple commercial vessels have been struck by projectiles in Gulf waters
- Heightened naval deployments from regional and international forces are ongoing
- GPS/AIS interference and electronic warfare activity have increased significantly
- Large numbers of tankers and container vessels remain anchored off UAE, Oman, Qatar, and Saudi ports awaiting security clarity
- War-risk premiums have risen sharply, and some underwriters are restricting coverage in high risk-zones

#### Primary Threats

- Missile and drone strikes
- Naval engagements and collateral damage
- Electronic interference (jamming/spoofing)
- Naval mines in the Strait of Hormuz
- Boarding/seizure risks
- Cyber-attacks targeting ship companies and port operators

### 2. Gulf of Oman & Northern Arabian Sea

- Elevated surveillance and naval operations

- Risk of spillover kinetic activity
- Increased maritime interdictions and monitoring

### 3. Red Sea, Bab el-Mandeb & Gulf of Aden

#### Risks remain elevated in - Red Sea, Bab el-Mandeb Strait, Gulf of Aden

Yemen’s Houthi movement has signalled a possible renewed campaign targeting commercial shipping in this region.

Threat Profile:

- Anti-ship missiles
- Armed drones
- Small boat swarm tactics
- Targeting linked to vessel nationality or ownership

International naval missions remain present, however vessels should not assume universal protection coverage.

### 4. Eastern Mediterranean Sea

#### Heightened awareness is advised in waters off - Cyprus, Israel, Lebanon, Syria

Risk Factors:

- Air defence engagements over maritime zones
- Missile interception debris hazards
- Naval deployments
- Port disruptions linked to military posture shifts

Commercial traffic continues in the Mediterranean Sea, however the Eastern basin should be treated as a heightened alert zone.

## Port Operations

### Middle East Ports

#### United Arab Emirates

PORT	OPERATIONAL STATUS
Hamriyah Port	All terminal port operations are normal
Sharjah Port	All terminal port operations are normal
Jebel Ali Port	All terminal port operations are normal
Fujairah and Khor Fakkan	Fujairah Oil Tanker Terminal is partially operational; Khor Fakkan Terminal no disruption reported
Ras al Khaimah Ports	Open and operating normally
Khalifa Port	Operations resumed
Ruwais & Abu Dhabi Petroleum Ports	Operational; Ruwais PPA (ISPS Level 2); Abu Dhabi Ports (ISPS Level 1)

#### Kuwait

PORT	OPERATIONAL STATUS
Shuwaikh Port	Port operating normally; Security Level 2 protocols

<b>Shuaiba Port</b>	Port has temporarily suspended operations
<b>Minal Al Ahmadi Port</b>	Port operating normally; Security Level risen to Level 2
<b>Mina Al Zour Port</b>	Port operating normally; Security Level risen to Level 2

**Oman**

PORT	OPERATIONAL STATUS
<b>Asyad Drydock - Duqm</b>	Port operating normally
<b>Port of Duqum</b>	Port operating normally ; vessels calling at port must submit an official letter stating that they are not carrying any dangerous goods on board.
<b>Port Sultan Qaboos</b>	Port operating normally
<b>Muscat</b>	Port operating normally; ISPS Level 3
<b>Mina Al Fahal</b>	Port operating normally; ISPS Level 3
<b>Port of Sohar</b>	Port operating normally
<b>Qalhat LNG Terminal – Sur</b>	Port operating normally ; ISPS Level 3
<b>OMIFCO Terminal – Sur</b>	Port operating normally
<b>Port of Salalah</b>	Partially resumed operations for CT and GCT

**Saudi Arabia** – No alerts or warnings issued by the local port authorities; all operational activities are functioning at full capacity.

**Bahrain** – Vessel movements in Bahrain have gradually resumed, however operations remain limited due to the restricted availability of pilots. BAPCO operations remain suspended. APM Terminals has resumed operations from 0600 hrs to 2200 hrs. ISPS security level remains at Level 1.

**Qatar** – The official security status remains at Security Level 1, however as a proactive measure, all vessels are requested to exercise heightened caution and vigilance

PORT	OPERATIONAL STATUS
<b>Hamad Port</b>	Normal port operations and vessel movement; Activity levels are lower than pre-conflict
<b>Doha Port</b>	Normal port operations and vessel movement; Activity levels are lower than pre-conflict
<b>Al Ruwais Port</b>	Normal port operations; port is restricted to small craft only, including dhows and barges; Activity levels are lower than pre-conflict
<b>Mesaieed Port</b>	Port operations ongoing
<b>Ras Laffan Port</b>	Port operations ongoing
<b>Al Shaheen Offshore Terminal</b>	Operations suspended until further notice
<b>Halul Island Offshore Terminal</b>	Operations suspended until further notice

**Egypt** – The Suez Canal and all Egyptian ports remain fully operational; ISPS Level remains at Level 1

**Jordan** – All operations remain normal at Aqaba Port; terminals, marine services, cargo handling and gate operations are functioning without disruptions. Maritime navigation and cargo operations are proceeding smoothly and without delay.

**Pakistan** – All ports remain fully operational; ISPS Level remains at Level 1

**Iraq** – Ports of Umm Qasr and Khor Al Zubair are fully operational; Basra Oil Terminal and SPM Somo Terminal have ceased export operations.

### **Mediterranean Sea Ports**

**Cyprus** – All ports remain fully operational. ISPS level remains at Level 1

**Lebanon** – All ports remain operational, with no alerts or warnings issued by the local port authorities. South of Lebanon remains in an unstable operational situation. ISPS Level remains at Level 1

**Israel** – Eilat, Ashkelon, Ashdod, Hedera, and Haifa are fully open for business and functioning at full capacity.

## **Recommendations**

### **Voyage Planning**

- Conduct risk assessments immediately prior to transit
- Closely monitor official advisories from flag states and maritime security centres
- Do not rely on anticipated naval escort operations unless formally confirmed
- Minimise loitering near territorial waters of high-risk states
- Consider alternative routing via the Cape of Good Hope where commercially viable
- Assess war-risk insurance implications before entering designated high-risk areas

### **Transit Procedures (if entering high-risk areas)**

- Maintain maximum safe speed during transit of chokepoints
- Avoid unnecessary deviation towards military or energy infrastructure
- Increase bridge water levels and radar vigilance
- Minimise deck crew exposure
- Prepare for GPS/AIS disruptions with alternative navigation methods
- Conduct drills for: Missile/drone alerts, Emergency manoeuvring, Fire response. Casualty/injury managements
- Maintain continuous monitoring of VHF Channel 16 and naval broadcast frequencies
- Ensure Ship Security Plans are fully implemented at the highest appropriate security level

### **Port Planning**

- Confirm port operational status directly with agents prior to arrival
- Anticipate berth congestion and extended anchorage delays
- Factor potential pilotage suspension into passage plans
- Reconfirm war-risk insurance coverage for port calls

### **Reporting & Coordinating**

- Register movements with UKMTO and relevant maritime security centres
- Use Voluntary Reporting Schemes where applicable
- Immediately report any suspicious activity, projectile sightings or electronic interference

## **Outlook (As of 13 April 2026)**

**As of 13 April 2026, the outlook for maritime security in the Strait of Hormuz remains highly volatile and uncertain, marked by a sharp escalation from disruption to over militarization.** The newly imposed US

Status updated as of 18:00 GMT 13 April 2026



naval blockade introduced a dual-layered security environment in which commercial shipping faces both Iranian asymmetric threats – mines, drones and selective interdictions – and US enforcement risks, including interception or capture. This creates significant ambiguity for shipowners and insurers, likely suppressing traffic and increases costs even if passage remains technically open. In the near term, maritime security is therefore expected to deteriorate into a contested, high-risk operating environment with elevated chances of naval incidents, energy supply disruptions, and broader regional spillover.

24 hr Global Contact: +44 207 754 3555  
info@msrisk.com