

Maritime Advisory

Date: 7 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 – 7 April 2026

UKMTO has received 28 reports of incidents affecting vessels operating in and around the *Arabian Gulf, Strait of Hormuz* and *Gulf of Oman*:

- 17 Attack Reports
- 11 Suspicious Activity Reports

Situational Overview

The Strait of Hormuz remains severely restricted to commercial maritime traffic, with transit volumes remaining extremely limited and irregular, with only isolated, coordinated passages.

The maritime threat level in this region remains severe, with drones and missile strikes continuing to target tankers and port infrastructure.



Key Developments (2 - 7 April 2026)

Confirmed Incidents

- **6 March (Arabian Gulf)** – UKMTO Has received a report of an incident 25 nautical miles south of Kish Island, Iran. A container vessel was struck by an unknown projectile which caused damage above the waterline. The crewmembers are safe and accounted for. No environmental impact has been reported. Authorities are investigating the incident.
- **5 April (Gulf of Oman)** – UKMTO has received a report of an incident in Khor Fakkan Port, United Arab Emirates. The Master reported witnessing multiple splashes from unknown projectiles, in close proximity to the container ship, whilst alongside conducting loading operations.

Other Reporting

- **7 April (Strait of Hormuz)** – On Tuesday, Russia and China vetoed a UN Security Council resolution aimed at reopening the Strait of Hormuz that had been repeatedly watered down in the hopes that the two countries would abstain. The vote – 11-2, with two abstentions from Pakistan and Colombia, occurred just

hours before an 8PM Eastern deadline set by US President Trump for Iran to open the strategic waterway or face attacks on its power plants and bridges. Even if the resolution, introduced by Bahrain, had been adopted, its doubtful it would have impacted the war, not in its fifth week, as it has been significantly weakened to try to get Russia and China to abstain rather than veto it. The initial Gulf proposal would have authorized countries to use “all necessary means” to ensure transit through the Strait of Hormuz and deter attempts to close it. After Russia, China and France expressed opposition to approving the use of force, the resolution was revised to eliminate all references to offensive action. It would have authorized only “all defensive means necessary.” While the vote had been expected on 4 April, the resolution was instead further weakened to eliminate any reference to Security Council authorization – which is an order of action – and limit its provisions to the Strait of Hormuz. Previous drafts had included adjacent waters. The resolution vetoed Tuesday “strongly encourages states interested in the use of commercial maritime routes in the Strait of Hormuz to co-ordinate efforts, defensive in nature, commensurate with the circumstances, to contribute to ensuring the safety and security of navigation across the Strait of Hormuz.”

- **7 April (Khor Fakkan Port)** – Operations at Khor Fakkan port have resumed after a container ship at the port reported suspicious activity following multiple splashes from unknown projectiles seen close to the vessel during loading operations. Officials have confirmed the incident, stating that it involved falling debris after a projectile was intercepted by air defence systems. The debris led to a fire at the port, which was later contained. Four people were injured in the incident.
- **4 April (Strait of Hormuz)** – Several vessels have passed through the Strait of Hormuz, though traffic still remains well below normal levels. Ship tracking data indicates that a container ship owned by French shipping company CMA CGM had sailed out of the Gulf. It is believed to be the first ship owned by a Western shipping line to have made the journey through the Strait of Hormuz. Three tankers linked to Oman have also sailed through the Channel.

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

Oman

PORT	OPERATIONAL STATUS
Asyad Drydock - Duqm	Port operating normally
Port of Duqm	Port operating normally ; vessels calling at port must submit an official letter stating that they are not carrying any dangerous goods on board.
Port Sultan Qaboos	Port operating normally
Muscat	Port operating normally; ISPS Level 3
Mina Al Fahal	Port operating normally; ISPS Level 3
Port of Sohar	Port operating normally
Qalhat LNG Terminal – Sur	Port operating normally ; ISPS Level 3
OMIFCO Terminal – Sur	Port operating normally
Port of Salalah	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
Hamad Port	Normal port operations and vessel movement; Activity levels are lower than pre-conflict
Doha Port	Normal port operations and vessel movement; Activity levels are lower than pre-conflict
Al Ruwais Port	Normal port operations; port is restricted to small craft only, including dhows and barges; Activity levels are lower than pre-conflict
Mesaieed Port	Port operations ongoing
Ras Laffan Port	Port operations ongoing
Al Shaheen Offshore Terminal	Operations suspended until further notice
Halul Island Offshore Terminal	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 7 April 2026)

As of 7 April, the outlook for the Strait of Hormuz and connected waterways remains unstable. Currently there is no realistic short-term return to normal shipping. US President Trump has issued an ultimatum that Iran must reopen the Strait of Hormuz or face massive escalation, warning that “a whole civilization will die tonight” if Iran refuses. Threats reportedly include large-scale strikes on infrastructure, including bridges, power plants and transport, and attacks on strategic oil facilities. Iran has so far not complied with the deadline. Traffic through the Strait of Hormuz remains severely reduced and continues to be a high threat environment for drone and missile attacks on shipping. In the event that the US follows through on threats, the Strait will remain closed/highly restricted, with a high possibility of further attacks on vessels in the region. Vessels with links to the US, Israel and Western allies could be targeted in the near future in the event of an escalation.