



JAPAN P&I NEWS

外航組合員各位

中東情勢について (その2)

英国およびシンガポールのコレスポンデント **Pandi Claims** から、米国およびイスラエルによるイラン攻撃に伴う中東情勢に関する 2026年3月4日時点の最新情報を得ましたので、ご案内します。

紛争地域の拡大

米国・イスラエルは、イランに対し空爆やミサイル攻撃を含む大規模な攻勢を行っております。一方、イランはイスラエルおよび中東全域の米軍基地に対して弾道ミサイルやドローンによる大規模な報復攻撃を行っており、紛争地域はバーレーン、UAE、カタール、クウェート、サウジアラビア、オマーン、ヨルダン、キプロスへと拡大しています。

海運への打撃

ホルムズ海峡の封鎖宣言や商船への直接攻撃により、海運業界にとって過去数十年で最も危険な状況であり海上物流にも大きな打撃を与えております。

1,000隻以上の船舶がGPSやAISの妨害を受けており、多くの船がスエズ運河を避け、アフリカの喜望峰周りへルートを変更しています。

推奨策

危険海域での待機を避け、GPSやAISの異常を警戒してレーダー等の目視確認を強化すること、および戦争リスク保険の有効性を確認することが推奨されます。

詳細につきましては、添付の **Pandi Claims** のサーキュラーをご参照ください。

最新情報が入り次第、随時アップデートを提供いたします。

以上

添付資料 : Iran War - Pandi Claims Article

4 March 2026

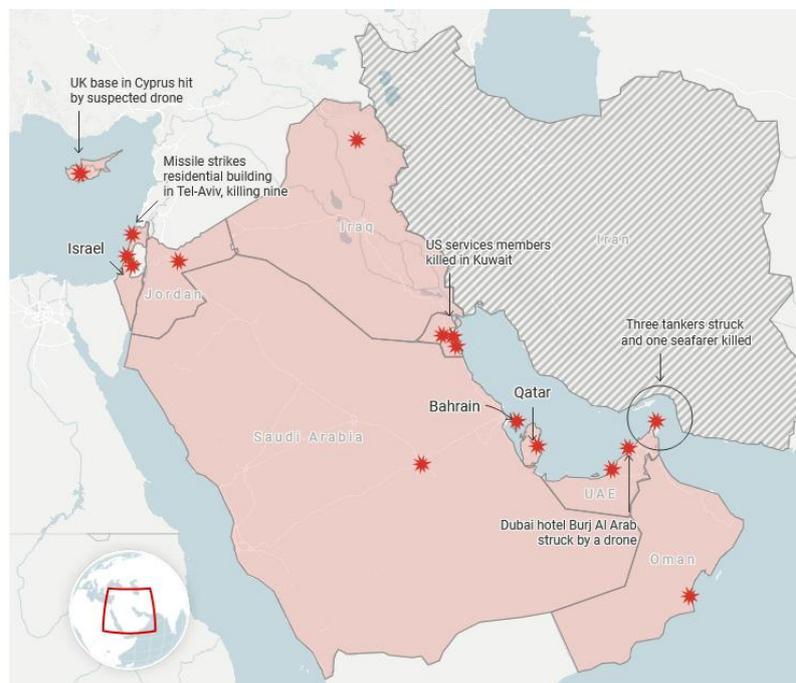
Dear Sir/Mdm,

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The ongoing war in the Middle East that started on 28th February 2026, by Israel and United States of America (U.S.) against Iran is of great concern to the world and particularly to all the stakeholders of our global shipping industry. This war appears to be a continuation of the 12 days war between that was fought Israel and Iran in June last year and ended with a U.S. brokered ceasefire on 24th June 2025. This ceasefire that ended all hostilities at that time was without any further publicly known negotiated terms.

This time the attacks, codenamed "*Operation Epic Fury*" by the U.S. and "*Operation Roaring Lion*" by Israel, are employing a large-scale, multi-domain offensive involving coordinated airstrikes, missile attacks, and leadership targeting operations at an unprecedented level of force designed to rapidly degrade Iran's military, political command structure and ultimately a regime change.

Sametime, Iran is responding with widespread counter retaliation, launching large scale ballistic missile barrages and drone attacks against Israel and U.S. bases across the Middle East. These counter strikes are causing casualties and damage in multiple countries including Israel, Bahrain, United Arab Emirates, Qatar, Kuwait, Saudi Arabia, Oman, Jordan, Cyprus and has demonstrated Iran's intent to broaden the conflict through high-intensity, region-wide military action.



Locations reported to be struck by Iranian missiles.

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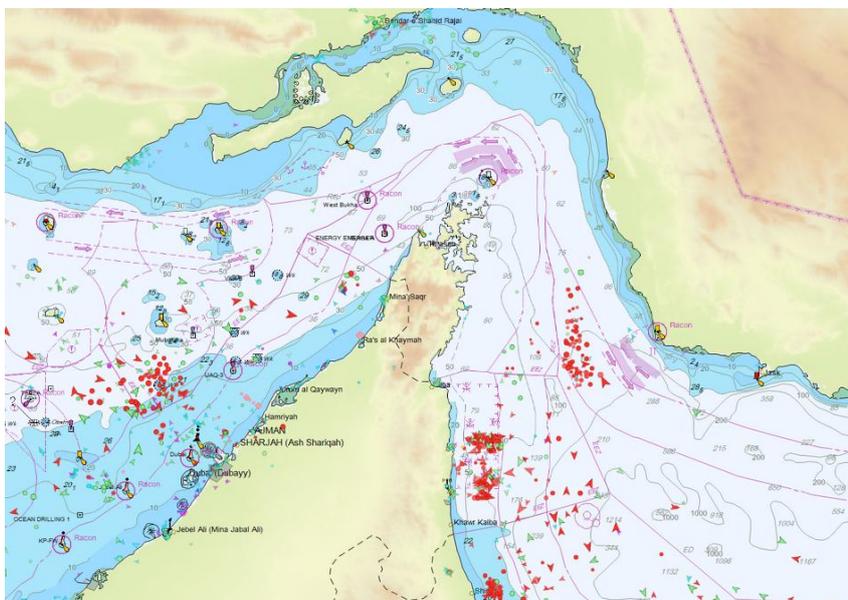
During this first week of war, the following countries in the Middle East are under threat with their direct or indirect participation in the ongoing war.

- Bahrain
- Cyprus
- Egypt
- Iran
- Iraq
- Israel including the West Bank and Gaza
- Jordan
- Kuwait
- Lebanon
- Oman
- Qatar
- Saudi Arabia
- Syria
- United Arab Emirates
- Yemen

All the above listed countries have long coastlines and large interests in shipping activities. The escalating U.S.–Israel–Iran conflict has created the most dangerous shipping environment in decades, severely disrupting maritime logistics across the Middle East. The following are the key threats to the shipping industry being currently experienced:

1. Direct attacks and projectile strikes on vessels – a few tankers and commercial ships have been hit by missiles or unknown projectiles near Oman, Sharjah, and the UAE coastline.
2. Surge in electronic warfare (GPS/AIS jamming) - Over 1,000 ships have experienced GPS and AIS interference attributed to Iranian or proxy Electronic Warfare operations.
3. Suspension of ocean and air cargo services - Major ocean carriers have suspended Suez transit, halted hazardous cargo exports, and implemented emergency conflict surcharges.
4. De facto closure of the Strait of Hormuz - Iran's Revolutionary Guard has declared the Strait closed and threatened to attack any ship attempting passage. Even if not formally shut, fear alone has halted traffic.

Ship-tracking data shows almost no vessels entering, creating a de facto blockade.



Screenshot of a real-time vessel tracking system display, 0240Z, 4th March 2026.

5. Skyrocketing war-risk insurance and freight rates – Many maritime insurers have withdrawn war-risk cover for vessels in this region.
6. Rerouting around Africa (Cape of Good Hope) - Major carriers have halted or restricted bookings through the region and diverted ships around Africa.
7. Combined Hormuz and Red Sea chokepoint crisis - Simultaneous disruption of Hormuz and renewed attacks in the Red Sea creates a dual chokepoint crisis with no viable maritime bypass for Gulf-bound cargo.
8. High probability of further escalation - Military buildup and missile exchanges increase the likelihood of continued maritime targeting.

This situation happens to be the most severe maritime disruption since the 1980s tanker wars possibly worse due to the globalized dependency on just-in-time logistics. As per the various news reports, expert analysis of the situation and particularly the recent statement of the U.S. President, this war may last for around four to five weeks.

In light of the above, Members are advised to maintain a heightened state of security awareness when trading in or transiting these areas particularly the Persian Gulf, Strait of Hormuz and adjacent waters, and ensure Masters and crew maintain enhanced vigilance.

We would recommend Members to undertake reasonable measures to mitigate threats and exercise Prudent Risk Management practices, including the following:

1. Avoiding or Minimizing Transit Through High Threat Zones. Conduct ship and voyage specific risk assessments before entry into the region. Avoid unnecessary drifting or prolonged waiting in higher risk areas, particularly in or near the Strait of Hormuz, and ensure voyage planning includes contingency options for short notice routing changes, port delays or traffic control measures.
2. All communication exchanges with other stations should be brief and “*to the point of requirement*”. Identification information and other details requested by Naval forces must be promptly provided to avoid any misunderstanding or perception of being an enemy. The Master should control the GMDSS station and ensure a good radio watch 24x7. “Radio Silence” if instructed by the naval forces or authorities must be strictly adhered to. Strictly discourage unwanted broadcast or discussions related to ongoing war and politics.
3. Accounting for Electronic Warfare and Navigation Distortions. Treat GPS & AIS as potentially compromised and shift to radar + gyro + manual fixes. Increase bridge watchkeeping and cross-checks. Train crew to detect spoofing/jamming and maintaining redundant communication lines.
4. Adjusting Commercial Commitments and Voyage Planning. Verify that vessel hull, flag, and class approvals are current. Adhere to flag state guidance and restriction.
5. Securing Appropriate War-Risk Insurance. Confirm war risks and excess P&I cover are in place and responsive. Members with voyage specific operational or insurance queries are encouraged to contact the Club at an early stage.
6. Enhancing Crew Safety and Security Preparedness - additional crew training and security drills. Ensure appropriate medical preparedness onboard in the event of an attack.
7. Evaluating the Strategic Environment: Long-Term Planning. Keeping a watch on the consumables on board, particularly the bunkers, potable water, provisions, spare parts and crew reliefs.
8. Coordinating with Naval Advisories and International Security Bulletins. Consulting key resources such as:
 - Maritime Global Security website - <http://www.maritimeglobalsecurity.org>
 - OCIMF Hull Vulnerability Study - <https://www.ocimf.org>

- US Maritime Advisories - <https://www.maritime.dot.gov>
- Register transit with MSCHOA and report suspicious activity to UKMTO - <https://www.ukmto.org>

9. Implementing Balanced, Not Overreactive, Measures. Keep crew on heightened readiness but not on constant emergency mode. Crew rest hours to be strictly monitored to avoid fatigue and related issues.

Your faithfully,

Capt. Suresh Nair • Admiralty Manager
BSc(Physics), LLB, Extra Master
For and on behalf of **Pandi Claims**
As Agents Only



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