



ISLAMIC
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Deputy for
Legal and
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Affairs

War crime against Iranian ports

REPORT ON DAMAGE SUSTAINED BY IRANIAN PORT INFRASTRUCTURE, VESSELS
AND ASSOCIATED HUMAN CASUALTIES DURING THE RECENT AGGRESSION BY
THE UNITED STATES OF AMERICA AND ZIONIST REGIME

28 February 2026 to 20 July 2026



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Purpose and Scope

This report is submitted by the Ports and Maritime Organization (PMO) of the Islamic Republic of Iran, through the Ministry of Foreign Affairs, to bring to the attention of the United Nations and the International Maritime Organization the damages sustained by port infrastructure, navigation and vessel traffic services (VTS) equipment, search and rescue (SAR) assets, merchant and service vessels, and personnel, across Iranian ports and coastal waters.

The underlying data covers different reporting windows, as indicated under each table and section below, falling within the overall period from 28 February 2026 to 20 July 2026. Figures presented relate exclusively to assets, facilities and personnel under the ownership or operational responsibility of the Ports and Maritime Organization and its affiliated services; damage to privately owned terminals, cargo, or vessels is not included in this report.

Executive Summary

Category	Reported Figure	Reporting Window
Port/coastal personnel — dead or missing	47	28 Feb - 8 Apr 2026
Port/coastal personnel — injured	52	28 Feb - 8 Apr 2026
Vessel crew — deceased	39	28 Feb – 5 May 2026
Vessel crew — injured	53	28 Feb – 5 May 2026
Vessel crew — missing	1	28 Feb – 5 May 2026
Vessel crew — captured/detained	28	28 Feb – 5 May 2026
Vessels affected (all types)	266–265 (see note, Section 5)	28 Feb – 5 May 2026
- of which sunk/lost	179	28 Feb – 5 May 2026
- of which damaged	87	28 Feb – 5 May 2026
Port locations with reported infrastructure/vessel damage	19 ports across 12 provinces	28 Feb – 20 Jul 2026
VTS sites affected	14	28 Feb – 20 Jul 2026
Dedicated SAR vessels destroyed	3 (Naji 10, Naji 23, Naji 12)	28 Feb – 20 Jul 2026
Maritime Rescue Coordination Centres struck	2 (Bandar Abbas, Chabahar)	28 Feb – 20 Jul 2026



Applicable International Legal Framework

According to the principle of distinction under international humanitarian law, as enshrined in 1949 Geneva Convention, distinction should be made between military objectives, and civilian objects which include oil platforms and cargo vessels. Directing attacks against the latter constitute war crimes.

Article 3 of the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA, 1988) further defines the following as criminal offences:

- Seizing or exercising control over a ship by force, threat of force, or any other form of intimidation;

- Destroying a ship, or causing damage to a ship or its cargo, in a manner likely to endanger the safe navigation of that ship;

- Placing or discharging on a ship, or firing at a ship, a device or substance likely to cause death or serious injury or damage, whether explosive, radioactive, biological, chemical or nuclear, with intent to cause death or serious injury.

The events described in this report, the destruction of search and rescue vessels Naji 10, Naji 23 and Naji 12, and the strikes on the Maritime Rescue Coordination Centers at Bandar Abbas and Chabahar, fall within this framework. These were not military objectives. They were civilian assets whose sole function was the preservation of human life at sea, without regard to nationality or religion.



.....4. Damage to Port Infrastructure and Equipment

The table below summarizes reported damage to port buildings, VTS equipment and dedicated project works, by province and port, for the period 28 February 20 – 2026 July 2026:

No.	Province	Port	Description of Damage
1	Hormozgan	Bandar Shahid Bahonar	Damaged buildings include: 1. Port administrative building (4,800 m²); 2. International passenger terminal (3,700 m²); 3. Customs building (1,900 m²); 4. Fire station building (950 m²); 5. Haqqani passenger terminal building (2,500 m²); 6. The Bandar-e Bahonar Fire Station, as well as warehouses 3, 4, and 5, and the warehouse cable trays. The primary damage consists of the destruction of suspended ceilings, glass, and building doors. The overall extent of damage is considered equivalent to 60% of the current replacement value of the infrastructure. Six warehouses of 4,000 m² each (24,000 m² total) — principal damage: collapse of suspended ceilings, damage to utilities/installations and doors. Overall destruction assessed at approximately %60 of current reconstruction value. Oil Berth No. 1, Bandar Shahid Bahonar

No.	Province	Port	Description of Damage
2	Hormozgan	Bandar Jask	Damaged buildings include: 1. The Port Maritime Authority building, with an area of 517 square meters. 2. The administrative building, with an area of 1,800 square meters. The primary damage to the buildings includes the destruction of suspended ceilings, glass, and doors. The overall extent of damage to the administrative buildings is equivalent to %60 of the current replacement value of the buildings.
			One warehouse (2,800 m ²), requires full reconstruction
			Search and Rescue jetty
			Ports Protection Unit vessel
			Tugboat «Borna».
			Search and Rescue vessel No. 10.
3	Hormozgan	Farur, Larak, Hengam, Basira and Helor (Qeshm) Islands; Bahman jetty (Qeshm); Kish broadcasting VTS site; Kish control tower and south Kish site; Hormoz Island; Laff; Shahidraja'i; Lengeh	VTs equipment (masts, radar, UPS, etc.) damaged at 14 sites across ports and islands.
			VTs civil works and buildings at 14 sites, including mast foundations, buildings, access roads and installations required for equipment operation.

No.	Province	Port	Description of Damage
4	Hormozgan	Bandar Nakhl-e Nakhoda	Removal of 3 sunken vessels.
5		Bandar Shahid Rajaei	Maritime affairs building (3,600 m ²), requires full reconstruction.
6			Dredger «Howeyzeh», damaged while in the repair dock.
7			Vessel «Hadi 2», Bandar Shahid Haqqani.
8		Abu Musa	Abu Musa port corridor (300 m × 4 m) and passenger-terminal corridor, requires full reconstruction/repair.
9			Maritime reference and support buildings, Abu Musa port, combined area 2,000 m ² — requires full reconstruction.
10		Bandar Lengeh	Maritime and port administration building (2,800 m ²), requires full reconstruction.
			Construction of berth infrastructure and installation of two floating berths (15×4 m and 20×5 m).
			Removal of 18 sunken vessels.
11		Bandar Qeshm	Administrative building (1,200 m ²), requires full reconstruction.
			Two floating berths at Shib-e Deraz and Kandaloo.
			Hengam Island passenger corridor (50 m × 5 m); 8 sanitary-facility bays; entrance canopy and surrounding area at Kandaloo and Shib-e Deraz.
12	Repairs to Shib-e Deraz and Kandaloo passenger halls, combined area 1,000 m ² (minor damage to suspended ceilings, glazing and doors).		

No.	Province	Port	Description of Damage
13	Sistan and Baluchestan	Bandar Siyrik	Pumping station and two floating berths.
14		Bandar Pol	Removal of 2 sunken landing vessels.
15		Chabahar	Chabahar control tower.
16			Passenger terminal.
17			Roof of 3,000 m ² warehouse.
18			Repairs to tugboat «Ramazan» and Search and Rescue vessel 24.
			Repairs to boat «Hadi 9» and barge «Sardab».
	Removal of 2 sunken vessels.		
19	Bushehr	Bandar Bushehr	Removal of a sunken passenger vessel.
			Damage to the pier structure along a length of 20 meters and replacement of 3 V-shaped fenders.
20		Bandar Deyr	Removal of 3 sunken tugboats.
21	Khuzestan	Bandar Imam Khomeini (RA)	Three VTS marine platforms with associated equipment, Khor Musa.
22		Bandar Chavibdeh	One warehouse (2,000 m ²), requires structural reinforcement and reconstruction of buildings and installations.
23	Mazandaran	Amirabad	One tugboat.

NOTE: For photos see Annex



Vessel Losses and Damage

In addition to the specific vessel-removal and repair items listed in Section 4, this report maintains fleet-wide statistics on vessels sunk, lost or damaged during the period 28 February 5 – 2026 May 2026, summarized by vessel type below.

Vessel Type	Total Count	Sunk / Lost	Damaged
Tanker	5	-	5
Bulk carrier / general cargo	6	1	5
Container	5	-	5
Landing craft	14	2	12
Support / tug / offshore-service vessel	17	4	14
Launch (lenj)	78	72	6
Passenger / crew boat	14	2	12
Organization service vessel	14	2	12
Boat	98	90	8
Other	10	2	8
Unknown	4	4	-
Total	265	179	87

The table below presents the same data by geographic area.

Area	Tanker	Bulk/gen. cargo	Container	Landing craft	Support/tug/offshore	Fishing Boat/ Lenj	Passenger/crew boat	Org. service vessel	Boat	Other	Unknown	Total
Hormozgan	5	4	4	13	8	78	7	7	98	6	4	234
Bushehr	-	1	-	-	9	-	7	3	-	3	-	23
Chabahar	-	-	-	-	-	-	-	3	-	1	-	4
Khorramshahr	-	-	-	1	-	-	-	-	-	-	-	1
Gilan	-	-	-	-	-	-	-	1	-	-	-	1
At sea	-	1	1	-	-	-	-	-	-	-	-	2
Amirabad	-	-	-	-	1	-	-	-	-	-	-	1
Total	5	6	5	14	18	78	14	14	98	10	4	266



Human Casualties

The Organization reports the following casualties among port-based and coastal personnel, by port of occurrence, for the period 28 February 5 – 2026 May 2026 (9 Esfand 1404 – 15 Ordibehesht 1405):

No.	Province	Port	Dead / Missing	Injured
1	Hormozgan	Abu Musa	4	9
2		Siri	9	5
3		Qeshm	14) 17 Iranian, 3 foreigners)	3
4		Bandar Abbas anchorage	1	0
5		Pahel	6	4
6		Charak	1	0
7		Jask	2 (foreigners)	0
8		Kish	0	1
9		Doha jetty	1	3
10	Bushehr	Asalouyeh	1	2
11		Kharg	0	4
12		Deyr	4) 5 Iranian, 1 foreigner)	2 (foreigner)
13	Sistan and Baluchestan	Chabahar	0	19
Total			47	52

Separately, the following casualties are among crews of vessels that came under attack, for the same period:

Category	Number of Persons
Deceased	39
Injured	53
Missing	1
Captured / detained	28
Total	121



Search and Rescue Assets and Coordination Centers

The Islamic Republic of Iran wishes to draw particular attention to the damages sustained by facilities and vessels dedicated to maritime search and rescue, given their direct bearing on the safety of life at sea and on the ability of the Islamic Republic of Iran to meet its obligations under the International Convention on Maritime Search and Rescue (SAR Convention). The account below reflects the Organization's own characterization of these events, submitted for the IMO's attention.

The Organization states that what follows was not incidental collateral damage

of war, but a deliberate and successive series of strikes against the core of Iran's maritime rescue system, a system whose sole mission has been to save human life, without regard to nationality or religion.

In the first stage of this chain of destruction, the search-and-rescue vessel "Naji 10", based at Bandar Jask in Hormozgan province and standing ready to respond to mariners' distress calls, was struck. The vessel, which had at all times been the first hope of mariners in emergency situations, was destroyed in the same waters where it had previously patrolled to save human lives.



Figure 1: SAR vessel «Naji 10», following impact and damage.



Figure 2: SAR vessel «Naji 23», following impact and damage.

Shortly afterward, the SAR vessel “Naji 23”, based at Chabahar in Sistan and Baluchestan province, was struck in the same campaign. A hull built to withstand the heavy seas of the Gulf of Oman could not withstand gunfire and shrapnel, and the vessel sank beside its own berth, in the very area it was tasked with protecting. The next target was not a single vessel but the coordination centre for the entire rescue effort: the Maritime Rescue Coordination Centre (MRCC) Bandar Abbas. This attack, heavier and more destructive than those preceding it, devastated the centre’s structure and critical equipment and, according to the Organization, took



Figure 3: MRCC Bandar Abbas, following the reported attack.

the lives of a number of personnel who were at their rescue consoles awaiting the next emergency call at the time of the strike.

In the aftermath of this destruction, calls for peace grew and hostilities subsided for a time, raising hope that the cycle of destruction might have ended. That calm proved to be only a brief pause: as hostilities resumed, the Maritime Rescue Coordination Centre (MRCC) Chabahar was struck with full force and, according to the Organization, was levelled to the ground. A building that had previously stood as a symbol of Iran's readiness in service to mariners was left in ruins.



Figure 4: MRCC Chabahar, prior to the reported attack.



Figure 5: MRCC Chabahar, following direct impact and destruction of the operational section.

The search and rescue vessel "Naji 12", based at Kish Island and, until that moment, fully operational for maintaining safety coverage of an island that hosts thousands of tourists and mariners, was destroyed.

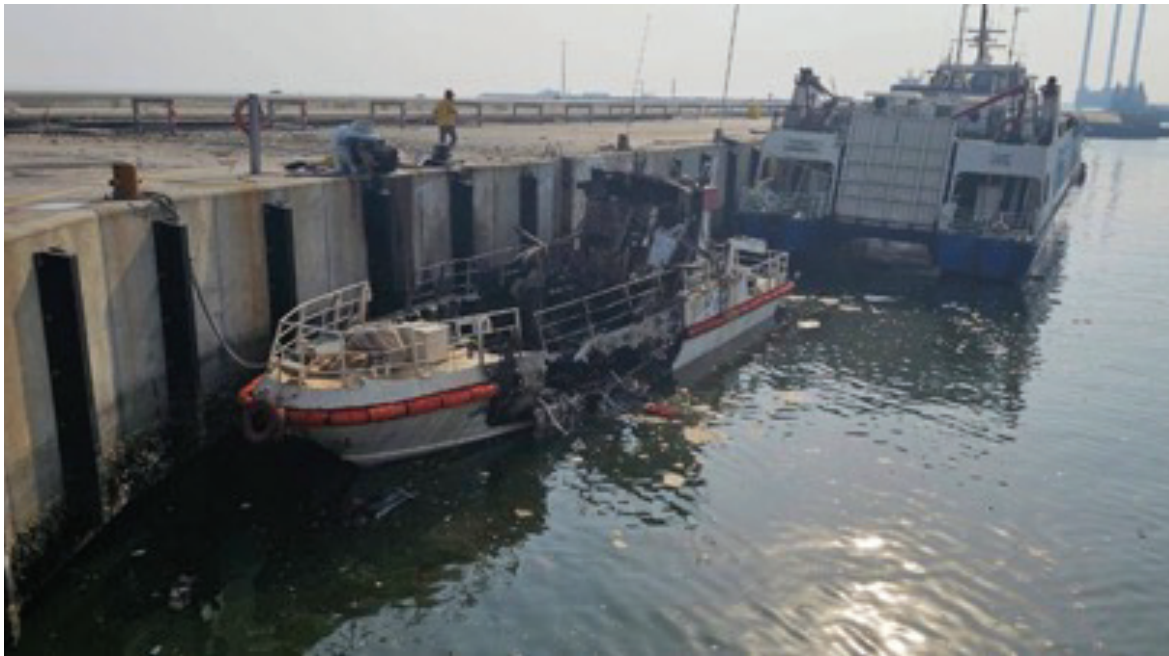


Figure 6: SAR vessel «Naji 12», following impact and damage, alongside the berth.



Annex Illustrative Documentation

The images below are provided by the Ports and Maritime Organization as supplementary illustrative documentation of certain of the damages listed in forth Section (including the VTS network of 14 sites referenced under item 3):





Engine fire on a wooden dhow in the Qeshm area



Hadi 9 and Ramazan Vessels near Chabahar



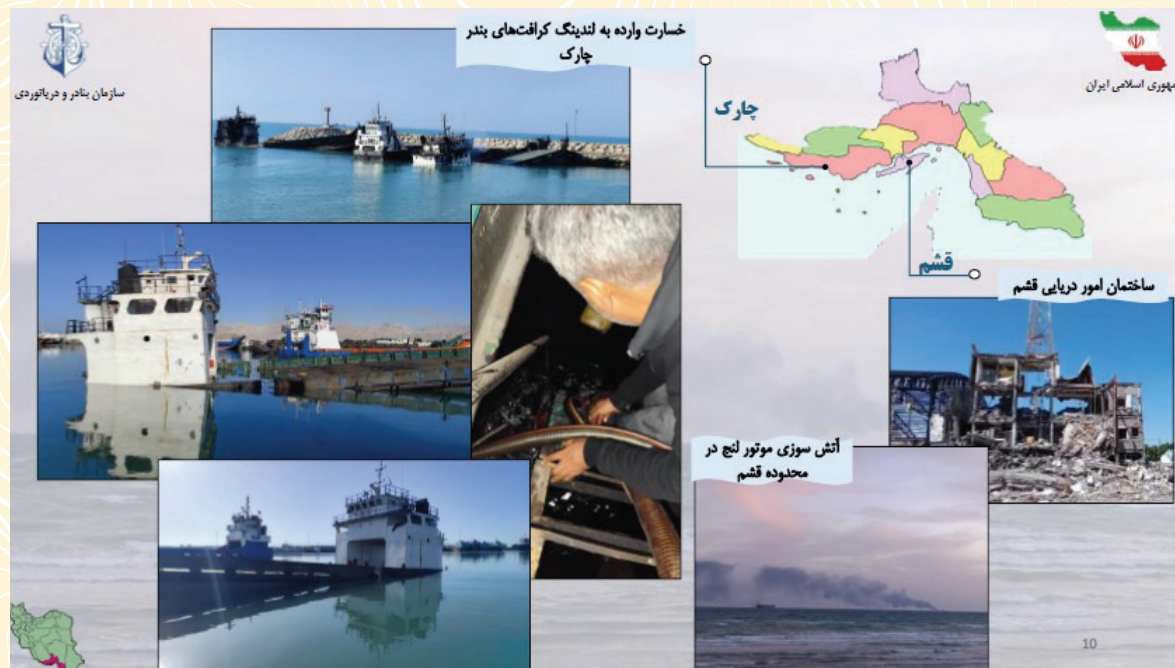
Chabahar port's vessel Traffic Control Tower (stuck on July17,2026)



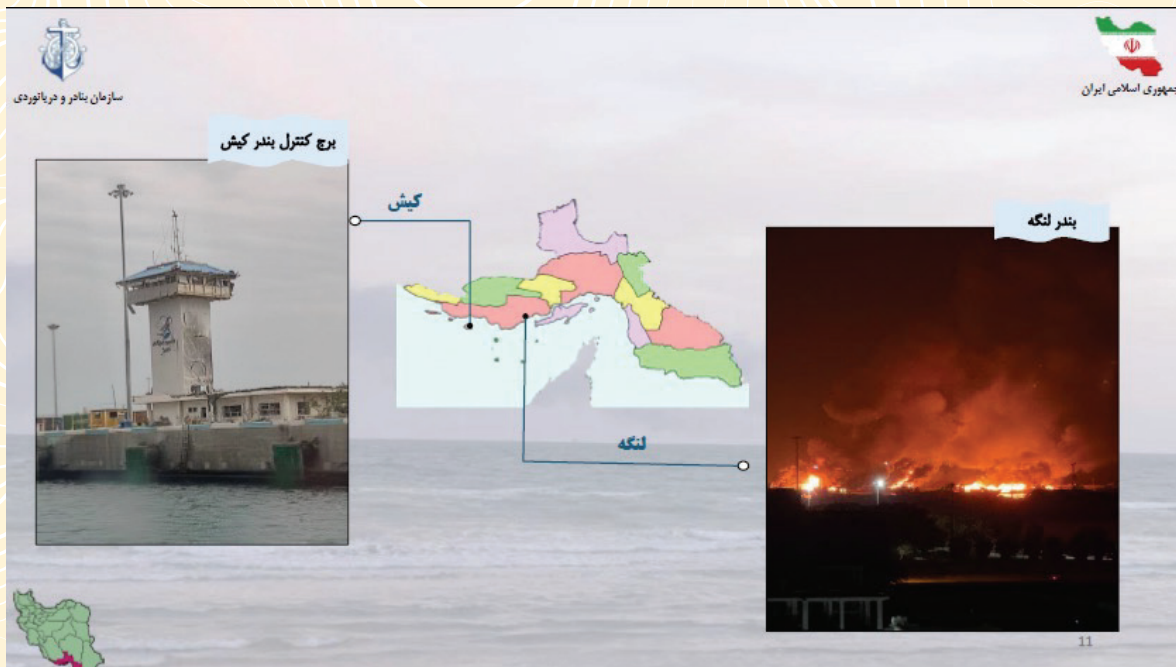
Firefighting at the Maritime Affairs Building and Terminal 2 of Bandar Abbas Port and the Cating fire of 100 fishing dhows in Jask Port



Damage of Vessel named "Borna" in Jask



The damaged inflicted on the Landing Craft at Charak Port, Charak Port Maritime Affairs Building following impact and damage



Kish Port Control Tower and Bandar Lengeh, following impact and damage



Safir110 Landing Craft 2500 ton at Khorramshahr City and The passenger vessel "Permisa" at Kharg Island



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