

Middle East Maritime & Port Situation Report

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1) Purpose and Scope

This report provides an overview of:

- The current navigational and airspace situation in the wider Middle East.
- The status of key ports and terminals in the region.
- The latest operational measures, booking suspensions, and surcharges announced by major container and RORO lines.

The information is compiled from official shipping line customer advisories issued between 1–3 March 2026 and a consolidated Middle East Port Advisory dated 4 March 2026.

2) Regional Navigational & Airspace Situation

- There is no internationally recognized formal legal closure of the Strait of Hormuz at this time. However, Iranian radio warnings, heightened military risk, and company-level directives have led to a sharp reduction in commercial traffic, with most vessels avoiding transit and holding in safe waters.
- Airspace is closed or heavily restricted in most Gulf countries, causing significant disruption to crew changes, air cargo, and sea–air connections.
- Multiple lines have suspended transits into/out of the Arabian/Persian Gulf or are holding vessels at safe anchorages while contingency plans are finalized.

3) Port & Airspace Status – Summary by Country

(Source: Inchcape Shipping Services Middle East Port Advisory – 04/03/2026)

United Arab Emirates

- **Port status:** All UAE ports remain fully operational. However, authorities have issued Navigational Warning No. 01/2026 regarding intermittent GPS spoofing and signal jamming reported offshore Fujairah, which may affect positional accuracy and ECDIS navigation systems. Mariners are advised to treat the area as high risk for navigation reliability.
- **ISPS:** Ruwais petroleum port at Level 2; all other ports at Level 1.

- Authorities have issued navigational warnings regarding GPS spoofing and signal jamming offshore Fujairah, which may affect vessel positional accuracy and ECDIS navigation systems.
- **Airspace:** remains largely restricted, with limited repatriation flights operating..
- **Crew change:** Possible in several ports but limited to hotel–port movements; some restrictions in Abu Dhabi.

Kuwait

- **Port status:** Fully operational.
- **ISPS:** Shuwaikh at Level 2; others Level 1.
- **Key note:** All container vessels bound for Shuaiba must discharge at Shuwaikh (draft ≤ 9.6 m); manifests are automatically transferred.
- **Airspace:** Closed; limited crew change with prior approval.

Oman

- **Port status:** Partially restricted.
 - Suspended: Port of Duqm, Asyad Drydock – Duqm, Port of Salalah (General Cargo Terminal).
 - Operating normally: Sohar, Sultan Qaboos, Muscat, Mina Al Fahal, Salalah CT, Qalhat LNG, OMIFCO (Sur).
- **Airspace:** Open, but some international routes cancelled.
- **ISPS:** Level 1.

Saudi Arabia

- **Port status:** Fully operational; incident at Ras Tanura was contained; port remained operational.
- **ISPS:** Level 1.
- **Airspace:** Open domestically; flights to certain high-risk destinations and some Gulf countries suspended.

Bahrain

- **Port status:** Operations temporarily suspended, including pilotage.
- **ISPS:** Level 1.
- **Airspace:** Closed.
- **Crew change:** Not possible.

Qatar

- **Port status:** Fully operational; authorities directed ports and freight forwarders to maintain normal operations and cargo flow.
- **ISPS:** Level 1 with heightened caution.
- **Airspace:** Closed; all air travel suspended.

- **Operational notes:**
 - GPS signal degradation in Mesaieed; mandatory pilotage at night.
 - Offshore terminals (Al Shaheen, Halul) operational.
 - Crew change only possible for crew already in-country; new seamen's visas on hold at most ports.

Egypt

- **Port status:** Fully operational.
- **ISPS:** Level 1.
- **Airspace:** Open; however, EGYPTAIR has suspended flights from Cairo to numerous Gulf and regional cities, including Amman.

Jordan

- **Port status:** Fully operational; Aqaba Port operating normally (terminals, marine services, cargo handling and gates functioning without disruption).
- **ISPS:** Level 1.
- **Airspace:** Open for all arrivals, departures and transit flights.
- **Security:** Jordan remains stable; precautionary public-awareness guidance only.

Iraq

- **Port status:** Fully operational (**Umm Qasr**).
- **ISPS:** Level 1.
- **Airspace:** Open.
- **Crew change:** Possible, with visa delays.

4) Container Liner Operations – Current Measures

COSCO Shipping Lines

- Vessels already inside the Gulf: instructed, after completing safe operations, to proceed to safe waters to hover/anchor.
- Vessels destined for the Gulf: instructed to prioritise navigational safety, including speed reductions, proceeding to safe waters, or awaiting further instructions at sheltered anchorages.
- Contingency plans under evaluation, including alternative discharge ports where required.

Hapag-Lloyd

- Hapag-Lloyd has announced a booking suspension with immediate effect for all cargo types to and from the Upper Gulf region, covering shipments involving the following countries: United Arab Emirates, Iraq, Kuwait, Qatar, Bahrain, Oman (Sohar), Saudi Arabia (Dammam and Jubail), and Yemen.
- **Suspension of Vessel Transits via Strait of Hormuz**

- All vessel transits through the waterway suspended until further notice.
- Gulf port services subject to delays, rerouting and schedule changes.
- **General Operational Update – Arabian Gulf**
 - Impacted countries: UAE, Saudi Arabia, Kuwait, Qatar, Bahrain, Iraq, Oman.
 - Measures:
 - Vessels may be held in safe waters.
 - No alternative discharge ports designated yet.
 - Reefer cargo from India into affected ports not accepted.
 - Booking restrictions on reefer and Intra-Middle East trades.
 - All bookings subject to War Risk Surcharge (WRS); additional surcharges possible (including for Jeddah).
- **War Risk Surcharge (WRS) – Upper Gulf/Arabian/Persian Gulf**
 - USD 1,500 per TEU for dry.
 - USD 3,500 per container for reefers and special equipment.
 - Applies to bookings to/from Iraq, Bahrain, Kuwait, Qatar, Oman, UAE, and Saudi Arabia (Dammam & Jubail), including cargo already afloat (outside FMC scope immediate; FMC trade from 1 April 2026).
- **Contingency Surcharge (CSU) – Red Sea Trades**
 - Between Red Sea and:
 - Europe & North Africa
 - Africa
 - Latin America
 - Level: USD 1,500 per TEU dry; USD 3,500 per reefer/special (EUR amounts specified for some corridors).
 - Effective 3 March 2026 until further notice.

Maersk

- **Suspension of cargo types:**
 - Reefer and dangerous/special cargo in and out of UAE, Oman, Iraq, Kuwait, Qatar, Bahrain, Saudi Arabia and Jordan.
- **Suspension of new bookings:**
 - Between India Subcontinent (India, Pakistan, Bangladesh, Sri Lanka) and Upper Gulf markets (UAE, Bahrain, Qatar, Iraq, Kuwait, Saudi Arabia – Dammam & Jubail).
- **Air update:** Widespread airspace closures (UAE, Qatar, Bahrain, Kuwait, Iraq, Iran) impacting sea–air and air cargo operations.

- **Landside services:** Trucking, rail, warehousing remain operational but subject to border congestion, customs delays and variable transit times.
- Existing bookings: managed case-by-case; customers encouraged to explore alternative gateways and inland routing.

CMA CGM

- **Dangerous Goods Suspension**
 - DG/Hazardous bookings suspended to/from: Iraq, Bahrain, Kuwait, Yemen, Qatar, Oman, UAE, Saudi Arabia, Jordan, Egypt (Sokhna), Djibouti, Sudan, Eritrea.
- **Reefer Suspension**
 - All reefer bookings suspended for the same countries as above.
- **Emergency Conflict Surcharge (ECS)**
 - USD 2,000 per 20' dry
 - USD 3,000 per 40' dry
 - USD 4,000 per reefer/special
 - Scope: From/to Iraq, Bahrain, Kuwait, Yemen, Qatar, Oman, UAE, Saudi Arabia, Jordan, Egypt (Sokhna), Djibouti, Sudan, Eritrea.
 - Applies to bookings issued on/after 2 March 2026, including cargo not yet shipped and cargo already afloat.
- **Suspension of All Bookings – Selected Countries**
 - All bookings suspended (all cargo types) for:
 - Bahrain (all ports)
 - Kuwait (all ports)
 - Qatar (all ports)
 - UAE (all ports except Fujairah and Khor Fakkān)
 - Saudi Arabia (all ports except Jeddah, King Abdullah Port, Yanbu, NEOM)
 - Iraq (Umm Qasr)
- **Emergency Operational Measures:**
 - CMA CGM has announced emergency operational measures affecting shipments to and from several Middle East countries due to the evolving security situation in the region. The measures apply to cargo involving the following locations:
 - Iraq (Port of Umm Qasr)
 - Bahrain
 - Kuwait
 - Yemen
 - Qatar

- Oman
- United Arab Emirates
- Saudi Arabia
- CMA CGM indicated that vessels may be diverted to contingency ports in accordance with Clause 10 of the CMA CGM Bill of Lading, under applicable Force Majeure provisions.
- Customers may choose among the following options:
 - Delivery at the contingency port, where the Bill of Lading will be considered accomplished.
 - Inland delivery by road or rail to an alternative location subject to commercial agreement.
- Change of Destination (COD) to another port depending on service availability.
- All related operational costs, including handling, detention, demurrage, storage and inland transportation, will be borne by the cargo interests.

MSC – Mediterranean Shipping Company

- All bookings for worldwide cargo into the Middle East region suspended until further notice.
- MSC has issued a formal End of Voyage declaration for all shipments currently under MSC custody and destined for Arabian Gulf ports. The declaration applies to:
 - cargo already loaded on vessels
 - cargo currently located ashore under MSC control,
 - empty containers already released for export stuffing.
- Under this measure:
 - All affected shipments will be diverted to the next safe port of discharge.
 - Cargo will be discharged and made available to customers for local recovery at that port.
- MSC has announced that a mandatory deviation surcharge of USD 800 per container will apply to all affected shipments to cover deviation costs.
- All additional discharge-related expenses, including handling, storage, and associated terminal charges, will be borne by cargo interests in accordance with MSC Sea Waybill / Bill of Lading Terms and Conditions (Clause 13 – Special Circumstances).
- Customers wishing to forward cargo to alternative destinations must arrange new bookings through MSC agency channels.

Evergreen Marine Corporation

- All services remain operational, but with:
 - Continuous risk assessments and adjusted voyage plans.
 - Flexible routing and speed adjustments.

- Close coordination with authorities, insurers, and alliance partners.
- Prepared contingency plans and possible alternative port arrangements.

Ocean Network Express (ONE)

- Temporary suspension of new bookings to/from the Persian Gulf (all cargo).
- Ocean Network Express has issued an advisory confirming that vessels are currently unable to safely transit the Strait of Hormuz, significantly disrupting service flows across Middle East corridors. As a result, ONE has implemented contingency measures including:
 - Discharge of containers at nearby safe ports
 - Change of Destination (COD) or Ship back arrangements
 - Possible voyage termination at safe ports
- An Emergency Surcharge (EMS) has been introduced to cover operational constraints.
- Surcharge levels:
 - 20' Dry USD 1,200
 - 40' / 45' Dry or HC USD 2,400
 - 20' Reefer / Special / Hazardous USD 2,200
 - 40' Reefer / Special / Hazardous USD 3,400
- The surcharge applies to shipments involving:
 - Iraq
 - Bahrain
 - Kuwait
 - Qatar
 - Oman
 - United Arab Emirates
 - Saudi Arabia (Dammam)
- Effective 4 March 2026 until further notice.

Yang Ming

- Operations on some Middle East services/ports impacted; cargo acceptance suspended on affected services.
- Existing bookings may see delays and rerouting; updates provided as operations resume.

Emirates Shipping Line (ESL)

- **Operational Measures**
 - Vessels holding in safe positions inside/outside the Gulf pending contingency plans.

- Specific vessels (Hella, ESL Wafa, Bright, ASL Nanjing, ESL Sana) either sheltering inside the Gulf or stationed outside the Strait, with alternative port options under review.
- **Middle East & Red Sea General Rate Increase (GRI)**
 - Scope: All cargo to/from UAE, Saudi Arabia, Oman, Iraq, Bahrain, Kuwait, Qatar, Egypt, Jordan.
 - Quantum:
 - USD 2,000 per 20' / USD 3,500 per 40' – dry.
 - USD 2,500 per 20' / USD 4,000 per 40' – reefer/special.
- **Emergency Cost Recovery Charge (ECRC)**
 - Same country scope as the GRI.
 - Same quantum (USD 2,000 / 3,500 dry; USD 2,500 / 4,000 reefer/special).
 - Applies to cargo already afloat and yet to be discharged from 3 March 2026 onward.

Regional Container Lines (RCL)

- Temporary suspension of new bookings for cargo to Middle East/Persian Gulf destinations.
- Existing shipments may face delays and schedule changes.

SeaLead

- All transits through the Strait of Hormuz halted.
- Vessels inside or bound for the Gulf instructed to move to safe shelter.
- Services to Gulf ports experiencing significant delays, rerouting, and schedule adjustments.
- Assessing alternative discharge ports in line with Bill of Lading terms.

China United Lines (CUL)

- Continues to accept bookings for the Red Sea and Eastern Mediterranean.
- Gulf services rely on slot purchases on other operators and therefore follow those operators' decisions.
- Has introduced war risk surcharges of USD 2,000–3,000 per TEU for Red Sea cargo, with base rates rising to USD 5,000–7,000 per TEU (Lloyd's List).

Arkas Line

- Arkas Line has announced the implementation of an Emergency War Risk Surcharge (EWRS) due to heightened geopolitical tensions.
- Scope: All cargo moving to and from the Red Sea
- Surcharge levels:

- Saudi Arabia and Jordan USD 2,000 per 20' container / USD 3,000 per 40' Dry / HC container
- Djibouti and Sudan USD 2,500 per 20' container / USD 5,000 per 40' Dry / HC container
- The surcharge applies to:
 - cargo already at sea
 - cargo not yet shipped
 - bookings issued on or after 3 March 2026

Akkon Lines

- Akkon Lines has introduced an Emergency Conflict Surcharge (ECS) applicable to cargo moving to and from:
 - Jordan
 - Saudi Arabia
 - Djibouti
 - Sudan
- Surcharge levels: USD 2,000 per 20' container / USD 3,000 per 40' container / USD 4,000 per 40' reefer container
- The surcharge is effective 3 March 2026 and applies to all new bookings.

Turkon Line

- Turkon Line has implemented an Emergency War Risk Surcharge (EWRS) for shipments to and from Red Sea ports, specifically:
 - Saudi Arabia
 - Jordan
- Rates: USD 2,000 per 20' container / USD 3,000 per 40' / 45' container / USD 3,500 per reefer or special equipment
- The surcharge applies to:
 - bookings created on or after 3 March 2026
 - cargo already on water but not yet discharged
 - cargo not yet loaded.

Global Feeder Shipping

- Global Feeder Shipping has implemented an Emergency Conflict Risk Surcharge based on navigational risk zones.
- Rates:
 - USD 1,500 per TEU for shipments requiring transit through the Strait of Hormuz
 - USD 2,000 per TEU for shipments requiring transit through Bab el-Mandeb

- The surcharge applies immediately to all new and existing bookings destined for the region.

5) Ro-Ro Carriers and Terminals

Hyundai Glovis / Stena Glovis

- Temporary suspension of Europe–Middle East Ro-Ro service due to the escalating conflict.
- Vessels Glovis Stella and Grand Mercury will not load Middle East cargo.
- Glovis Spring, currently en route with ETA 29 March near the Gulf entrance, will discharge Middle East cargo at an alternative transshipment port to be nominated later.

MOL – Pure Car Carrier (PCC) Operations

- MOL has suspended all transits through the Strait of Hormuz and instructed vessels to remain in safe areas.

ICO Terminal – Bremerhaven

- ICO (vehicle terminal) has announced that, due to multiple shipping lines stopping Middle East shipments and congestion, the terminal will stop accepting all Middle East-bound cargo immediately.
- Customers are requested not to deliver any Middle East cargo to Bremerhaven until operations can resume; storage charges for any delivered cargo would be on account of the cargo.
- Departures for Aqaba and Jeddah have not been suspended at this time but are being closely monitored.

6) Key Commercial Measures – Surcharges & Rate Actions

Across multiple carriers, the following patterns are now in effect:

- **War Risk Surcharges (WRS):**
 - Hapag-Lloyd: up to USD 1,500/TEU dry, USD 3,500/reefer/special for Upper Gulf/Arabian/Persian Gulf and some US–Gulf trades.
 - Other lines (e.g. China United Lines) applying war risk surcharges in the range of USD 2,000–3,000 per TEU on Red Sea corridors.
- **Emergency / Conflict / Contingency Surcharges:**
 - CMA CGM: Emergency Conflict Surcharge (ECS) across a broad regional scope (incl. Jordan and Sokhna) for all cargo and equipment types.
 - Hapag-Lloyd: Contingency Surcharges (CSU) on Red Sea routes connecting to Europe, North Africa, and Latin America.
 - ESL: GRI + Emergency Cost Recovery Charge for all cargo to/from Gulf states plus Egypt and Jordan, both for new bookings and cargo already on water.

- Customers should expect higher all-in freight levels for shipments touching the Red Sea, Arabian Gulf and connected trades, with surcharges applied in addition to existing ocean tariffs and bunker/security/terminal charges.

7) Implications for Jordanian Customers:

- **Aqaba Port remains fully operational** with no restrictions on cargo handling. However:
 - Feeder and mainline schedules via regional hubs may be severely disrupted.
 - Equipment availability (especially reefers and special equipment) may tighten due to regional booking suspensions.
 - War risk and emergency surcharges on many corridors including to/from Jordan are now in place.
- **Ro-Ro and vehicle trades** are particularly impacted by:
 - Suspension of Hyundai Glovis Europe–Middle East sailings.
 - MOL cancelation or diversion of calls in the Gulf.
 - ICO Bremerhaven’s decision to stop accepting Middle East cargo, with Aqaba and Jeddah departures under monitoring.

8) Closing Note

The situation remains highly fluid, with security conditions and operational decisions evolving daily. Most lines are prioritizing safety and are prepared to invoke their Bill of Lading clauses for route changes, alternative discharge ports, and schedule adjustments.

The Jordan Shipping Association will continue to collect official port updates and shipping line advisories and will issue further circulars as necessary.