



Developments in the Maritime Situation in the Middle East Amid Military Escalation and the Closure of Vital Maritime and Air Corridors

Date: 12 March 2026

First: Purpose of the Report

This report aims to provide a comprehensive and updated overview of:

- The maritime and security situation in the regional and international waters surrounding the Arabian Gulf and the Red Sea.
- The operational status of the main ports and vessel movements across the countries of the region.
- The latest operational decisions issued by major container shipping lines and Roll-on/Roll-off (RORO) vehicle carriers, including booking suspensions, the imposition of additional surcharges, and war-risk related charges.

The information contained in this report has been compiled from Customer Advisories issued between **1 – 11 March 2026**, as well as the **Middle East Port Status Report issued by Inchcape Shipping Services on 11 March 2026**.

Second: Maritime and Air Situation in the Region

The number of vessels stranded in the Arabian Gulf within the Strait of Hormuz: 137 container ships, 150 oil tankers, and 35 bulk cargo ships **(updated)**

Number of vessels (Containers, Dry Bulk, RoRo, G.C., Tanker) that transited the Strait of Hormuz from 1 March to 8 March: 51 vessels, compared to 737 vessels during the same period last year **(updated)**

The **Strait of Hormuz has been declared closed**, according to the announcement by the **Islamic Revolutionary Guard Corps**, which stated that any vessel attempting to transit the strait will be targeted.

Airspace across most Gulf countries is **closed or heavily restricted**. According to **FlightRadar24 data**, approximately **11,000 flights scheduled to depart from major airports in ten Middle Eastern countries have been cancelled** since the beginning of the conflict on **28 February 2026**.

Several shipping lines have **suspended transits to and from the Arabian Gulf**, repositioned vessels to **safe anchorage areas**, or **fully suspended acceptance of new bookings** for certain ports and countries.

Third: Port and Airspace Status by Country

(Based on the Middle East Port Status Report issued by Inchcape Shipping Services on 8 March 2026)

United Arab Emirates

Port Status: All terminal operations at **Jebel Ali Port, Hamriya Port, and Sharjah Port** are functioning normally.



With regard to the ports of Fujairah and Khor Fakkan: Operations at the Fujairah Oil Tanker Terminal have resumed (update). At the ADNOC Single Point Mooring (SPM) terminal, there are currently no vessels alongside the moorings; however, several vessels are waiting at anchorage for cargo operations to commence, which may take place tonight or tomorrow (update). De-slopping operations, bunkering services, and husbandry/logistical services are proceeding smoothly without any notable delays or disruptions (update).

Murban crude loading operations continue without interruption at the ADNOC SPM terminal (update).

Ras Al Khaimah ports remain open and are operating normally.

Oil ports in Ruwais and Abu Dhabi are operating normally. Abu Dhabi Ports also confirmed that all UAE ports operated and managed by AD Ports Group are fully open and functioning as usual (update)

Temporary customs clearance measure: A temporary procedure has been implemented to facilitate customs clearance for shipments destined for **Jebel Ali Port** or **Abu Dhabi ports** via the ports of **Fujairah** and **Khor Fakkan**. Under this measure, containers are permitted to be transported directly by land to **Jebel Ali**, designated free zones, or **Abu Dhabi** without the need to follow the traditional customs clearance procedures, with the aim of enhancing operational efficiency and streamlining logistics processes (update).

ISPS Security Level

- Ruwais Oil Port: **Level 2**
- All other ports: **Level 1**

Airspace: Airport operations have partially resumed, with a limited number of flights operating from:

- Dubai International Airport
- Al Maktoum International Airport

Kuwait

Port Status: Port operations are functioning normally.

ISPS Security Level

- Shuwaikh Port: **Level 2**
- Shuaiba Port: **Level 2 (update).**

Airspace: Airspace is **temporarily closed**.

Oman

Port Status: The following ports are operating normally: **Port Sultan Qaboos – Muscat, Mina Al Fahal Port, Port of Sohar, Qalhat Liquefied Natural Gas Terminal, OMIFCO Terminal – Sur, Port of Salalah, Port of Duqm, Asyad Drydock – Duqm**



Port of Salalah: Operations at both the Container Terminal (CT) and the General Cargo Terminal (GCT) have been suspended. **(Update)**

Special Notice – Port of Duqm

Vessels calling the Port of Duqm must submit an **official letter confirming that no dangerous goods are carried on board.**

If dangerous cargo is present, the type of cargo must be specified in detail, and the vessel must **await approval from the Ministry before entering Omani territorial waters.**

Notice from Mina Al Fahal Terminal (Crude Oil Loading Facility)

All vessels scheduled to berth must ensure that their **Doppler Log system is fully operational.**

This precautionary requirement has been introduced due to continued **Global Positioning System signal interference in the area.**

Vessels with non-functional Doppler Log equipment will **not be permitted to berth for safety reasons.**

Airspace: Airspace remains **open**, although some international flight routes have been suspended.

ISPS Security Level: Level 1

Saudi Arabia

Port Status: No alerts or warnings have been issued by local port authorities. All port operations are functioning at **full capacity.**

ISPS Security Level: Level 1

Airspace: Saudi Arabia's national carrier has confirmed the suspension of flights to: **Bahrain, Kuwait, Amman, Dubai, Abu Dhabi, Doha, Russia, Peshawar**

Bahrain

Port Status

Vessel movements have **gradually resumed**; however operations remain limited due to **restricted availability of marine pilots.**

The operations of the national energy company Bapco Energies have been affected following the targeting of its refinery complex, prompting the company to issue an official force majeure notice. **(Update)**

ISPS Security Level

Level 1



Airspace

Airspace remains **closed**.

Crew Changes: Crew changes are **currently not possible**.

Qatar

Port Status: The following ports are operating normally: Hamad Port, Doha Port, Al Ruwais Port

Al Ruwais Port is restricted to **small craft only**, including dhows and barges.

Port operations at: Mesaieed Port, Ras Laffan Port are ongoing. However, **Qatar Energy has ceased production of Liquefied Natural Gas and associated products**.

Operations at the following facilities have been **suspended until further notice**:

- Al Shaheen Terminal
- Halul Island Terminal

The Ministry of Transport has stated that, in order to maintain supply chain continuity, shipping lines may route **raw materials and consumer goods destined for Hamad Port through designated alternative ports in Oman and the United Arab Emirates**, provided that maritime agencies coordinate with the relevant port authorities and notify the Ministry.

ISPS Security Level

Level 1, with heightened vigilance requested for all vessels.

Airspace

Following temporary authorization from the Qatar Civil Aviation Authority for partial resumption of air traffic, **Hamad International Airport will operate a limited number of repatriation flights for stranded passengers**.

• **Recommendations to Secure Supply Chains:** The Ministry of Transport has advised that, in order to maintain the continuity of supply chains, shipping companies may direct raw materials and consumer goods destined for Hamad Port through designated alternative ports in Oman and the UAE. Maritime agencies must coordinate with the relevant port authorities and notify the Ministry accordingly.

Primary alternatives: Sohar Port, Salalah Port, Duqm Port.

Secondary alternatives: Fujairah Port, Khor Fakkan Port. **(Update)**

Egypt

Port Status: All ports are operating normally.

ISPS Security Level: Level 1

Airspace: Airspace remains **open**, and **EgyptAir** has begun operating several flights to and from Gulf countries.

Jordan

Port Status: Port of Aqaba and all port facilities are operating normally, including container terminals, marine services, cargo handling, and gate movements. As of Wednesday, 11/03/2026, a total of 12 vessels are berthed at Aqaba ports (cars, oil, gas, general cargo, barley, sulfur, passengers, potash, containers, and livestock), while 5 vessels are waiting in the territorial waters. Four additional vessels (sheep, oil, gas, and wheat) are expected to arrive on 12/03/2026. Additionally, 8 vessels departed yesterday. **(Update)**

From March 1, 2026 to March 10, 2026, 98 ships docked at the ports of Aqaba, according to a report issued by the Aqaba Development Company. These included: (update).

PORT	# of Berthed Vessels	Type of Cargo	Cargo Throughput	Expected Vessels (Next 7 Days)
Containers Port	15	Containers	22,058 TEUs	12
Industrial Port	13	Potash, Sulfur, Ammonia, Fertilizer, Phosphoric Acid	289,492 Tons	5
Phosphate Port	2	Phosphate	63,500 Tons	2
Oil Port	3	Crude Oil, Gasoline, Potassium Hydroxide	168,000 Tons	4
LPG Terminal	3	Liquefied Petroleum Gas	28,400 Tons	2
New Aqaba Port	15	Wheat, Steel Coils, Compressed Wood, Ammonium Nitrate, Coal, Livestock, Barley	138,229 Tons	5
Sheikh Sabah LNG Terminal	1	Liquefied Natural Gas	67,660 Tons	1
Passenger Terminal	44	Passengers + Various Food Supplies	10,924 Passengers + 52,124 Tons	28
Cruise Ship Port	2	Ro-Ro Vehicles – Trailers	5,300 Vehicles	-



ISPS Security Level: Level 1

Airspace: Airspace is **fully open**.

Flights to the following countries remain suspended due to airspace closures in those countries: Syria, Iraq, United Arab Emirates, Bahrain, Kuwait, Qatar

Royal Jordanian Airlines advises passengers to **verify flight status online before traveling to the airport**, as schedules may change on short notice.

Security Situation

Jordan remains **stable**, with authorities issuing only general public awareness guidance and **no internal security incidents reported**.

Iraq

Port Status: Umm Qasr Port is operating normally with **no reported damage or official restrictions**.

Basra Oil Terminal: The terminal has requested a **one hundred percent production reduction from South Rumaila oil field** due to a shortage of available oil tankers resulting from the reluctance of tankers to enter the Arabian Gulf basin and the full capacity of onshore storage facilities.

Crude oil exports will be **halted after completion of loading operations for the two vessels currently alongside**.

ISPS Security Level: Level 1

Airspace: Airspace remains **open**.

Crew Changes: Crew changes are **available**, although visa issuance is experiencing delays

Fourth: Actions Taken by Major Container Shipping Lines

COSCO Shipping Lines

Suspension of all **new bookings from worldwide origins to the following destinations:**

United Arab Emirates (except Khor Fakkan and Fujairah), Qatar, Bahrain, Iraq, Kingdom of Saudi Arabia (except Jeddah), Kuwait

Suspension of **all new bookings from the above countries to all global destinations**.

Far East – Red Sea Service serving **Jeddah, Sokhna, and Aqaba** continues operating on a **weekly or near-weekly basis**.

Hapag-Lloyd



Emergency Fuel Surcharge (EFS): This additional surcharge will apply to all sea voyages commencing on or after **23 March 2026**, except for shipments falling under the jurisdiction of the **United States FMC**. The surcharge will be borne by the **Sea Freight Payer**. For shipments within the scope of the **FMC in the United States**, the **Emergency Fuel Surcharge (EFS)** will be applied starting **8 April 2026**, and only to cargo **gated-in at the port on or after that date (Update)**

Direction	Direction	PER TEU DRY	PER TEU REEFER
Long Haul	Front Hauls	160 USD	225 USD
Long Haul	Back Hauls	70 USD	100 USD
Intra Regional		70 USD	100 USD

Immediate suspension of **all cargo bookings to and from the Arabian Gulf region**.

Emergency measures will apply to shipments currently in transit to and from the following countries: United Arab Emirates, Kingdom of Saudi Arabia (except Jeddah), Kuwait, Qatar, Bahrain, Iraq, Oman (except Salalah), Yemen

Suspension of Vessel Transit through the Strait of Hormuz

- Vessel transit through the Strait of Hormuz has been suspended until further notice.
- Port services within the Gulf region may experience:
 - Operational delays
 - Route diversions
 - Adjustments to sailing schedules

General Operational Update for the Arabian Gulf Region

Affected countries include: United Arab Emirates, Saudi Arabia, Kuwait, Qatar, Bahrain, Iraq, Oman

Operational impacts include:

- Vessels being held in **safe anchorage areas** until the security situation improves.
- Schedule disruptions including **port rotation changes and transit time modifications**.
- Possible **diversion to alternative emergency ports** depending on operational and security considerations.
- Continued application of **War Risk Surcharge**, with possible additional surcharges applied to certain ports.

Any operational adjustments will be implemented according to **Hapag-Lloyd Bill of Lading Terms and Conditions**, particularly **Clause 17 regarding matters affecting performance**, where applicable.

War Risk Surcharge for Upper Gulf and Arabian Gulf, Effective 3 March 2026 until further notice

AREA	PER TEU DRY	PER REF CTR
Iraq, Bahrain, Kuwait, Qatar, Oman, United Arab Emirates, Saudi Arabia (Dammam and Jubail)	1500 USD	3500 USD

This surcharge applies to:

- Previously confirmed bookings that have not yet been shipped
- Shipments already on board vessels (Afloat)

Contingency Surcharge Effective 3 March 2026 until further notice

AREA	PER TEU DRY	PER REF CTR
Red Sea to Europe and North Africa	1500 USD	3500 USD
Red Sea to Africa	1500 USD	3500 USD
Red Sea to Latin America	1500 USD	3500 USD

Maersk

Temporary Emergency Bunker Surcharge (EBS): A temporary **Emergency Bunker Surcharge (EBS)** will be implemented **globally without any exceptions** starting **25 March 2026 (price calculation date)**, subject to obtaining the necessary regulatory approvals. The surcharge will be **reviewed every 14 days** and may be **adjusted upward or downward as required**, depending on **fuel availability, cost, and fuel mix (Update)**.

EBS DRY+ Special Equipment + NOR

Scope	Direction	20 CTR DRY	40/45 DRY
All Long Haul	Head Haul	200 USD	400 USD
All Long Haul	Back Haul	100 USD	200 USD
Intra Trade	All Directions	100 USD	200 USD

EBS REEF

Scope	Direction	20 CTR RF	40 RF
All Long Haul	Head Haul	300 USD	600 USD
All Long Haul	Back Haul	150 USD	300 USD
Intra Trade	All Directions	150 USD	300 USD

Refrigerated Containers

All bookings suspended to and from: United Arab Emirates, Oman, Iraq, Kuwait, Jordan, Qatar, Bahrain, Saudi Arabia

Limited exceptions include:



- Transshipment via **Salalah** for shipments destined to **non Upper Gulf countries**
- Shipments between non Upper Gulf countries (for example shipments from Seychelles to Turkey via Salalah)

Dangerous Goods Cargo

All bookings suspended to and from: United Arab Emirates, Oman, Iraq, Kuwait, Qatar, Bahrain, Jordan, Saudi Arabia

Limited exceptions remain similar to those mentioned above.

For **dangerous goods shipments to Israel**, suspension applies only to **specific United Nations numbers**.

Other Cargo Types

Bookings suspended to and from: United Arab Emirates, Iraq, Kuwait, Qatar, Saudi Arabia (Dammam and Jubail), Oman (Sohar), Bahrain

However, the following cargo categories remain accepted:

- Essential food supplies
- Medicines
- Critical goods

Bookings remain accepted for: Saudi Arabia (Jeddah and King Abdullah Port), Jordan, Oman (Salalah), Lebanon, Israel

Emergency Freight Rate

Container Type	Rate
20 CTR	2000 USD
40 CTR	3000 USD
REEFER & SP EQ	3800 USD

Operational Notes

Completion of Planned Voyage with Temporary Storage

- Emergency freight rate for the Strait of Hormuz covers **14 days of storage during transit**.

After this period, storage fees will be charged at: **25 United States Dollars per Twenty Foot Equivalent Unit per day**

Additional charges may include:

- Reefer monitoring fees
- Power plug-in charges

Invoices will be issued **every two weeks**.



Cargo may be placed in **long term storage at a port selected by Maersk** until onward transportation can resume safely.

Maersk reserves the **right to declare termination of voyage if the situation persists**.

Return to Origin

Customers must pay:

- Standard Change of Destination charges
- Additional freight costs

This option is subject to **operational feasibility and acceptance**.

Change of Destination

Customers must also pay:

- Standard Change of Destination charges
- Additional freight costs

Subject to operational feasibility.

CMA CGM

Emergency Fuel Surcharge Effective 23 March 2026 (date of shipment)

Direction	PER TEU DRY	PER TEU REEFER
ALL Long Haul Services - Head Hauls	150 USD	180 USD
ALL Long Haul Services - Back Hauls	75 USD	90 USD
Regional Services	75 USD	90 USD

Booking Suspension

All bookings suspended for: Bahrain, Kuwait, Qatar, United Arab Emirates (except Fujairah and Khor Fakkan), Saudi Arabia (except Jeddah, King Abdullah Port, Yanbu and NEOM), Iraq (Umm Qasr)

Customers with cargo already on board or ready for loading will receive **individual instructions from local offices**.

Suspension of Dangerous Goods Cargo

Dangerous goods cargo suspended to and from: Iraq, Bahrain, Kuwait, Yemen, Qatar, Oman, United Arab Emirates, Saudi Arabia, Jordan, Egypt (Ain Sokhna), Djibouti, Sudan, Eritrea

Suspension of Refrigerated Cargo

Refrigerated cargo bookings suspended for the same group of countries.

Emergency Conflict Surcharge



Applicable for bookings issued **from 2 March 2026 onward**, including cargo already in transit.

AREA	Container Type	Rate
Iraq, Bahrain, Kuwait, Yemen, Qatar, Oman, UAE, Saudi Arabia, Jordan, Egypt (Ain Sokhna), Djibouti, Sudan, Eritrea	20 CTR	2000 USD
	40 CTR	3000 USD
	REEFER & SP EQ	4000 USD

Emergency Operational Measures

- All vessels inside the Gulf or heading toward it have been directed to **safe zones**.
- Transit through the **Suez Canal has been suspended** until further notice, with vessels rerouted via the **Cape of Good Hope**.

Alternative arrangements available to customers include:

- Collecting cargo at the alternative port
- Transporting cargo inland by road or rail
- Changing the shipment destination to another port

All additional costs will be **borne by the cargo owner**.

MSC – Mediterranean Shipping Company

A total of 283 containers loaded with food supplies are expected to arrive at **Port of Aqaba** on **13 March 2026** aboard the vessel **MSC Julie (Update)**.

All bookings for global shipments destined to the Middle East have been suspended until further notice as a precautionary measure pending improvement in the security situation. However, shipments to the Port of Aqaba will continue via the Cape of Good Hope **(Update)**.

Implementation of an Emergency Fuel Surcharge on all shipments departing from Northern Europe (including the United Kingdom and the Scan Baltic region) destined for the Red Sea and East Africa, effective from 16 March 2026 – Bill of Lading Date (BL Date) and until further notice, as follows:

AREA	PER TEU DRY	PER TEU RF
From Scan Baltic to the Red Sea	50 USD	75 USD
From Scan Baltic to East Africa	75 USD	120 USD
From Northern Europe (including the United Kingdom) to the Red Sea	40 USD	60 USD
From Northern Europe (including the United Kingdom) to East Africa	65 USD	100 USD

Implementation of an Emergency Fuel Surcharge (EFS) on all shipments departing from the Red Sea and East Africa and destined for Northern Europe including the United Kingdom, the Scan Baltic

region, the Western Mediterranean and the Adriatic Sea, effective from 16 March 2026 – BL Date and until further notice, as follows:

AREA	PER TEU DRY	PER TEU RF
From the Red Sea to Northern Europe (including the United Kingdom)	40 USD	50 USD
From the Red Sea to Scan Baltic region	50 USD	75 USD
From the Red Sea to Western Mediterranean and Adriatic Sea	30 USD	40 USD
From the Red Sea to East Africa	40 USD	50 USD
From East Africa to Northern Europe (including the United Kingdom)	70 USD	100 USD
From East Africa to Scan Baltic region	80 USD	120 USD
From East Africa to Western Mediterranean and Adriatic Sea	60 USD	80 USD
From East Africa to the Red Sea	40 USD	50 USD

Implementation of an Emergency Fuel Surcharge (EFS) on all shipments departing from the Mediterranean Sea (including the Western Mediterranean, Adriatic Sea, Eastern Mediterranean, Greece and Turkey) and the Black Sea, destined for the Indian Subcontinent, the Red Sea and East Africa, effective from 16 March 2026 – BL Date and until further notice, as follows:

AREA	PER TEU DRY	PER TEU RF
From the Mediterranean and the Black Sea to the Red Sea	30 USD	50 USD
From the Mediterranean and the Black Sea to East Africa	60 USD	90 USD
From the Mediterranean and the Black Sea to the Indian Subcontinent	40 USD	60 USD

Implementation of End of Voyage procedures for all shipments destined to Arabian Gulf ports currently under the company's custody, whether on board vessels or on land. This decision also includes empty containers that have been delivered for stuffing for export purposes. Accordingly, the following has been decided:

- **Divert shipments to the nearest safe port for discharge.**
- **Discharge the cargo at that port and make it available to customers for local collection.**
- **A mandatory diversion charge of USD 800 per container will be applied to cover deviation costs.**

Cargo will also bear all costs resulting from discharge, such as container handling, storage charges and other operational charges.

This is in accordance with MSC Bill of Lading terms and conditions, specifically **Clause 13** relating to Special Circumstances.

If customers wish to redirect their cargo to another destination, a new transport booking must be arranged through the company's agents.



Evergreen Marine Corporation

Temporary suspension of accepting new bookings for the following countries and ports, whether Ports of Loading (POL) or Ports of Discharge (POD), effective immediately and until further notice:

Bahrain (all ports), Kuwait (all ports), Qatar (all ports), United Arab Emirates (all ports), Kingdom of Saudi Arabia (all ports except Jeddah), Iraq (Umm Qasr Port)

For cargo currently in transit or previously confirmed bookings, the company will contact the concerned customers to coordinate appropriate arrangements.

Emergency Conflict Surcharge: An **Emergency Conflict Surcharge** has been imposed to cover **additional operational expenses (Update)**.

Ocean Network Express (ONE)

Emergency Fuel Surcharge (EFS): The Emergency Fuel Surcharge (EFS) will be applied to trades not regulated by the Federal Maritime Commission (FMC) starting 24 March 2026, and to FMC-regulated trades starting 9 April 2026 (including Canada, United States, American Samoa, Puerto Rico, Guam, Saipan, and Hawaii).

The implementation is subject to the required regulatory approvals and applicable notice periods, and the surcharge will remain in effect until further notice **(Update)**.

Direction	PER TEU DRY	PER TEU REEFER
ALL Long Haul Services - Head Hauls	160 USD	210 USD
ALL Long Haul Services - Back Hauls	80 USD	105 USD
Regional Services	80 USD	105 USD

Temporary suspension of accepting new bookings to and from the Arabian Gulf for all types of cargo until further notice.

ONE explained that vessel transit through the Strait of Hormuz has currently become unsafe, leading to significant disruption to shipping services in the region. Accordingly, emergency measures have been adopted including:

- Discharging containers at nearby safe ports
- Possibility of Change of Destination (COD) or reshipment
- Possible termination of the voyage at an alternative port

Implementation of an Emergency Surcharge to cover additional operational costs as follows:

Imports

Applies to shipments destined to: Saudi Arabia (Jeddah), Jordan (Aqaba), Egypt (Sokhna) Across all trade lanes and services, which have not been discharged at these locations as of 6 March 2026, until further notice, subject to regulatory approvals and required notice periods, **EMS will not apply to shipments within certain regulated corridors.**

Exports

Applies to shipments departing from: Saudi Arabia (Jeddah), Jordan (Aqaba), Egypt (Sokhna), Across all trade lanes and services where the applicable tariff begins on or after 6 March 2026, subject to regulatory approvals and required notice periods.

CTR	FEES	SHIPPING
20 CTR	1200 USD	IMP / EXP
40 / 45 CTR	2400 USD	IMP / EXP
20 RF/DG/SP EQ	2200 USD	IMP / EXP
40 RF/DG/SP EQ	3400 USD	IMP / EXP

Additional Notes:

EMS will also apply to original bookings destined to affected Red Sea locations (as of 6 March 2026) if later changed to other destinations for any reason. In such cases EMS will be added to administrative charges, freight increases and any other request-related surcharges.

Implementation of Emergency Surcharge (EMS) covering the following:

Imports

Shipments destined to: Bahrain, Iraq, Saudi Arabia (Dammam, Jubail), Kuwait, Oman, Qatar, United Arab Emirates, Across all trade lanes and services that have not been discharged at these locations as of 4 March 2026, until further notice.

Exports

Shipments departing from the same countries listed above which have already been loaded and remain on-board vessels inside the Persian Gulf as of 4 March 2026, until further notice.

Additional Notes

EMS will also apply to original bookings destined to affected Red Sea locations (as of 4 March 2026) if subsequently changed to other destinations.

CTR	FEES	SHIPPING
20 CTR	1200 USD	IMP / EXP
40 / 45 CTR	2400 USD	IMP / EXP
20 RF/DG/SP EQ	2200 USD	IMP / EXP
40 RF/DG/SP EQ	3400 USD	IMP / EXP

Yang Ming

Announcement of End of Voyage for shipments currently stuck at Trans-shipment Ports.

These procedures apply to all cargo currently in transit, which will be diverted to the nearest safe port for discharge.



At these Contingency Ports, cargo will be discharged and made available to the customer for local collection and further handling, in accordance with Clause 6 of Yang Ming Bill of Lading.

Main Terms and Conditions

Diversion Costs

The company reserves the right to impose necessary diversion charges to cover costs resulting from these changes. These charges must be settled before cargo release.

Local Charges

All costs associated with discharge, including handling, storage, detention, demurrage and any additional charges, will be borne by the cargo owner.

Alternative Destinations

If customers wish to move cargo to an alternative destination, new arrangements must be coordinated through the local agent offices.

Emirates Shipping Line (ESL)

Due to the current security situation in the Arabian Gulf and the significant risks it poses to the vessel, cargo, or persons on-board, as well as possible delays or damages, and pursuant to the Bill of Lading terms, the shipping line has decided regarding all shipments on-board the following vessels: **ASL Nanjing Voy.2610, ESL Sana Voy.2605, Bright Voy.2609**, whether on shore or at sea and destined for Arabian Gulf ports:

- **Under Clause 8 – Liberties of the Bill of Lading, ESL will exercise its right to stop the vessel and discharge the cargo, with the merchant bearing all risks and costs.**
- **Affected cargo will be discharged at Khorfakkan Port, and such discharge shall be deemed full performance of the contract of carriage.**
- **A mandatory charge of USD 750 per TEU container will apply to all affected shipments to cover deviation and operational costs**
- **Any storage arrangements or other expenses after discharge will be solely at the merchant's account.**
- **Merchant options for cargo destined to Dammam: cargo may be diverted to Jeddah at an additional deviation cost of USD 1750 per TEU. If no decision is taken by Monday 9 March 2026 at 15:00 Dubai Time, cargo will be discharged in Khorfakkan as described above.**
- **Merchant options for cargo destined to the Red Sea: these shipments will experience delays due to the current situation and will require alternative transit arrangements at the merchant's responsibility and cost.**

General Rate Increase (GRI) – Middle East and Red Sea

Scope: all shipments to and from: United Arab Emirates, Saudi Arabia, Oman, Iraq, Bahrain, Kuwait, Qatar, Egypt, Jordan (all ports)

AREA	20 CTR	40 CTR
All shipments to and from: UAE, Saudi Arabia, Oman, Iraq, Bahrain, Kuwait, Qatar, Egypt, Jordan (all ports)	2000 USD	3500 USD
	2500 USD RF & SP EQ	4000 USD RF & SP EQ

Emergency Cost Recovery Charge

Same geographical scope and same values mentioned above.

Applicable to shipments already onboard vessels (Afloat) scheduled for discharge on or after 3 March 2026.

Regional Container Lines (RCL)

End of Voyage declared at Sohar Port for all shipments under our custody loaded on vessel: **Folk Dammam IG2609W-32**, A mandatory surcharge of USD 500 per container will apply to all affected shipments without exception to cover additional costs, all expenses related to discharge, including handling, storage and any additional charges, will be borne solely at the cargo's risk and expense, according to the Bill of Lading terms.

Temporary suspension of new booking acceptance to Middle East / Arabian Gulf destinations.

Existing shipments may face delays and schedule adjustments.

SeaLead

Suspension of all transit through the Strait of Hormuz.

All vessels inside or heading to the Gulf have been directed to safe shelters.

Port services in the Gulf are experiencing major delays, diversions and alternative routing.

Alternative discharge ports are being evaluated in line with Bill of Lading terms.

China United Lines (CUL)

Continues to accept bookings for the Red Sea and Eastern Mediterranean, noting that Gulf services depend on shared shipping slots with other operators, therefore subject to their decisions.

Implementation of War Risk Surcharge effective 2 March 2026.

AREA	20 CTR	40 CTR	RF & SP EQ
All Red Sea and Middle East ports	2000 USD	3000 USD	4000 USD

Arkas Line

Implementation of Emergency War Risk Surcharge (EWRS) on shipments to and from Red Sea ports as follows:

AREA	20 CTR	40 CTR
Jordan and Saudi Arabia	2000 USD	3000 USD

AREA	20 CTR	40 CTR
Djibouti and Sudan	2500 USD	5000 USD

Akkon Lines

Implementation of Emergency Conflict Surcharge on shipments to and from:

AREA	20 CTR	40 CTR	RF & SP EQ
Jordan, Saudi Arabia, Djibouti, Sudan	2000 USD	3000 USD	4000 USD

Turkon Line

Implementation of Emergency War Risk Surcharge on shipments to and from Red Sea ports in Saudi Arabia and Jordan:

AREA	20 CTR	40 CTR	RF & SP EQ
to and from Red Sea ports in Saudi Arabia and Jordan	2000 USD	3000 USD	3500 USD

Global Feeder Shipping

Additional operational risk surcharge applied according to navigation routes:

- USD 1500 per TEU for shipments requiring transit through the Strait of Hormuz
- USD 2000 per TEU for shipments requiring transit through the Bab Al-Mandeb Strait

Xpress Feeder

Implementation of War Surcharge: USD 1500 per standard container, USD 3500 per reefer or special container

Folk Maritime



Suspension of all previously agreed prices, tariffs and special arrangements with immediate effect.

Implementation of Emergency Shipping Risk Surcharge on all shipments from or to: **India, Saudi Arabia, Iraq, Yemen, Oman, Jordan, Egypt, Djibouti, Sudan, United Arab Emirates**, Applicable to Shippers' Own Containers and Carrier's Own Containers as follows:

20ft | USD 2000

40ft | USD 3000

This surcharge is effective immediately and applies to:

- **Containers already at sea**
- **Booked containers waiting for loading**
- **New bookings to and from all Middle East and Red Sea ports**

Cancellation of all credit agreements / mandatory prepaid payment:

- **All credit facilities are suspended effective immediately.**
- **All shipments must be fully prepaid before loading.**
- **No cargo will be loaded, no booking confirmed and no documents issued until payment receipt is confirmed.**

Zhong Gu Line

Will continue calling Aqaba Port directly with no WRS surcharge on vessels operating in March 2026. (Update).

TS LINE

Will continue calling Aqaba Port directly with no WRS surcharge on vessels operating in March 2026. (Update).

Fifth: Roll On Roll Off Vehicle Shipping Lines

Stena Gloves

Temporary suspension of **Europe to Middle East vehicle services.**

Vessels **Gloves Stella** and **Grand Mercury** will not load cargo destined for Middle Eastern ports.

The vessel **Gloves Spring**, currently bound for the region, will discharge Middle East cargo at a **transshipment port to be determined later.**

Mitsui O.S.K. Lines

Suspension of all vessel transit through the **Strait of Hormuz**.

Vessels instructed to remain in **safe anchorage areas**.

ICO Vehicle Terminal – Bremerhaven

Due to congestion and the suspension of many Middle East services:

The ICO terminal will **stop accepting any new vehicle shipments destined for the Middle East**.

Customers are requested **not to deliver vehicles or equipment destined for Middle Eastern ports until further notice**.

Any storage charges will be **for the cargo owner's account**.

At the time of writing this report:

Voyages destined for **Aqaba and Jeddah have not been cancelled**, but remain under close monitoring.

Sixth: Additional Charges and Commercial Measures

The current commercial situation can be summarized as follows:

War Risk Surcharges widely implemented across the **Arabian Gulf and Red Sea regions**.

Emergency Conflict and Contingency Charges applied across major trade lanes connecting: **Red Sea with Europe, North Africa, Africa, Latin America**

Emergency charges applied to shipments involving **Jordan, Gulf countries, Egypt (Ain Sokhna), and the Horn of Africa**.

- General Rate Increases and cost recovery charges introduced by several carriers that continue to operate services in the region.
- Significant increases expected in the **total all inclusive freight costs** for routes connected **to the Red Sea and Arabian Gulf**.
- Additional **emergency fuel surcharges** introduced across several shipping networks.

Seventh: Expected Implications for Jordan

Aqaba Port continues to operate normally without operational restrictions at the time of issuing this report, However, potential impacts include:

- Connectivity with **transshipment hubs in the Gulf region may be affected** due to vessel delays and service adjustments.



- Availability of **refrigerated containers and special equipment** may decline globally and **regionally** as many ports suspend bookings.
- Additional charges including **war risk surcharges and emergency surcharges** are already **being applied to shipments to and from Jordan by several shipping lines.**

Eighth: Conclusion

The maritime situation across the Arabian Gulf and the Red Sea is experiencing **severe operational disruption**, characterized by:

Suspension of vessel transit through the **Strait of Hormuz by most major shipping lines.**

Suspension of acceptance for certain cargo types including:

- Refrigerated cargo
- Dangerous goods
- Special equipment
- In some cases, all cargo types to specific ports

Widespread implementation of **war risk surcharges and emergency operational charges** affecting the Gulf region, Jordan, and other regional ports.

The **Jordan Shipping Association** will continue monitoring developments closely with **port authorities, maritime administrations, and shipping lines**, and will issue **additional bulletins whenever significant new developments occur.**

Contact Information

Jordan Shipping Association

General Secretary	Capt. Mohammad Dalabieh	0795505660	INFO@SHIPPING.COM.JO
Assistant General Manager	Raad Hakouz	0779752751	RAED@SHIPPING.COM.JO