



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

Date: 27 April 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 (RO-RO) vehicle carriers, including booking suspensions, the imposition of additional surcharges, and war-risk related charges.

The information has been compiled from Customer Advisories issued between 1 March and 26 April 2026, as well as the Middle East Port Status Bulletin issued by **Inchcape Shipping Services** dated 26 April 2026.

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### Second: The maritime situation in the region

The number of vessels (Containers, Dry Bulk, RORO, General Cargo, Tankers) that transited the **Cape of Good Hope** from the beginning of the year until 19 April: **9,568 vessels**, compared to **9,144 vessels** during the same period in 2025, according to PORTWATCH **(update)**.

The number of vessels (Containers, Dry Bulk, RORO, General Cargo, Tankers) that transited the **Bab al-Mandab Strait** from the beginning of the year until 19 April: **3,615 vessels**, compared to **3,520 vessels** during the same period in 2025, according to PORTWATCH **(update)**.

The number of vessels (Containers, Dry Bulk, RORO, General Cargo, Tankers) that transited the **Strait of Hormuz** from the beginning of the year until 19 April: **5,277 vessels**, compared to **9,634 vessels** during the same period in 2025, according to PORTWATCH **(update)**.

The number of vessels (Containers, Dry Bulk, RORO, General Cargo, Tankers) that transited the **Suez Canal** from the beginning of the year until 19 April: **4,179 vessels**, compared to **3,963 vessels** during the same period in 2025, according to PORTWATCH **(update)**.

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### Third: Port and Airspace Status by Country

*(Based on the Middle East Port Status Bulletin issued by Inchcape Shipping Services dated 26 April 2026)*

#### United Arab Emirates

**Port status: All operations at Jebel Ali Port, Hamriyah Port, and Sharjah Port are functioning normally across all terminals.**



**Cargo discharge operations for general cargo and containers continue as scheduled at both Fujairah Port and Khor Fakkan Port without any disruption. Anchorage services are also operating normally without interruption.**

**Regarding Fujairah and Khor Fakkan ports:** the Fujairah oil tanker terminal is operating mostly normally, except for Berth 6, which remains out of service due to maintenance works, while Berths 4 and 5 have been allocated for bulk carriers

**Vopak terminals are operating normally.**

**Khalifa Port:** Operations have resumed, including CSP AD Terminal. Ship-to-Ship (STS) operations have also resumed in Dubai waters anchorage using tug assistance, with each operation subject to individual assessment. However, STS operations while underway remain prohibited until further notice

**Ruwais and Abu Dhabi oil ports** are operating normally. Abu Dhabi Ports has confirmed that all UAE ports operated and managed by AD Ports Group are fully open and functioning as usual.

**Ras Al Khaimah ports** remain open and operating normally. However, RAK Ports Group will implement a Marine Risk Surcharge applicable to all vessels calling at Ras Al Khaimah ports, harbours, anchorages, and approaches.

**ISPS security level: Ruwais oil port is at Level 2, while all other ports are at Level 1.**

**Airspace:** Dubai International Airport has resumed operations at 90% capacity

**Temporary customs clearance procedure:** A temporary facilitation measure has been implemented to streamline customs clearance for shipments destined for Jebel Ali Port or Abu Dhabi ports via Fujairah and Khor Fakkan ports. Under this arrangement, containers may be transported directly by road to Jebel Ali, designated free zones, or Abu Dhabi without the need to follow traditional customs clearance procedures, in order to enhance operational efficiency and simplify logistics processes.

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## **Kuwait**

**Ports Status:** No warnings, notices, or circulars have been issued by the Kuwaiti port authorities to date. No operational disruptions have been reported, and no official information has been received from the port authorities managed by the government agent

**Suspension of entry permits for foreign vessels arriving from Iraqi ports temporarily, until further notice**

**ISPS Security Level:** Shuwaikh Port is at ISPS Level 2, and Shuaiba Port is also at ISPS Level 2.

**Airspace:** is currently being partially reopened as of today **(update)**.

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## **Oman**

**Port Status:** All ports are operating at full capacity



### **Special Notice – Port of Duqm**

Vessels bound for Duqm Port are required to submit an official letter confirming that they are not carrying any dangerous goods on board. In the event that dangerous goods are carried, the type of cargo must be specified in detail, the vessel must also await Ministry approval before entering Omani territorial waters. Additionally, vessels are required to inform the port control tower if they are carrying any cargo classified under the IMDG Code or any military cargo on board, in order to obtain the necessary permits from the relevant authorities **(update)**.

### **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.

**Transit Procedures via Oman:** Current procedures for clearing transit cargo through Oman have been confirmed. These include 24/7 documentation processing, updated Transit Bayan procedures, and the definition of specific operational requirements, following coordination with the relevant authorities in Oman

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:** Qalhat LNG Terminal, Sur, and Mina Al-Fahal Port – Muscat: Level 2, all other ports: Level 1 **(update)**.

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### **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:** Flights have been resumed from the Kingdom of Saudi Arabia. Emirates is not currently operating flights to Dammam. However, FlyDubai, Air Arabia, Qatar Airways, and Etihad Airways continue to operate flights to and from Dammam.

FlyDubai is also operating connecting flights to transfer Emirates passengers from Dubai to continue their journeys to their final destinations through its network **(update)**.

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### **Bahrain**

**Port Status:** Vessel movements in Bahrain have gradually started to resume; however, operations remain limited due to a shortage of marine pilots.



**BAPCO:** Operations of BAPCO are still suspended until now.

**APM Terminals:** has resumed operations within designated working hours from 06:00 AM to 06:00 PM **(update)**.

**ISPS Security Level: Level 1.**

**Airspace: Closed.**

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

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## **Qatar**

**Port Status:** Hamad Port, Doha Port, and Ruwais Port – all port operations and vessel movements are proceeding normally. Ruwais Port is currently limited to small vessels only, including dhows and barges. Mesaieed Port and Ras Laffan Port – port operations continue; however, Qatar Energy has suspended the production of liquefied natural gas (LNG) and related products. Operations at Shahine Terminal and Halul Island are suspended until further notice.

**Security Incident:** Qatar Energy confirmed that Ras Laffan Industrial City was targeted by a missile attack on the evening of 18 March. Nevertheless, no operational circulars or warnings have been issued by the concerned ports, so the ISPS security level remains at Level 1

**Port Facilities:** Mwan Qatar (Hamad Port and Ruwais Port) has activated an exceptional package of port fee facilities in response to current conditions affecting supply chains and creating operational and logistical challenges, valid until further notice

**Alternative Routing:** The Ministry of Transport stated that, to ensure continuity of supply chains, shipping lines may redirect raw materials and consumer goods destined for Hamad Port through specified alternative ports in Oman and the UAE. Shipping agencies must coordinate with the relevant port authorities and notify the Ministry.

**Supply Chain Recommendations:** The Ministry of Transport advised that, to maintain supply chain continuity, shipping companies may route raw materials and consumer goods bound for Hamad Port via alternative ports in Oman and the UAE, with shipping agencies coordinating with the relevant port authorities and informing the Ministry.

- **Primary Alternatives: Port of Sohar, Port of Salalah, Port of Duqm**
- **Secondary Alternatives: Fujairah Port, Khorfakkan Port**

**ISPS Security Level:** Level 1 with heightened vigilance.

**Land Transport:** Cross-border land transport between Qatar and Saudi Arabia remains available, provided that the required visas for both countries are in place.

**Crew Matters:** Immigration at Ras Laffan (RLC) resumed normal operations as of 24/03/2026, with expected delays in visa issuance due to the holiday and backlog of applications. Security clearance



procedures for crew continue as usual. Sign-on / Sign-off operations are permitted under standard procedures, including at Anchorage / OPL areas. Shore leave is only allowed for genuine medical emergencies.

**Airspace:** The Qatar Civil Aviation Authority (QCAA) issued a notice on Monday, 20 April, stating the gradual resumption of foreign airline operations at Hamad International Airport. This marks the first resumption since flights were suspended following the onset of disruptions on 28 February (**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:** Aqaba ports and all port facilities are operating normally, including container terminals, marine services, cargo handling, and gate operations. From 1 April 2026 to 21 April 2026, a total of 186 vessels berthed at Aqaba ports, including 84 vessels at the passenger terminal, according to a report issued by the Aqaba Development Corporation (**update**).

PORT	Berthed Vessels	Volume	Expected Vessels (Next 7 Days)	Expected Volume (Next 7 Days)
Containers Port	35	65,516 TEUs	12	16,750 TEUs
Industrial Port	15	287,000 tons	2	79,000 tons
Phosphate Port	9	463,000 tons	2	199,000 tons
Oil Port	6	226,000 tons	3	85,000 tons
LPG Terminal	3	29,000 tons	2	30,000 tons
New Aqaba Port	28	29,000 tons	11	286,000 tons
Sheikh Sabah LNG Terminal	1	66,000 tons	1	Not specified
Passenger Terminal	84	111,000 tons 29,000 pass	35	40,000 tons / 10,000 pass
Cruise Ship Port	5	2,194 vehicles	0	0

**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**.

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### **Iraq**

**Port Status:** Umm Qasr Port is operating normally, with no damages or official restrictions.

**Basra Oil Port and SPM SUMO:** Export operations have been suspended

**ISPS Security Level: Level 1.**

**Airspace: Open.**

**Available Services:** Drinking water is available; provisioning and purchasing of supplies is possible; crew changes are permitted, though there are delays in visa issuance. Shore leave is allowed for medical emergencies or other essential reasons

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### **Fourth: Actions Taken by Major Container Shipping Lines**

#### **COSCO Shipping Lines**

##### **Resumption of Bookings for General Cargo Containers:**

Bookings for new shipments from the Far East to the following Middle Eastern countries have resumed via multimodal transport: United Arab Emirates, Saudi Arabia, Bahrain, Qatar, Kuwait, Iraq, and Oman, according to the proposed transport solutions (subject to developments in the Middle East, space availability, and the company's final decision).

**1. Shipments to Abu Dhabi and Jebel Ali:**

Via the Bonded Land Bridge through Khor Fakkan Port or Fujairah Port.

**2. Shipments to the GCC countries:**

Via the land bridge from Khor Fakkan or Fujairah to Abu Dhabi Terminal (CSP), then connected to COSCO SHIPPING Lines' feeder network for onward shipment to other areas in the UAE, Saudi Arabia, Qatar, Bahrain, Kuwait, and Iraq.

**3. Shipments to Oman:**

Transshipment via Nhava Sheva Port in India to Sohar Port in Oman.



**Far East – Red Sea Service** (to and from Jeddah, Suez Port, and Aqaba): The service continues to operate regularly, either weekly or semi-weekly.

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## **Hapag-Lloyd**

**A security incident** occurred at the Port of Salalah in the Sultanate of Oman. As a precautionary measure, the vessel Lisbon Express was moved out of the port. It has been confirmed that the crew are safe and unharmed, and the vessel did not sustain any damage

**Immediate Suspension of Bookings:** All bookings for all types of cargo to and from the following countries are suspended immediately until further notice: United Arab Emirates, Iraq, Kuwait, Qatar, Bahrain, Oman (Sohar Port), and Saudi Arabia (Dammam and Jubail).

**As of 20 March 2026, the booking stop on shipments to and from Yemen has been lifted**

**Due to the ongoing developments in the Middle East and the resulting disruptions to normal shipping routes in the region, Hapag-Lloyd has announced the implementation of temporary measures to facilitate the continued movement of cargo through the Gulf region. These measures aim to provide customers with additional flexibility to arrange final delivery of goods within Gulf countries by offering alternative options for handling containers via designated regional transshipment ports. Customers can transport containers either via Merchant Haulage (arranged by the customer) or Carrier Haulage (arranged by the shipping line).**

### **1. Customer-Arranged Transport (Merchant Haulage)**

**A. Container Pick-up:** Customers directing their export shipments through designated transshipment ports can pick up empty containers free of charge from surplus locations in the Gulf, including the UAE, Bahrain, Qatar, Kuwait, Saudi Arabia, and Iraq.

**B. Container Drop-off:** Customers are requested to return containers from the discharge port as soon as possible. If the container is moved to another Gulf country using the customer's transport arrangements, it must be returned to the original discharge port. If the customer wishes to return the container to a different location, Drop-off Charges will apply.

### **C. Container Deposit:**

- **20ft container: USD 3,000**
- **40ft container: USD 5,500**
- **40ft refrigerated container: USD 15,000**

**D. Additional Free Time:** To provide operational flexibility, an additional 10-day free period will be granted for customer-arranged transport, at a rate of USD 25 per day after this period. Standard tariffs will apply thereafter.

### **2. Shipping Line-Arranged Transport (Carrier Haulage)**



If customers wish for Hapag-Lloyd to arrange inland transport, a land transport solution can be provided from Jeddah (Saudi Arabia) or Salalah (Oman) to the final delivery location in a neighboring Gulf country.

### 3. Emergency Surcharge – Khorfakkan Commercial Terminal (KCT)

An **emergency surcharge** will be applied to restore operational activities at KCT, UAE, effective from 15 March 2026 until further notice. A surcharge of USD 100 per container will apply to all containers handled at KCT for vessels calling at the terminal. For shipments subject to FMC regulations, the surcharge will be applied 30 days after its effective date and will remain until further notice.

**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**.

Scope	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

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**Maersk**

- Please note that the following land transport bookings have been temporarily suspended (**update**):
  - Shipments from the UAE and Qatar via Jeddah Port and Oman ports
  - Shipments from Jeddah Port to the UAE, Oman, and Qatar
  - Shipments from Salalah and Sohar to the UAE, Saudi Arabia, Kuwait, Bahrain, and Qatar
  - Shipments from Khorfakkan to the UAE – refrigerated cargo only
- Available land transport solutions (**update**):

**First: Export – Land transport solutions via carrier:**

- From Northern Gulf facilities (Dammam, Jubail, Bahrain, Kuwait) via Jeddah Port
- From Iraq via Aqaba Port

**Second: Domestic distribution services:**

- From Jeddah Port to Riyadh and Dammam via the carrier
- From Khorfakkan, Fujairah, Jebel Ali, and Abu Dhabi ports to other areas within the UAE (dry cargo only)
- From Salalah to inland destinations within Oman

**Third: Land bridging solutions:**



- From Jeddah Port to Northern Gulf countries (currently, refrigerated cargo is suspended, and only dry cargo is accepted)
- From Aqaba to Iraq

**Accepted cargo types (subject to availability):**

- Dry cargo
- Frozen cargo

**Temporary Empty Container Return Arrangements**

This measure is effective immediately until further notice for all current and upcoming import shipments to: UAE, Qatar, Saudi Arabia – Jubail, Iraq, Oman – Duqm.

- Empty containers will not be accepted at the usual return locations and must be returned only to the designated depots:
  - Oman – Salalah and Sohar
  - Saudi Arabia – Jeddah
- Limited acceptance may apply at some other locations, with exceptions for customer-arranged transport (Merchant Haulage).

AREA		20 CTR	40 CTR
UAE – ABU DHABI	Drop-Off Charge	600 USD	1200 USD
SAUDI ARABIA (DAMAM & JBAIL)	Drop-Off Charge	Accept	2200 USD
IRAQ	Return Empty to Aqaba Port	-	-
BAHRAIN	Drop-Off Charge	3000 USD	3000 USD
KUWAIT	Drop-Off Charge	2500 USD	2500 USD

**Abandonment of Carriage:** Upon container pick-up at the location or port designated by Maersk, the customer agrees to return empty containers to that location or to an alternative port designated by the company if the original location cannot accept empty containers, in accordance with the applicable carriage terms and tariffs

**Change of Destination (COD):** When requesting a change of destination, the customer agrees to return containers to the newly designated location or to an alternative location determined by the company if the original location cannot accept the containers

**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**

**EBS DRY+ Special Equipment + NOR**

Scope	Direction	20 CTR DRY	40/45 DRY
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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 (Reefer)

**Suspended bookings:** All bookings to and from UAE (except Khor Fakkan), Iraq, Kuwait, Qatar, Bahrain, and Saudi Arabia (Dammam and Jubail)

**Accepted bookings:** To and from Saudi Arabia (Jeddah and King Abdullah Port), Jordan, Lebanon, Israel, Oman (Salalah and Sohar), and UAE (Khor Fakkan)

#### Dangerous Goods Containers (DG)

All bookings to and from the following locations are suspended: UAE (including Khor Fakkan), Oman (including Salalah and transshipment cargo), Iraq, Kuwait, Qatar, Bahrain, and Saudi Arabia (Dammam and Jubail).

**Accepted bookings:** Bookings are accepted to and from: Jeddah, King Abdullah Port, Aqaba, and Sohar, except for hazardous cargo classified under IMO Class 5.1.

**Dangerous goods shipments to Israel: Suspension applies only to specific UN numbers.**

#### Special Containers:

**Suspended bookings:** All bookings to and from UAE (including Khorfakkan), Iraq, Kuwait, Qatar, Bahrain, and Saudi Arabia (Dammam and Jubail).

**Accepted bookings:** To and from Jeddah Port, King Abdullah Port, Aqaba Port, Salalah Port, and Sohar Port.

**Regarding dangerous goods (DG) shipments to Israel, restrictions on dangerous cargo have been lifted, and bookings are now fully accepted at Haifa and Ashdod (update).**

#### Other Cargo Types:

**Suspended bookings:** the United Arab Emirates (except Khor Fakkan), Iraq, Kuwait, Qatar, Saudi Arabia (Dammam and Jubail), and Bahrain

**Accepted bookings:** Bookings are accepted to and from the following locations: UAE (Khor Fakkan – imports only), Saudi Arabia (Jeddah and King Abdullah Port), Jordan and Oman (Salalah, Sohar), Lebanon, and Israel.

#### Temporary Empty Container Return Arrangements:



Due to current developments affecting navigation and port operations in and around the Strait of Hormuz, and to ensure the safety of vessels, crews, and cargo, Maersk has implemented temporary arrangements for empty container returns, effective immediately until further notice:

- Applies to all current and upcoming import shipments to: UAE, Qatar, Bahrain, Kuwait, Saudi Arabia (Jubail), Iraq, and Oman (Duqm).
- Empty containers will not be accepted at usual return locations. Instead, they must be returned only to designated locations:
  - Oman – Salalah
  - Saudi Arabia – Jeddah
- **Limited quantities of containers may be accepted with Drop-off Charges (DRP).**

AREA	20 CTR	40 CTR	20/40 RF
SALAH & SUHAR	N/A	N/A	N/A
JEDDAH	N/A	N/A	N/A
ABU DHABI & JEBAL ALI	600 USD	1200 USD	1200 USD
BAHRAIN	2500 USD	2500 USD	3000 USD
KUWAIT	2500 USD	2500 USD	2500 USD
DAMAM & JUBAIL	N/A	N/A	N/A

**Oman (Sohar):** Empty containers are accepted only for customers with shipments discharged within Oman

**Jordan (Aqaba):** Empty containers are accepted only for customers with shipments discharged in Iraq

**Emergency Freight Rate (update).**

Container Type	Rate
20 CTR	1800 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 (EFS):** Referring to Advisory No. 6 regarding the implementation of the Emergency Fuel Surcharge (EFS), fuel markets have experienced a significant increase due to escalating geopolitical tensions in the Near and Middle East. Accordingly, the EFS rate, which came into effect on 16 March, will be revised starting 27 March as follows

Direction	PER TEU DRY	PER TEU REEFER
<b>ALL Long Haul Services - Head Hauls</b>	<b>265 USD</b>	<b>320 USD</b>
<b>ALL Long Haul Services - Back Hauls</b>	<b>130 USD</b>	<b>155 USD</b>
<b>Regional Services</b>	<b>130 USD</b>	<b>155 USD</b>

**Reference to Customer Notice No. 5 dated 3 March:** We are pleased to inform you that all outbound bookings are now reopened with immediate effect from Iraq, Kuwait, Qatar, Bahrain, Saudi Arabia, and the United Arab Emirates to global destinations via the corridors of Aqaba, Sohar, and Jeddah.

### 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 Procedures

- All vessels within or heading to the Gulf have been immediately directed to proceed to safe areas.
- CMA CGM has announced the implementation of emergency operational measures for shipments to or from certain Middle Eastern countries due to the current security developments in the region. These measures apply to shipments associated with: Iraq (Umm Qasr Port), Bahrain, Kuwait, Yemen, Qatar, Oman, UAE, and Saudi Arabia.
- Measures may include rerouting vessels to alternative safe ports in accordance with Clause 10 of the company's Bill of Lading and under the provisions of Force Majeure.

### Customer Options:

#### Customers may choose one of the following solutions:

- Pick up cargo at an alternative port.
- Transport cargo overland or via rail to another location under a commercial agreement.
- Change of Destination (COD): redirect the shipment to another port based on service availability.
- All costs resulting from these measures will be borne by the shipment.

### MSC – Mediterranean Shipping Company

**Emergency Fuel Surcharge (EFS):** An Emergency Fuel Surcharge will be applied to shipping lines to and from South Africa and Namibia, and to and from Mozambique, Tanzania, and Kenya (both directions). This surcharge is effective from the sailing date of 01 April 2026 (onboard shipments) and will remain in effect until further notice.

AREA	PER TEU DRY	PER TEU RF
To and from South Africa and Namibia, and to and from Mozambique, Tanzania, and Kenya (both directions)	130 USD	195 USD

#### Implementation of Emergency Fuel Surcharge (EFS):

An Emergency Fuel Surcharge will be applied to shipments from Tanzania to the following destinations: Middle East, IPAK, Sri Lanka, Bangladesh, and the Far East.

This surcharge is effective from the sailing date of 01 April 2026 (onboard shipments) and will remain in effect until further notice.

AREA	PER TEU DRY	PER TEU RF
From Tanzania to: Middle East, IPAK, Sri Lanka, Bangladesh, and the Far East	130 USD	195 USD

#### Implementation of Emergency Fuel Surcharge (EFS):

An Emergency Fuel Surcharge will be applied to shipments from South Africa, Namibia, Mozambique,

and East Africa to the following regions: IPAK, Middle East, Red Sea, and Pacific (Oceania).

This surcharge is effective from the sailing date of 01 April 2026 (onboard shipments) and will remain in effect until further notice.

AREA	PER TEU DRY	PER TEU RF
From South Africa, Namibia, Mozambique, and East Africa → Middle East, Red Sea	130 USD	195 USD
From South Africa, Namibia, Mozambique, and East Africa → Indian Ocean, Australia, New Zealand, Fiji, and Suva	136 USD	203 USD

**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 01 April 2026 – Bill of Lading Date (BL Date) and until further notice, as follows: **(update)**.

AREA	PER TEU DRY	PER TEU RF
From Scan Baltic to the Red Sea	175 USD	265 USD
From Scan Baltic to East Africa	280 USD	420 USD
From Northern Europe (including the United Kingdom) to the Red Sea	120 USD	180 USD
From Northern Europe (including the United Kingdom) to East Africa	225 USD	340 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 01 April 2026 – BL Date and until further notice, as follows: **(update)**.

AREA	PER TEU DRY	PER TEU RF
From the Red Sea to Northern Europe (including the United Kingdom)	120 USD	180 USD
From the Red Sea to Scan Baltic region	175 USD	265 USD
From the Red Sea to Western Mediterranean and Adriatic Sea	90 USD	135 USD
From the Red Sea to East Africa	USD125	185 USD
From East Africa to Northern Europe (including the United Kingdom)	225 USD	340 USD
From East Africa to Scan Baltic region	280 USD	420 USD
From East Africa to Western Mediterranean and Adriatic Sea	205 USD	310 USD
From East Africa to the Red Sea	125 USD	185 USD

**The application of the Emergency Fuel Surcharge (EFS)**, previously announced on 25 March 2026, has been extended until 30 April 2026 for all shipments originating from the Mediterranean Sea (including West Mediterranean, Adriatic Sea, East Mediterranean, Greece, and Turkey) and the Black Sea, destined for the Indian Subcontinent, the Red Sea, and East Africa, effective from the date of implementation **(update)**.

AREA	PER TEU DRY	PER TEU RF
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From Western Mediterranean and Black Sea to Red Sea	84 USD	126 USD
From Western Mediterranean and Black Sea to East Africa	193 USD	291 USD
From Western Mediterranean and Black Sea to Indian Subcontinent	123 USD	206 USD

AREA	PER TEU DRY	PER TEU RF
From Eastern Mediterranean and Black Sea to Red Sea	67 USD	101 USD
From Eastern Mediterranean and Black Sea to East Africa	154 USD	232 USD
From Eastern Mediterranean and Black Sea to Indian Subcontinent	98 USD	149 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**

### **Ocean Network Express (ONE)**





**Approved Empty Container Return Locations:** Customers are required to return empty containers only to the following locations: Oman – Sohar, Saudi Arabia – Jeddah. Local Detention & Demurrage tariffs applicable at these designated return locations will apply, in accordance with local laws and regulations.

**Import Customers Outside Dubai – Approved Return Locations:** Customers are required to return empty containers only to the following locations: Oman – Sohar, Saudi Arabia – Jeddah. Local Detention & Demurrage tariffs applicable at these designated return locations will apply, in accordance with local laws and regulations.

**Alternative Drop-Off:** If customers are unable or unwilling to return empty containers to Sohar or Jeddah, a Drop-Off Charge will apply. Payment of the charge is required prior to issuing the Delivery Order (DO). The drop-off charges are as follows:

- **20ft container: USD 2,250**
- **40ft container: USD 2,750**
- **Effective 12 March 2026 for non-FMC regulated shipments, and 11 April 2026 for FMC regulated shipments.**

**Emergency Fuel Surcharge (EFS):** The surcharge will be applied on non-FMC regulated trade lanes starting 24 March 2026, and on FMC regulated trade lanes starting 9 April 2026 (Canada, USA, American Samoa, Puerto Rico, Guam, Saipan, Hawaii), subject to obtaining required regulatory approvals and notice periods where applicable. The surcharge will remain in effect until further notice.

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.

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### **Emirates Shipping Line (ESL)**

**With reference to the customer notice issued on 24 March 2026** regarding the discharge of shipments at Khorfakkan Port from vessel **ESL Busan V-2606**, in accordance with Clause 8 (Exceptions/Liberties) of the Bill of Lading, please find below the final applicable transportation charges **(update)**:

#### **Shipments destined to: Jebel Ali, Abu Dhabi, Ajman, Ras Al Khaimah, Umm Al Quwain:**

- Affected shipments have been discharged at Khorfakkan and will be transported by truck to their final destinations as per the POD stated in the Bill of Lading.
- A mandatory additional charge per container will be applied to cover inland transportation and related costs.
- Final charge: AED 4,500 per container, payable by the Merchant/Customer.

#### **Shipments destined to other GCC ports:**

- Shipments bound for Upper Gulf ports have been discharged at Khorfakkan and will be trucked to Jebel Ali Port as per the contract of carriage.
- In addition to the previously stated mandatory charges, an extra inland transport charge of USD 1,250 per container will apply from Khorfakkan to Jebel Ali, payable by the Merchant.

#### **Shipments destined to Sohar:**

- Shipments for Sohar have been discharged at Khorfakkan and will be (or have been) transported by truck to Jebel Ali Port in accordance with the contract of carriage.
- An additional mandatory inland transport charge of USD 1,250 per container will apply from Khorfakkan to Jebel Ali, payable by the Merchant.



**Due to the current security situation in the Gulf region and the associated risks of damage, delay, or loss to vessel, cargo, or personnel on board, and pursuant to the terms of the contract of carriage, we hereby inform you that for all shipments loaded on vessel **USSAMA BHUM Voy-2610W**, whether on land or at sea, ESL will, in accordance with Clause 8 (Exceptions/Liberties) of the Bill of Lading, exercise its right to deviate and call at Nhava Sheva (India) for discharge and/or reloading operations, with all risks and costs borne by the Merchant **(update)**.**

**Shipments destined to Jebel Ali:**

- Cargo will be discharged at Khorfakkan and then trucked to the final destination as per the POD.
- Mandatory charge: USD 1,250 per TEU for deviation, handling, and re-shipment costs at Nhava Sheva and Khorfakkan.
- Additional inland trucking charges from Khorfakkan to final destination will apply (final amount to be advised after discharge).
- All storage, handling, and additional costs after discharge remain at the Merchant's account.

**Shipments destined to the Red Sea:**

- Transit will be delayed due to current circumstances.
- Alternative transshipment arrangements will be required to reach the final POD.
- All risks and costs remain with the Merchant.
- Mandatory charge: USD 1,750 per TEU covering deviation, delay, and re-routing costs via Nhava Sheva to final destination.

**Shipments destined to Dammam and Riyadh:**

- Cargo will be discharged at Jeddah Port as per the contract of carriage.
- Mandatory charge: USD 1,750 per TEU covering operational and deviation costs.
- All storage, onward arrangements, and additional expenses post-discharge remain at the Merchant's account.

**Due to the current security situation in the Gulf region, which may result in significant risks including damage, delay, or loss to vessel, cargo, or personnel on board, and pursuant to the terms of the contract of carriage, we hereby inform you that for all shipments loaded on vessel **GFS Galaxy V-2612W**, whether on land or at sea, ESL will, in accordance with Clause 8 (Exceptions/Liberties) of the Bill of Lading, exercise its right to deviate and call at Khorfakkan (UAE) and Sohar (Oman) for discharge and/or reloading, with all risks and costs borne by the Merchant **(update)**.**

**Shipments destined to: Jebel Ali, Abu Dhabi, Ajman, Umm Al Quwain, Sharjah:**

- Cargo will be discharged at Khorfakkan and then trucked to final destinations as per POD.
- Mandatory charge: USD 1,250 per TEU for deviation, handling, and re-routing at Khorfakkan.
- Additional inland transport charge: AED 4,500 per container.
- All storage, handling, and additional costs after discharge are at the Merchant's account.

**Shipments destined to Khorfakkan and Sohar:**



- Cargo will be delivered to final destinations.
- Mandatory charge: USD 1,250 per TEU covering deviation, delay, and re-routing costs.
- All additional costs (storage, arrangements, etc.) remain with the Merchant.

#### Shipments destined to other GCC ports:

- Cargo will be discharged at Khorfakkan and then trucked to Jebel Ali as per contract of carriage.
- Mandatory charge: AED 2,500 per 20ft container / AED 3,750 per 40ft container, covering deviation, re-shipment, and inland transport from Khorfakkan to Jebel Ali.
- All additional post-discharge costs are for the Merchant's account.

#### Shipments destined to the Red Sea:

- Shipments will be delayed due to current conditions.
- Alternative transshipment arrangements will be made to reach final destination.
- All risks and costs are borne by the Merchant.
- Mandatory charge: USD 1,750 per TEU covering deviation, delay, and re-routing via Nhava Sheva (India) to final destination.

**The Environmental Fuel Surcharge (EFS)** will be applied as follows, based on Very Low Sulphur Fuel prices ranging between USD 1,200–1,250 per ton, effective 1 May 2026. The EFS will be reviewed on a monthly basis for necessary adjustments in line with the approved matrix, and any changes will be implemented with prior notice to customers

IFO PRICE	Asia / Middle East, Red Sea, Turkey		ISC, Middle East / East Africa		Asia / East Africa		Asia / ISC		Intra-Asia	ISC, Middle East / Red Sea, Turkey		ISC / Middle East		Asia / MEXP, USWC	
	W/B	E/B	S/B	N/B	W/B	E/B	W/B	E/B		All Directions	W/B	E/B	All Directions (Laden)	All Directions (Empty)	E/B
\$350	\$95	\$47	\$90	\$45	\$123	\$61	\$104	\$52	\$20	\$61	\$30	\$1	\$0.50	\$148	\$73
\$400	\$126	\$63	\$121	\$60	\$164	\$82	\$139	\$69	\$40	\$81	\$41	\$8	\$4	\$197	\$98
\$450	\$158	\$79	\$151	\$75	\$205	\$102	\$173	\$87	\$60	\$102	\$51	\$16	\$8	\$246	\$122
\$500	\$190	\$95	\$181	\$90	\$246	\$123	\$208	\$104	\$80	\$122	\$61	\$24	\$12	\$295	\$148
\$550	\$221	\$111	\$211	\$106	\$287	\$143	\$243	\$121	\$100	\$142	\$71	\$32	\$16	\$344	\$172
\$600	\$253	\$126	\$241	\$121	\$327	\$164	\$277	\$139	\$120	\$162	\$81	\$40	\$20	\$392	\$197
\$650	\$285	\$142	\$271	\$136	\$368	\$184	\$312	\$156	\$140	\$183	\$91	\$48	\$24	\$442	\$221
\$700	\$316	\$158	\$301	\$151	\$409	\$205	\$347	\$173	\$160	\$203	\$102	\$56	\$28	\$491	\$246
\$750	\$348	\$174	\$332	\$166	\$450	\$225	\$381	\$191	\$180	\$223	\$112	\$64	\$32	\$540	\$270
\$800	\$379	\$190	\$362	\$181	\$491	\$246	\$416	\$208	\$200	\$244	\$122	\$72	\$36	\$689	\$295
\$850	\$411	\$206	\$392	\$196	\$532	\$266	\$451	\$225	\$220	\$264	\$132	\$80	\$40	\$838	\$319
\$900	\$443	\$221	\$422	\$211	\$573	\$287	\$485	\$243	\$240	\$284	\$142	\$88	\$44	\$988	\$344
\$950	\$474	\$237	\$452	\$226	\$614	\$307	\$520	\$260	\$260	\$305	\$152	\$96	\$48	\$1137	\$368
\$1,000	\$506	\$253	\$482	\$241	\$655	\$327	\$555	\$277	\$280	\$325	\$162	\$104	\$52	\$1386	\$392
\$1,050	\$538	\$269	\$513	\$256	\$696	\$348	\$589	\$295	\$300	\$345	\$173	\$112	\$56	\$1535	\$418
\$1,100	\$569	\$285	\$543	\$271	\$737	\$368	\$624	\$312	\$320	\$366	\$183	\$120	\$60	\$1684	\$442
\$1,150	\$601	\$300	\$573	\$286	\$778	\$389	\$659	\$329	\$340	\$386	\$193	\$128	\$64	\$1833	\$467
<b>\$1,200</b>	<b>\$632</b>	<b>\$316</b>	<b>\$603</b>	<b>\$301</b>	<b>\$819</b>	<b>\$409</b>	<b>\$693</b>	<b>\$347</b>	<b>\$360</b>	<b>\$406</b>	<b>\$203</b>	<b>\$136</b>	<b>\$68</b>	<b>\$1983</b>	<b>\$491</b>
\$1,250	\$664	\$332	\$633	\$317	\$860	\$430	\$728	\$364	\$380	\$426	\$213	\$144	\$72	\$1,032	\$516

**Due to the current security situation in the Arabian Gulf**, which is expected to result in significant risks including damage and/or delay and/or adverse impact on the vessel, cargo, or persons on board, and pursuant to the terms of the contract of carriage, regarding all shipments on board the vessel KMTC DAMMAM V-2608, whether on land or at sea, we hereby notify you under Clause (8) Rights/Liberties of the Bill of Lading, that ESL will exercise its right to divert the vessel to Khorfakkan – UAE, for discharge and/or reloading of cargo, with all risks and costs to be borne by the shipper (Merchant). **(update)**.

#### Shipments destined to UAE ports



- Cargo will be discharged at Khorfakkan and then transported by truck to the final destination as per the POD stated in the Bill of Lading.
- A mandatory charge of USD 1,250 per TEU will be applied to all affected shipments to cover deviation and/or re-shipment costs.
- An additional mandatory charge of AED 4,500 per container will be applied to cover inland transportation and related costs.
- Any storage, additional arrangements, or other post-discharge expenses will be fully borne by the Shipper.

#### **Shipments destined to other GCC ports**

- Shipments will be discharged at Khorfakkan and then transported by truck to Jebel Ali, which shall be considered full execution of the contract.
- Mandatory charges will apply: USD 2,500 per 20ft container and USD 3,750 per 40ft container.
- All additional costs (storage, handling, etc.) after discharge shall be borne by the Shipper.

#### **Shipments destined to Sohar**

- Cargo will be discharged at Khorfakkan and then transported to Jebel Ali, in accordance with the contract of carriage.
- The same charges apply as above: USD 2,500 (20ft) and USD 3,750 (40ft).
- All additional costs shall be for the account of the Shipper.

#### **Shipments destined to Red Sea ports**

- Shipment transit will be delayed due to current circumstances.
- The operation will require alternative transshipment arrangements, at the Shipper's risk and cost.
- A mandatory charge of USD 1,750 per TEU will apply without exception, payable by the Shipper. This charge covers: deviation costs, delay costs, all operational costs for re-shipment via alternative ports, and delivery to the final destination (POD).

#### **Additional Charges (update).**

An additional **Container Drop-off Charge** will be applied, effective immediately until further notice, on all current and new import shipments to the UAE, Saudi Arabia, Qatar, Kuwait, Bahrain, and Iraq, in the amount of **USD 550 per standard container**.

This charge applies to all shipments regardless of the destination port stated in the Bill of Lading or the actual delivery location of the cargo.

The charge does **not** apply to empty containers returned to the following locations (update):

- Sohar, Sultanate of Oman, and Jeddah
- Kingdom of Saudi Arabia: Dammam Port (40ft containers only) / Jeddah



**Reduction of Additional Operational Costs:** The additional operational cost charges have been reduced from USD 2,000 / 3,500 per 20/40ft container (DV) to USD 1,250 / 2,000 per 20/40ft container for the latest export voyage from Aqaba Port to Gulf ports

**Vessel-by-Vessel Assessment:** ESL has decided to calculate any additional charges **on a vessel-by-vessel basis** to ensure that only **actual operational costs** are recovered, without imposing any unjustified extra fees above agreed tariffs

**General Rate Increase (GRI)** – From the Far East to the Middle East, effective from 1 April until further notice

AREA	PER TEU
All shipments to and from: – From the Far East to the Middle East	1000 USD

#### 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.

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#### Regional Container Lines (RCL)

**Due to the sharp escalation of the situation in the Middle East and the resulting exceptional and volatile circumstances beyond RCL's control, we regret to inform you that we are compelled to declare an End of Voyage as follows (update):**

- POD Khor Fakkan for all shipments under our care and custody loaded on: Mv ESL Busan 02606W and Mv KMTC Dammam 2601W.
- POD Sohar for all shipments under our care and custody loaded on: Mv ESL Dana 02607W.
- A mandatory additional charge of USD 500 per container will apply to all affected shipments without exception, to cover deviation costs.
- All discharge-related expenses, including but not limited to handling, storage, and any ancillary charges, shall be for the sole account and responsibility of the Shipper, in accordance with the Bill of Lading terms and conditions.

**In light of the ongoing escalation in the Middle East and the exceptional circumstances beyond RCL's control, we further regret to inform you of the End of Voyage for the following vessels: ZHONG GU DA LIAN V.26004E - ZHONG GU DA LIAN V.26005E - WAN HAI 316 V.S247 - ESL WAFA V.02605W: (update)**

- A mandatory charge of USD 500 per container will apply to all affected shipments without exception, covering part of the additional costs incurred.
- All discharge-related expenses, including but not limited to handling, storage, and other charges, remain the sole responsibility of the Shipper in accordance with the Bill of Lading terms and conditions.





**In addition, due to the ongoing escalation in the Middle East and exceptional circumstances beyond RCL's control, we also declare an End of Voyage in India for all shipments loaded on the following vessels: Kota Plumbago 0012W - Wan Hai A17 W009 - Varanya Bhum 009W - Ussama Bhum 011W: (update)**

- A mandatory charge of USD 1,000 per container will apply to all affected shipments without exception, to cover deviation costs, excluding Chinese-origin cargo.
- We also declare End of Voyage in Dammam for all shipments loaded on Wan Hai A07 E019:
- A mandatory charge of USD 500 per container will apply to all affected shipments without exception, to cover deviation costs, excluding Chinese-origin cargo.
- All discharge-related expenses, including but not limited to handling, storage, and any ancillary charges, shall remain the sole responsibility of the Shipper in accordance with the Bill of Lading terms and conditions.

**End of Voyage Announcement – Jeddah Port:** For all cargo loaded on vessel MV SM MAHI 26002E, a mandatory additional surcharge of USD 500 per container will be applied to all affected shipments without exception to cover diversion costs, Furthermore, all costs related to the discharge operation— including, but not limited to, handling, storage, and any other additional charges—will be entirely the responsibility and at the expense of the cargo owner, in accordance with the terms and conditions of the Bill of Lading

**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

### Implementation of War Risk Emergency Surcharge:

A war risk emergency surcharge will be applied to all cargo transiting through or near high-risk areas, specifically: Middle East, Gulf region, Red Sea, and Strait of Hormuz.

AREA	20 CTR	40 CTR	RF & SP EQ
Bahrain, Cyprus, Djibouti, Egypt, Iraq, Israel, Jordan, Saudi Arabia, Kuwait, Oman, Qatar, Sudan, UAE, Yemen; includes all shipments to/from the	2000 USD	3000 USD	4000 USD



**Mediterranean and North Africa passing through the Red Sea**

**SeaLegend**

**Emergency Bunker Surcharge (EBS):** Implementation effective from March 23, 2026 until further notice

Scope	Direction	DRY TEU	RF TEU	OOG
All Long Haul	Head Haul	200 USD	300 USD	400 USD
All Long Haul	Back Haul	100 USD	200 USD	300 USD
Intra Trade	All Directions	100 USD	200 USD	200 USD

**Implementation of Conflict Emergency Surcharge:**

A conflict emergency surcharge will be applied to all shipments to, from, or transiting through the countries/ports listed below. This surcharge also applies to cargo currently in transit, including shipments onboard vessels that departed before the effective date but have not reached their final destination by 2 March 2026.

AREA	20 CTR	40 CTR	RF & SP EQ
Yemen, Saudi Arabia, Jordan, Egypt (Sokhna only), Djibouti, Sudan	1500 USD	3000 USD	3000 USD
Turkey, Slovenia, Bulgaria, Romania, Greece, Algeria, Egypt	2000 USD	3000 USD	3000 USD

**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 the Emergency Bunker Surcharge** effective from 01/04/2026 (Bill of Lading date), according to the following tariff, and will remain in effect until further notice, for shipments to and from the Red Sea and the Indian subcontinent

AREA	PER TEU
West Africa & Morocco	340 USD
North Africa	140 USD
Black Sea	140 USD
East Mediterranean	140 USD
West Mediterranean	140 USD

**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**

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#### **PIL**

**PIL Vessels:** PIL vessels continue to call at Aqaba Port regularly via the Bab el-Mandeb – Red Sea route.

**Export Shipments from Aqaba:** Export cargo has been loaded from Aqaba Port without the imposition of war risk surcharges

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#### **Folk Maritime**

The company has proactively redirected its shipping routes and strengthened its presence along the Red Sea, in line with ongoing shifts in maritime transport routes, enhancing operational efficiency and supply chain continuity.

**Reduction of War Risk Surcharge on Exports from Aqaba Port:**

AREA	PER TEU
Djibouti – Aden – Nhava Sheva – Mundra	1000 USD
Jeddah – Ain Sokhna	300 USD
Sudan	500 USD

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.

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### **Fifth: Conclusion**

The maritime situation in the Gulf region is currently experiencing severe disruption, as follows:

- The Strait of Hormuz has been closed.
- Acceptance of certain cargo types (reefer, dangerous goods, and special cargo) has been suspended, and in some cases, all cargo types have been restricted for specific ports.
- Additional surcharges related to war risk, emergency measures, and fuel costs have been imposed across a wide scope covering the Gulf countries, Jordan, and other regional ports.

The **Jordan Shipping Association** will continue to monitor updates from port and maritime authorities as well as shipping lines, and will issue **further periodic bulletins** as soon as any substantive developments occur.

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### **Contact Information**

#### **Jordan Shipping Association**

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