



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

Date: 28 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 has been compiled from Customer Advisories issued between **1–28 March 2026**, as well as the Middle East Port Status Report issued by Inchcape Shipping Services on **28 March 2026**.

Second: The maritime situation in the region

Number of vessels (Containers, Dry Bulk, RoRo, G.C., Tanker) that transited the Strait of Hormuz from 1 March to 15 March: 92 vessels, compared to 1404 vessels during the same period last year

Third: Port and Airspace Status by Country

(Based on the Middle East Port Status Report issued by Inchcape Shipping Services on 23 March 2026)

United Arab Emirates

Ports Status: All operations at Jebel Ali Port, Al Hamriyah Port, and Sharjah Port are functioning normally across all terminals.

Cargo Operations: General cargo and container discharge operations continue as scheduled at Fujairah Port and Khorfakkan Port without any disruption. Anchorage services are also operating normally without interruption.

Fujairah & Khorfakkan Ports: The Fujairah Oil Tanker Terminal (FOTT) is operating partially, according to the latest port update, as some berths are currently out of service

Vopak Terminals: Operating normally. **(Update).**

Khalifa Port: Operations have been suspended until further notice **(Update)**

Oil Ports: Oil ports in Ruwais and Abu Dhabi are operating normally. AD Ports Group has also confirmed that all UAE ports under its management and operation are fully open and functioning as usual.



Ras Al Khaimah Ports: Ports are open and operating normally. RAK Ports Group will implement a Marine Risk Surcharge on all vessels calling at Ras Al Khaimah ports, harbors, anchorages, and port approaches.

SPS Security Level: Ruwais Oil Port is at ISPS Level 2, while all other ports remain at ISPS Level 1.

Airspace: Airport operations have partially resumed, with a limited number of flights operating from Dubai International Airport (DXB) and Al Maktoum International Airport (DWC).

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 Fujairah and Khorfakkan Ports. Under this measure, containers are allowed to be transported directly by land to Jebel Ali, designated free zones, or Abu Dhabi without adhering to traditional customs clearance procedures, with the aim of enhancing operational efficiency and streamlining logistics processes.

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

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

Airspace: Temporarily closed.

Oman

Port Status: Port Status: All ports are fully operational, except for the Port of Salalah, where operations have been suspended until further notice. **(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.

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: Level 1 applies to all ports; however, Port of Al Fahal – Muscat and Qalhat LNG Terminal – Sur have been raised to ISPS Level 3 as a precautionary measure, while Port of Salalah is at ISPS Level 2 as a precautionary measure. **(Update)**

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 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: Operating normally

ISPS Security Level: Level 1.

Airspace: Closed.

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

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. **(Update)**

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. **(Update)**

Airspace: A limited number of flights from Hamad International Airport have operated since 18 March 2026 via a restricted and approved air corridor by the Qatar Civil Aviation Authority and other relevant authorities. This does not constitute a return to normal operations; the temporary closure of Qatari airspace remains in effect due to the current regional situation

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 Port and all associated port facilities are operating normally, including container terminals, marine services, cargo handling, and gate operations. Today, 12 vessels (passengers, sugar, wheat, general cargo, mineral oils, gas, livestock, containers) were berthed at Aqaba Port. Additionally, five vessels are awaiting in the territorial waters, and nine more vessels (livestock, corn, vegetable oils, nitrates, paper pulp, containers) are expected to arrive within the next two days. **(Update).**

From 1 March 2026 to 21 March 2026, a total of **182 vessels** called at Aqaba ports, according to the report issued by the Aqaba Development Company. These included:

PORT	Berthed Vessels	Cargo Type	Volume	Expected Vessels (Next 7 Days)	Expected Cargo Type (Next 7 Days)	Expected Volume (Next 7 Days)
Containers Port	30	Containers	48,117 TEUs	12	Containers	13,703 TEUs
Industrial Port	19	Potash, Sulfur, Phosphoric Acid, Ammonia, Fertilizer	438.4 thousand tons	7	Potash, Sulfur, Phosphoric Acid, Fertilizer	190 thousand tons
Phosphate Port	6	Phosphate	231 thousand tons	3	Phosphate	184 thousand tons
Oil Port	8	Crude Oil, Gasoline, Potassium Hydroxide, Mineral Oils, Jet Fuel, Diesel	319 thousand tons	2	Chemicals, Mineral Oils, Gasoline, Diesel	85 thousand tons
LPG Terminal	5	Liquefied Petroleum Gas	57 thousand tons	2	Liquefied Petroleum Gas	24 thousand tons
New Aqaba Port	24	Wheat, Steel Coils, Bagged Ammonium Nitrate, Plywood, Vehicles, Coal, Calves, Sheep, Silage Feed, Various Steel, Buses, Barley, Trucks	255 thousand tons	6	Wheat, Vehicles, Trucks, Paper Pulp, Calves, Goats	194 thousand tons
Sheikh Sabah LNG Terminal	2	Liquefied Natural Gas	128 thousand tons	0	Liquefied Natural Gas	0

Passenger Terminal	78	Various Foodstuffs, Passengers	107 thousand tons / 22,365 passengers	28	Various Foodstuffs, Passengers	35 thousand tons / 7,500 passengers
Cruise Ship Port	10	Ro-Ro Vehicles, Trailers	5,408 vehicles	2	Ro-Ro Vehicles, Trailers	-

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 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

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). **(Update)**

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.

Hapag-Lloyd

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). **(Update)**

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

Maersk

- **Update – Gulf Landbridge (Inland Transport) Solutions:**

This update covers the expansion of multimodal transport solutions across Saudi Arabia, Kuwait, Bahrain, UAE, Qatar, and Iraq. Please note that the information below relates to land transport only, and all transport services are subject to availability and the laws and regulations of each country

Export – Carrier Haulage Landbridge Solutions

- From Gulf origins (Dammam, Jubail, Bahrain, Kuwait, Qatar, UAE, Oman) via Jeddah Port.
- From Iraq via Aqaba Port.



- From UAE via Landbridge solutions through Sohar, Salalah, and Jeddah Ports to the rest of the world.

Import – Domestic Services

- From Jeddah Port to Riyadh and Dammam via Carrier Haulage.
- From Khorfakkan, Fujairah, Jebel Ali, and Abu Dhabi to other locations within the UAE.
- From Salalah to domestic destinations in Oman.

Import – Landbridge Solutions

- From Jeddah Port to Bahrain, Kuwait, Qatar, UAE, and Oman.
- From Khorfakkan and Fujairah to Saudi Arabia, Kuwait, Bahrain, and Qatar.
- From Salalah and Sohar to UAE, Saudi Arabia, Kuwait, Bahrain, and Qatar.

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
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 the following countries are suspended: UAE (including Khor Fakkan), Oman, Iraq, Kuwait, Qatar, Bahrain, and Saudi Arabia (Dammam and Jubail), except that export bookings from the UAE via Salalah, Jeddah, or King Abdullah Port are being accepted. **(Update)**

Accepted bookings: To and from Saudi Arabia (Jeddah Port and King Abdullah Port), Jordan, Lebanon, and Israel (shipment acceptance must be verified)

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). **(Update)**

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. **(Update)**

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.

Other Cargo Types:

Suspended bookings: All bookings to and from the following locations are suspended: United Arab Emirates (except Khor Fakkan), Iraq, Kuwait, Qatar, Saudi Arabia (Dammam and Jubail), Oman (Sohar), and Bahrain, except that export bookings from the UAE via Salalah, Jeddah, or King Abdullah Port are being accepted. Priority and special attention will be given to shipments containing essential foodstuffs, medicines, and perishable cargo. **(Update)**

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. **(Update)**

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

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 (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
ALL Long Haul Services - Head Hauls	265 USD	320 USD
ALL Long Haul Services - Back Hauls	130 USD	155 USD
Regional Services	130 USD	155 USD

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. **(Updated)**

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:

1. Pick up cargo at an alternative port.
2. Transport cargo overland or via rail to another location under a commercial agreement.
3. Change of Destination (COD): redirect the shipment to another port based on service availability.
4. 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. **(Update)**.

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. **(Update)**

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. **(Update)**

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	270 USD
From Scan Baltic to East Africa	285 USD	430 USD
From Northern Europe (including the United Kingdom) to the Red Sea	125 USD	185 USD
From Northern Europe (including the United Kingdom) to East Africa	230 USD	345 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)	125 USD	185 USD
From the Red Sea to Scan Baltic region	175 USD	75 USD
From the Red Sea to Western Mediterranean and Adriatic Sea	100 USD	40 USD
From the Red Sea to East Africa	140 USD	50 USD
From East Africa to Northern Europe (including the United Kingdom)	230 USD	100 USD
From East Africa to Scan Baltic region	285 USD	120 USD
From East Africa to Western Mediterranean and Adriatic Sea	220 USD	80 USD
From East Africa to the Red Sea	140 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 01 April 2026 – BL Date and until further notice, as follows: **(update)**.

AREA	PER TEU DRY	PER TEU RF
From Western Mediterranean and Black Sea to Red Sea	100 USD	150 USD
From Western Mediterranean and Black Sea to East Africa	230 USD	350 USD
From Western Mediterranean and Black Sea to Indian Subcontinent	150 USD	220 USD

AREA	PER TEU DRY	PER TEU RF
From Eastern Mediterranean and Black Sea to Red Sea	75 USD	115 USD
From Eastern Mediterranean and Black Sea to East Africa	175 USD	260 USD
From Eastern Mediterranean and Black Sea to Indian Subcontinent	110 USD	170 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.

Emirates Shipping Line (ESL)

Amendment to Shipping Procedures Due to the Security Situation in the Arabian Gulf



In light of the current security situation in the Arabian Gulf and the resulting potential risks of damage, delay, or loss to vessels, cargo, and crew, and in accordance with Clause 8 (Liberties) of the Bill of Lading, ESL announces the following measures for the vessel ONE REASSURANCE VOY 02608 for all shipments, whether ashore or at sea:

1. Shipments destined to: Jebel Ali, Abu Dhabi, Ajman, Ras Al Khaimah, Umm Al Quwain

- Cargo will be discharged at Khor Fakkan and then transported by truck to final destinations as per POD.
- Mandatory Surcharge: USD 1,250 / TEU to cover deviation and/or all transshipment and operational costs at Nhava Sheva and Khor Fakkan.
- Additional inland transport charges from Khor Fakkan to final destinations will be determined upon discharge.
- Any storage or additional costs after discharge shall be fully borne by the Merchant.

2. Shipments destined to: Khor Fakkan, Sharjah, Sohar

- Transportation will be delayed due to the current situation and will require alternative transshipment arrangements at the Merchant's risk and expense.
- Mandatory Surcharge: USD 1,250 / TEU to cover deviation, delays, and transshipment costs at Nhava Sheva, including onward delivery to POD.
- Any additional costs after discharge shall be fully borne by the Merchant.

3. Shipments destined to: Dammam and Riyadh

- Cargo will be discharged at Jeddah, which shall be considered full performance of the contract.
- Mandatory Surcharge: USD 1,750 / TEU to cover deviation and/or all operational costs.
- Any additional costs after discharge shall be borne by the Merchant.

4. Shipments destined to: Other Arabian Gulf ports

- Cargo will be discharged at Khor Fakkan or Sohar, which shall be deemed fulfillment of the contract.
- Mandatory Surcharge: USD 1,250 / TEU to cover deviation and/or all operational and transshipment costs.
- Any additional costs after discharge shall be borne by the Merchant.

5. Shipments destined to: Red Sea ports

- Transportation will be delayed and will require alternative transshipment arrangements at the Merchant's risk and expense.



- Mandatory Surcharge: USD 1,750 / TEU to cover deviation, delays, and transshipment costs at Nhava Sheva, including onward delivery to POD.

Additional Charges

- A Container Drop-off Charge is applied effective immediately and until further notice on all current and new import shipments to:
UAE, Saudi Arabia, Qatar, Kuwait, Bahrain, and Iraq.
- The charge is USD 550 per standard container, applicable regardless of the Port of Discharge stated in the Bill of Lading or the actual place of delivery.
- Exemptions: Empty containers returned to Sohar (Oman) and Jeddah (Saudi Arabia) are excluded.

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

Security-Related Measures – Gulf Region: Due to the current security situation in the Arabian Gulf and the associated significant risks to vessels, cargo, and crew, and under the terms of the carriage contract, ESL announces the following for vessel **ASL SHEKOU VOY 02611**, whether ashore or at sea:

- Under **Clause 8 (Liberties)** of the Bill of Lading, ESL has the right to **stop the vessel at Sohar Port, Oman, and discharge and/or re-stow cargo, with all risks and costs borne by the merchant.**

Cargo Bound for Sohar: Transportation of cargo will be delayed due to the security situation, at the merchant's risk and cost. A mandatory surcharge of USD 750 per TEU will apply to cover diversion, delay, and any other operational costs. All storage charges or additional costs resulting from diversion or delay are the merchant's responsibility.

Cargo Bound for Jebel Ali, Khorfakkan, and Sharjah: Cargo will be discharged at Sohar Port, Oman and moved to a customs free zone. This is considered proper execution of the contract. A mandatory surcharge of USD 1,250 per 20ft container and USD 2,000 per 40ft container will apply to cover diversion and/or all operational costs for re-stow at Sohar.

Cargo Bound for All Other Gulf Ports: Cargo will be discharged at Sohar and moved to a customs free zone, considered proper execution of the contract. A mandatory surcharge of USD 1,250 per 20ft container and USD 2,000 per 40ft container will apply to cover diversion and/or all operational costs for re-stow at Sohar. Any additional charges, storage, or costs related to the cargo after discharge are the merchant's responsibility.

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) – 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.

Regional Container Lines (RCL)

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. **(Update)**

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 Mediterranean and North Africa passing through the Red Sea	2000 USD	3000 USD	4000 USD

SeaLegend

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. **(Update)**

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 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

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

Folk Maritime

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.

Zhong Gu Line

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

TS LINE

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

Fifth: Roll On Roll Off Vehicle Shipping Lines

Stena Glovis

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

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

The vessel **Glovis 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:

Some shipping lines have **not imposed war risk surcharges** up to this point

Some shipping lines have **reduced war risk surcharges** on shipments arriving at **Aqaba ports**

Some shipping lines have **included war risk surcharges ضمن freight rates** (i.e., embedded within the freight charges)



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: Conclusion

The **navigational situation in the Gulf and Red Sea region** is currently experiencing severe disruption:

- The **Strait of Hormuz has been closed**.
- Acceptance of certain types of cargo (**reefer, dangerous, special**) has been suspended, and in some cases, **all types of cargo** are temporarily halted at certain ports.
- Significant **additional surcharges** related to **war risk, emergency operations, and fuel** have been imposed across a wide area, including 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.

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