

13 March 2026

Middle East Operational Update 10

Dear Customer,

We are closely monitoring the evolving situation in the Middle East and would like to provide you with an update on what it means for your shipments and our services across the region. As conditions develop, we are taking proactive measures to protect our people, safety, safeguard cargo integrity and maintain the stability of our network.

Please note that the following information is subject to change due to the highly volatile situation in the region.

Ocean Update

The following decisions are being implemented:

Cargo Type	Cargo booking:
Reefer	<p>Suspension of all bookings to and from the UAE, Oman, Iraq, Kuwait, Jordan, Qatar, Bahrain, Saudi Arabia</p> <p><i>*Shipments that contain critical foodstuff, medicine and perishable goods, we will do our utmost to ensure special attention is given.</i></p> <p>The suspension applies to cargo originating from, destined for, or transshipping through these countries (<i>exception Salalah transshipment to non-upper gulf Countries or between non-upper gulf countries, or between non-upper Gulf countries, for example shipping from Seychelles to Turkey, transshipping in Salalah</i>).</p> <p>Bookings will be accepted to and from Jeddah, King Abdullah and Aqaba from Monday, 16 March 2026</p>
DG	<p>Suspension of all bookings to and from the UAE, Iraq, Kuwait, Qatar, Bahrain, Jordan, and Saudi Arabia. Suspension on DG to Israel is applicable on some UN numbers. See the below table for more information on the this</p> <p>The suspension applies to cargo originating from, destined for, or transshipping through these countries (<i>exception Salalah transshipment to non-upper gulf Countries or between non-upper gulf countries, or between non-upper Gulf countries, for example shipping from Seychelles to Turkey, transshipping in Salalah</i>).</p> <p>Bookings will be accepted to and from Jeddah, King Abdullah and Aqaba from Monday, 16 March 2026</p>
OOG/In-gauge	<p>Suspension of all bookings to and from the UAE, Oman, Iraq, Kuwait, Qatar, Bahrain, Jordan, and Saudi Arabia</p>



	<p>The suspension applies to cargo originating from, destined for, or transshipping through these countries (<i>exception Salalah transshipment to non-upper gulf Countries or between non-upper gulf countries, or between non-upper Gulf countries, for example shipping from Seychelles to Turkey, transshipping in Salalah</i>).</p> <p>Bookings will be accepted to and from Jeddah, King Abdullah and Aqaba from Monday, 16 March 2026.</p>
Dry cargo	<p>Suspension of all booking to/from UAE, Iraq, Kuwait, Qatar, Saudi Arabia (Dammam & Al Jubail), & Bahrain. *</p> <p><i>*Shipments that contain critical foodstuff, medicine and perishable goods, we will do our utmost to ensure special attention is given.</i></p> <p>We accept bookings to /From Saudi Arabia (Jeddah & King Abdullah port), Jordan & Oman (Salalah), Lebanon and Israel.</p> <p>From Monday, 16 March 2026 will accept bookings to and from Oman (Sohar), and UAE (Khor Fakkan)</p>
MLL	All above restrictions are not applicable for MLL operator bookings.

Limitations on Dangerous Goods Cargo to Israel:

Port	Stage	Class	UN Numbers
ILHFA, ILASD	Export, Transshipment, Transit, Import	1,2.3, 2.1, 5.2	1942, 1971, 2067, 2426, 3375, 1051, 1092, 1098, 1131, 1143, 1163, 1182, 1185, 1238, 1239, 1244, 1251, 1259, 1380, 1510, 1560, 1580, 1583, 1605, 1613, 1614, 1695, 1994, 2075, 2232, 2249, 2334, 2382, 2480, 2481, 2484, 2485, 2606, 2644, 3079, 3287, 1052, 1093, 1099, 1100, 1160, 1162, 1214, 1242, 1250, 1277, 1295, 1298, 1316, 1717, 1724, 1744, 1745, 1752, 1765, 1790, 1809, 1810, 1815, 1818, 1828, 1834, 1836, 1837, 1838, 1921, 2270, 2284, 2333, 2383, 2396, 2404, 2622, 2692, 2699, 2734, 2735, 2826

Existing Ocean bookings and cargo in transit

Due to the volatility of the ongoing situation, there is a need for alternative solutions to bringing your cargo to final destination, including finding alternative routing and storage in transit. To do this, we are adding an Emergency Freight rate on cargo loading from or destined to ports in Iraq, Kuwait, Saudi Arabia (Dammam & Jubail), Bahrain, Qatar, the United Arab Emirates, and Oman (except Salalah). It is based on your container category and subject to required regulatory approvals. See below:

Cargo type	Cost per container
20' dry container	USD 1800
40' dry container	USD 3000



Reefer, Special and DG container	USD 3800
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Why are we implementing this

We are implementing this Emergency Freight rate to arrange alternative routing to final destination including finding potential storage solutions, additional charters and so forth. This fee includes transportation from temporary storage to final destination, when safe to complete the voyage.

Please note that due to the fluidity of this situation, the Emergency Freight rate may be adjusted.

Options for cargo on route:

We will do our utmost to support you through this disruption and avoid termination of voyage. To facilitate this, we have the following options for you to choose from:

Option	Cost	Additional information
Complete the planned voyage, with temporary storage	<p>Strait of Hormuz Emergency Freight rate (as mentioned above), which covers 14 days of storage in transit.</p> <p>Beyond this there will be storage fee of USD 25 per TEU day plus reefer monitoring and plug-in fee where applicable. This will be invoiced fortnightly.</p>	<p>Your cargo will be placed in long-term storage in a port, selected by Maersk. Onwards voyage will be initiated as soon as safely and practically possible, and covered by the rate</p> <p><i>We reserve the right to declare termination of voyage if the situation is prolonged.</i></p>
Return to Origin	You pay the standard COD fee and pricing, alongside additional freight cost. This is subject to operational acceptance	This solution is subject to operational feasibility
Change of Destination	You pay the standard COD fee and pricing, alongside additional freight cost. This is subject to operational acceptance	This solution is subject to operational feasibility.

Should we not hear from you regarding your impacted cargo on or before 21 March 2026, we will contact you for termination of voyage. Please ensure that you reach out to our teams to ensure that your cargo is handled accordingly.

Returning of empty container in region

Until further notice, for import shipments into UAE, Qatar, Saudi Arabia (Dammam, Jubail), Bahrain, Kuwait, Iraq and Oman (Duqm), empty containers will not be accepted for return at their usual locations. Instead, please return empties to the following designated locations only:

1. Designated empty-return depots:
 - a) **Oman – Salalah & Sohar**



b) Saudi Arabia – Jeddah

2. Impacted import countries (no returns accepted for now): UAE; Qatar; Saudi Arabia (Dammam, Jubail); Bahrain; Kuwait; Iraq; Oman (Duqm).

Detention & Demurrage

The local D&D tariff applicable at the designated return locations, subject to local laws, can be found here <https://www.maersk.com/local-information/imea>.

If cross-border return to a designated location is unlawful or materially prevented by authorities, please contact your Maersk representative within 7 days of this notice so we can agree with a compliant interim solution and the applicable D&D handling.

Maersk Cargo Insurance continues to offer cover per policy terms across the Middle East, however the situation is under close and ongoing review. A number of insurance companies have reduced or withdrawn coverage for shipments into the Red Sea, Gulf of Oman and Persian Gulf regions, particularly with respect to insurance coverage on the vessels themselves, and Maersk is also reducing operations in the region (find the latest Maersk operational update [here](#)). This may reduce options to ship into the region, however as and when operations resume, Maersk Cargo Insurance will endeavour to be available to insure your cargo interests.

Fuel Update

Whilst it is our assessment that there is currently sufficient fuel globally, it is unevenly distributed. We are proactively redistributing fuel to ensure vessels can continue to bunker where needed and keep our ocean network running without interruptions. To do so, we have seen no other alternative than to implement a temporary Emergency Bunker Surcharge (EBS). This surcharge covers the impact of fuel availability, cost and mix outside of what is covered in our Fossil Fuel Fee (FFF); this means we are better positioned to have the necessary access to fuel and the ability to move it to necessary locations.

Scope	Direction	Currency	EBS DRY+ Special Equipment + NOR				EBS REEF	
			20DRY	40DRY	40HDRY	45HDRY	20REEF	40REEF
All Long Hauls	Headhaul	USD	200	400	400	400	300	600
All Long Hauls	Backhaul	USD	100	200	200	200	150	300
Intra Trades	All directions	USD	100	200	200	200	150	300

- The EBS will apply globally without exception from 25 March 2026 (price calculation date), subject to regulatory approvals.
- The EBS will be monitored every 14 days and adjusted if relevant –upwards or downwards– based on fuel availability, cost and mix.
- Updated levels will be published on [maersk.com](https://www.maersk.com).

For more information on this: [Maersk Emergency Bunker Surcharge \(EBS\) 2026](#)

Air Update

Due to ongoing developments in the Middle East, global aviation fuel markets are experiencing volatility, causing operational disruptions in air logistics.

As jet fuel prices rise, Fuel Surcharges (FSC) will increase and be reviewed weekly, based on market indices. For contract renewals without an FSC, 15% of the rate will be allocated to fuel. Additionally, a Transit Disruption Surcharge (TDS) will be introduced to cover extra costs from capacity constraints and rerouting. Customers will be notified in advance of any changes. The situation remains fluid, and we will continue to keep you updated on any market changes affecting costs or operations.

Ports update

Salalah: We can confirm an ongoing incident near to the general cargo terminal. The staff is following the established evacuation protocol, and the terminal is working with the authorities to manage the situation and keep all people safe. All operations have been paused until further notice.

Conditions at other ports remain the same.

Landside update

Landside services like trucking, rail, and warehousing remain operational across the region. Customers should expect possible border congestion, customs delays, and variable transit times. Alternative routes and stricter security may cause schedule changes and cost shifts. The situation is being monitored for quick response and efficient management.

We will continue to keep you updated on the situation, via our [Red Sea / Gulf of Aden / Hormuz Strait situation page](#). Should you have further questions please do not hesitate to reach out to your local Maersk representative. Our teams are on hand to support with your planning, should you need any assistance.

Yours sincerely,

Maersk