

12 March 2026

**Middle East Operational Update 9**  
**Updated Import Cargo Acceptance**

Dear Customer,

Following our previous communication regarding operational adjustments across Middle East corridors, we would like to inform customers of the following **updates to our cargo acceptance policy**.

These changes are being introduced as part of our ongoing efforts to maintain safe and controlled service continuity while managing the operational disruptions affecting Middle East service corridors. As communicated in earlier updates, Maersk has implemented several precautionary measures due to the evolving security environment and resulting disruption to shipping flows in the Gulf region.

**Ocean Update**

The following decisions are being implemented:

Cargo Type	Cargo booking:
Reefer	<p>Suspension of all bookings to and from the <b>UAE, Oman, Iraq, Kuwait, Jordan, Qatar, Bahrain, Saudi Arabia</b></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 <b>accepted</b> to and from <b>Jeddah, King Abdullah</b> and <b>Aqaba</b> from <b>Monday, 16 March 2026</b></p>
DG	<p>Suspension of all bookings to and from the <b>UAE, Iraq, Kuwait, Qatar, Bahrain, Jordan, and Saudi Arabia</b>. Suspension on <b>DG to Israel is applicable on some UN numbers. See the below table for more information on the this</b></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 <b>Jeddah, King Abdullah</b> and <b>Aqaba</b> from <b>Monday, 16 March 2026</b></p>



OOG/In-gauge	<p>Suspension of all bookings to and from the <b>UAE, Oman, Iraq, Kuwait, Qatar, Bahrain, Jordan, and Saudi Arabia</b></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 <b>Jeddah, King Abdullah</b> and <b>Aqaba</b> from <b>Monday, 16 March 2026</b>.</p>
Dry cargo	<p>Suspension of all booking to/from <b>UAE, Iraq, Kuwait, Qatar, Saudi Arabia (Dammam &amp; Al Jubail), &amp; Bahrain. *</b></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 <b>Saudi Arabia (Jeddah &amp; King Abdullah port), Jordan &amp; Oman (Salalah), Lebanon and Israel.</b></p> <p><b>From Monday, 16 March 2026</b> will accept bookings to and from <b>Oman (Sohar), and UAE (Khor Fakkan)</b></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:

<b>Cargo type</b>	<b>Cost per container</b>
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20' dry container	USD 1800
40' dry container	USD 3000
Reefer, Special and DG container	USD 3800

**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

Air cargo operations in the Middle East remain impacted by ongoing airspace restrictions and security measures. We understand that some airlines may have begun gradually resuming limited services, but



continuing to adjust schedules and reroute flights to avoid affected airspace. These changes are contributing to cargo backlogs and longer transit times across multiple trade lanes. In addition, we understand that airlines may have begun increasing Fuel Surcharges (FSC) and applying War Risk Surcharges in response to rising operating costs and the evolving security situation. Maersk continues to closely monitor the situation and work with airline partners to mitigate disruptions where possible.

**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.