MAERSK

Customer Advisory

19 March 2026

Middle East Operational Update 13

Existing Ocean bookings and Cargo in transit, and landbridge solutions

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.

Landside update

Landbridge solutions in Saudi Arabia, Kuwait, Bahrain, UAE, Qatar and Iraq

Please find the continued expansion of our multimodal transport solutions across the Gulf region.

Please note that the information below is only relevant for landside transportation. Please note that all transportation services are subject to availability, and in accordance with applicable laws and regulations.

Export – Carrier Haulage Land Bridge Solutions

- From Upper Gulf origins (Dammam, Jubail, Bahrain, Kuwait, Qatar, UAE, Oman) via Jeddah Port
- From Iraq via Aqaba Port
- From UAE via Landbridge solution connection through Sohar, Salalah and Jeddah ports to Rest of world

Import – Domestic Services

- From Jeddah Port to Riyadh and Dammam Carrier Haulage
- From Khor Fakkan, Fujairah, Jebel Ali, and Abu Dhabi ports to the rest of the UAE
- From Salalah to inland destinations across Oman

Import – Land Bridge Solutions

- From Jeddah Port to Bahrain, Kuwait, Qatar, UAE, and Oman
- From Khor Fakkan and Fujairah to Saudi Arabia, Kuwait, Bahrain, and Qatar
- From Salalah and Sohar to UAE, Saudi Arabia, Kuwait, Bahrain, and Qatar
- From Aqaba to Iraq

Accepted Cargo Types (subject to capacity availability)

- Dry cargo
- Frozen cargo

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 (Damman & 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

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

<u>Options for cargo en route:</u>

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

Options	**Cost**	**Additional information**
A) Complete the planned voyage, with temporary storage	Strait of Hormuz Emergency Freight rate (as mentioned above), which covers 14 days of storage in transit. Beyond this there will be storage fee of USD 25 per TEU day plus reefer monitoring and plug-in fee where applicable as per the location tariff. This will be invoiced fortnightly.	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 *Maersk reserves the right to declare termination of voyage if the situation becomes prolonged. In such an event,* ***no waivers or refunds*** *will apply to storage charges already billed or paid.*
B) Return to Origin	Freight payer pays the standard COD fee and pricing, alongside additional freight cost. This is subject to operational acceptance	This solution is subject to operational feasibility. *if the decision is taken before the container reaches the affected region, the SoH Emergency Freight charge will not apply; only COD and*

		differential freight charges will apply. *If chosen after the container reaches the affected region or within 72 hours of planned discharge, the SoH Emergency Freight charge will be applied.*
C) Change of Destination	Freight payer pays the standard COD fee and pricing, alongside additional freight cost. This is subject to operational acceptance	This solution is subject to operational feasibility. *If the decision is taken before the container reaches the affected region, the SoH Emergency Freight charge will not apply; only COD and differential freight charges will apply.* *If chosen after the container reaches the affected region or within 72 hours of planned discharge, the SoH Emergency Freight charge will be applied.*

Deadline Extension Due to Eid Holidays
Due to the upcoming Eid holidays, the deadline to select one of the options above has been extended to 25 March 2026. Should we not hear from you regarding your impacted cargo on or before this date, we will contact you to proceed with termination of voyage. We kindly request that you reach out to our teams so your cargo can be handled accordingly.

Important Notes

- If Option B or Option C is selected after previously selecting Option A, or after the containers have been discharged at the storage-in-transit port, the Strait of Hormuz Emergency Freight fee will continue to apply by default and will not be waived or refunded.
- Storage fees will apply from the 15th day after discharge at storage port until one of the following occurs:
    1. Container is loaded to complete the originally planned onward voyage.
    2. Container is loaded for return to origin (Option B).
    3. Container is loaded for onward journey to the new POD (Option C).
    4. Delivery/gate-out from the port in cases where the voyage is terminated or the customer chooses to terminate at the storage-in-transit port.

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 *> Select your country > Import*
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.

Ocean update:

Cargo Booking

Cargo Type	Cargo booking:
Reefer	Suspension of all bookings to and from the **UAE (including Khor Fakkan), Oman, Iraq, Kuwait, Qatar, Bahrain, Saudi Arabia (Dammam & Al Jubail)** except from the ports mentioned below *Shipments that contain critical foodstuff, medicine and perishable goods, we will do our utmost to ensure special attention is given.* The suspension applies to cargo originating from, destined for, or transhipping through these countries (*exception Salalah transhipment to non-upper gulf Countries or between non-upper gulf countries, or between non-upper Gulf countries, for example shipping from Seychelles to Turkey, transhipping in Salalah*). Bookings to /From **Saudi Arabia (Jeddah & King Abdullah port), Jordan, Lebanon and Israel** *(subject to acceptance check)*
DG	Suspension of all bookings to and from the **UAE (including Khor Fakkan), Iraq, Kuwait, Qatar, Bahrain and Saudi Arabia (Dammam & Al Jubail) except some ports as mentioned below.** Suspension of all IMO Class 5.1 bookings to and from, including transshipments, **Oman (all ports included).** Suspension on **DG to Israel is applicable on some UN numbers. See the below table for more information on the this** Bookings accepted to and from **Jeddah, King Abdullah, Aqaba, Salalah (except for IMO 2.1 and 5.1) and Sohar (except for IMO 5.1)**
OOG/In-gauge	Suspension of all bookings to and from the **UAE (including Khor Fakkan), Iraq, Kuwait, Qatar, Bahrain, and Saudi Arabia (Dammam & Al Jubail)** Bookings accepted to and from **Jeddah, King Abdullah, Aqaba, Salalah and Sohar.**
Dry cargo	Suspension of all booking to/from **UAE (except for Khor Fakkan), Iraq, Kuwait, Qatar, Saudi Arabia (Dammam & Al Jubail), & Bahrain. *** *Shipments that contain critical foodstuff, medicine and perishable goods, we will do our utmost to ensure special attention is given.* We accept bookings to /From **Saudi Arabia (Jeddah & King Abdullah port), Jordan & Oman (Salalah, Sohar), UAE (Khor Fakkan – only imports), Lebanon and Israel.**
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

Returning of Empty Containers update:

Returning of empty container in region

In light of the evolving situation affecting navigation and port operations in and around the Strait of Hormuz, and in order to protect the safety of our vessels, crews and your cargo, Maersk is implementing temporary empty-container return arrangements.

Effective immediately and until further notice, for existing and new import shipments into the UAE, Qatar, Bahrain, Kuwait, Saudi Arabia (Jubail), Iraq and Oman (Duqm), empty containers will not be accepted at their usual return locations.

Instead, empties should be returned only to the designated depots listed below.

Designated empty return depots:

Oman – Salalah

Saudi Arabia – Jeddah

Limited acceptance with Drop off (DRP) charges please refer to the table below

Drop off charges	20'	40'	Reefers 20' & 40'
Oman (Sohar & Salalah)	n/a	n/a	n/a
Saudi Arabia (Jeddah)	n/a	n/a	n/a
UAE (Abu Dhabi & Jebel Ali)	$600	$1200	$1200
Bahrain	$3000	$2500	$2500
Kuwait	$2500	$2500	$2500
Saudi Arabia (Dammam & Jubail)	n/a	n/a	n/a

Oman (Sohar)	Empties accepted only for customers who have cargo discharged in Oman
Jordan (Aqaba)	Empties accepted only for customers who have cargo discharged in Iraq

For containers already discharged where Delivery Orders have been issued:

a) If the DO states a return location that is in "empty acceptance" status at gate-in, return may be made to that stated location.
b) If the stated location is not accepting empties at the time of return, Maersk will issue an updated instruction to an available designated depot

For more info see here: https://www.maersk.com/news/articles/2026/03/17/hormuz-closure-empty-returns-suspension-update-march

- If Option B or Option C is selected after previously selecting Option A, or after the containers have been discharged at the storage-in-transit port, the SoH Emergency Freight fee will continue to apply by default and will not be waived or refunded.

Fuel Update

The ongoing conflict in the Middle East has had a considerable impact on the international fuel market. As a result, many refineries within the region are either offline or operating at reduced capacity, and export ability is very limited. This circumstance has led to substantial disruptions in global fuel supply chains.

Maersk remains dedicated to maintaining service reliability and ensuring stable operations for our customers during this challenging period. To preserve network stability, we have undertaken significant redistribution of fuels to offset shortages in the Middle East, and are securing alternative sources from different locations, suppliers, and at increased premiums.

In response to notable fluctuations in fuel supply and the additional costs of distribution, we will be introducing an Emergency Bunker Surcharge (EBS). These exceptional expenses fall outside standard FFF adjustments; therefore, implementing the Emergency Bunker Surcharge is essential to support operational continuity and strengthen customers' supply chain resilience.

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.

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 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.

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Port update

For information on ports in the impacted area, please click here: Middle East Port Operations Update | Maersk

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

Classification: Public