

31 August 2026

Middle East Operational Update 44

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.

Please note that we are temporarily pausing landside bookings:

- on cargo going from **UAE and Qatar via Jeddah port and Oman port**
- on cargo going from **Jeddah Port to UAE, Oman and Qatar**
- on cargo going from **Salalah and Sohar to UAE, Saudi Arabia, Kuwait, Bahrain, and Qatar**

Available landside solutions :**Export – Carrier Haulage Land Bridge Solutions**

- From Kuwait, Qatar, Bahrain, and the UAE via Salalah Port and Khor Fakan
- From Iraq via Aqaba Port

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 Khor Fakkan and Fujairah to UAE
- From Aqaba to Iraq

Accepted Cargo Types (subject to capacity availability)



- Dry cargo
- Frozen cargo

Ocean update:

Cargo Booking

Cargo Type	Cargo booking:
Reefer	Suspension of all bookings to and from Iraq, Kuwait, Qatar, Bahrain, Saudi Arabia (Dammam, Al Jubail and King Abdullah port), Jordan* and to the UAE (excluding Khor Fakkan and Jebel Ali (via landbridge)) with exceptions from the ports mentioned below*. Bookings are accepted to /From Lebanon, Israel, Oman (Salalah and Sohar) and Khor Fakkan (UAE) – import only *Temporarily suspension of bookings to Jordan on all reefer Container Yard Jebel Ali acceptance <i>*Shipments that contain critical foodstuff, medicine and perishable goods, we will do our utmost to ensure special attention is given.</i> 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>).
DG	Suspension of all bookings to and from the UAE (including Khor Fakkan) *, Oman (Salalah) Iraq, Kuwait, Qatar, Bahrain and Jordan Bookings accepted for Saudi Arabia (Jeddah) for local consignees only. Emergency Freight rate cost of USD 3800 will be applicable. Bookings accepted to and from Sohar (Oman), except for IMO 5.1. Bookings accepted for transshipment via Salalah excluding bookings to UAE, Qatar, Saudi Arabia, Bahrain, Kuwait and Iraq. Israel ports: DG restrictions in Israel have been lifted. DG bookings are now fully accepted at Haifa and Ashdod in line with local regulations. Booking systems have been updated accordingly. <i>*For already accepted DG bookings destined for UAE, or currently sitting in Salalah please see process below:</i> Dangerous Goods Cargo to UAE local Market and Upper Gulf ports A. There are 2 options for local UAE Market DG Cargo shipments 1. Dangerous Goods (DG) cargo destined for the local market can be routed through Khor Fakkan up to Sajaa (ICD) for final clearance, except for Class 5.1, Radioactive DG and other restricted classes (see list below) which will be on Direct delivery in



KHO based on prior approval from the terminal operator.

2. Dangerous Goods (DG) cargo destined for the local market can also be routed through Fujairah up to Jebel Ali Terminal for final clearance.

- DG containers will be transferred to Sajaa or Jebel Ali same day of availability
- Once cargo arrives, please have your own trucking arrangements in place for on carriage of the DG units from either SAJAA ICD or Jebel Ali Terminal to your final delivery location.
- All storage charges at SAJAA ICD and Jebel Ali Terminal will be on the customer's account.

B. DG cargos **to Upper Gulf countries (Kuwait, Qatar, Bahrain)** will be moved through Fujairah to Jebel Ali Terminal by trucks and loaded by feeder to upper gulf countries

Please contact your respective CX focal or ae.import@maersk.com for arranging DO and completing customs formalities prior vessel discharge at Khor Fakkan and Fujairah.

The following cargo categories are either restricted, require prior approval from terminal operator, or are subject to mandatory Direct Delivery and expedited clearance requirements:

IMCO Class	Description	Key Requirement
Class 1	Explosives	Government approval required. Direct Delivery mandatory.
Class 2.1	Gas Lighters / Refills	Direct Delivery only. Clearance within 48 hours.
Class 3	Turpentine Substitute / White Spirit	Direct Delivery only. Clearance within 48 hours.
Class 4.1	Safety Matches	Direct Delivery only. Clearance within 48 hours.
Class 5.1	Calcium Hypochlorite	Reefer containers only and prior approval required.
Class 5.1	Ammonium Nitrate / Potassium Nitrate	Transshipment not permitted. Import direct transit only.
Class 5.2	Organic Peroxide Type D	Reefer containers required. Subject to authority approval.
Class 7	Radioactive Materials	Government approval required. Direct Delivery mandatory.
Class 8	Hydrochloric Acid	Enhanced packaging requirements. Clearance within 48 hours preferred.

Documentation Requirements

The following documents must be submitted prior to cargo acceptance:

- Dangerous Goods Declaration (DGD)
- Safety Data Sheet (SDS/MSDS)
- Container Packing Certificate (where applicable)
- Any required regulatory permits

All DG cargo must be correctly declared, labelled, packed, and handled in accordance with the latest IMDG Code requirements.

OOG

Suspension of all bookings to and from the **UAE (including Khor Fakkan), Iraq, Kuwait,**



	Qatar, Bahrain, Jordan (Aqaba), and Saudi Arabia (Jeddah, King Abdullah, Dammam & Al Jubail) and Oman. Booking acceptance on transshipments via Salalah to non-upper Gulf countries remain open.
In-Gauge	Suspension of all bookings to and from the UAE, Iraq, Kuwait, Qatar, Bahrain and Saudi Arabia (Dammam & Al Jubail) Booking acceptance to and from Jeddah, Aqaba, King Abdullah, Salalah, Sohar and Khor Fakkan
Dry cargo	Suspension of all booking to and from UAE (except for Khor Fakkan and Jebel Ali), Iraq, Saudi Arabia (Dammam & Al Jubail). <i>Shipments that contain critical foodstuff, medicine and perishable goods, we will do our utmost to ensure special attention is given.</i> We accept bookings to /From Saudi Arabia (Jeddah & King Abdullah port), Jordan, Oman (Salalah, Sohar), UAE (Khor Fakkan – only imports, and Jebel Ali (via Landbridge), Lebanon, Kuwait, Qatar, Bahrain and Israel.
MLL	All above restrictions are not applicable for MLL operator bookings.

Please note that we are in the process of updating Jebel Ali contract rates via Khor Fakkan. So, the rates showing at the time of booking may change and get updated before the Price calculation Date.

This doesn't impact SPOT bookings where the rates are already updated.

Flex Hub/Flex route (sales on water) – In line with the ongoing contingency and workaround plans, Maersk will not accept any Flex Hub/Flex route (Sales on Water) requests with immediate effect until further notice for Hub- Salalah, Oman. Alternative hub acceptance is subject to operational feasibility.

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

Any vessels transiting the Strait of Hormuz will incur an additional fee of USD1000/container. *The fee would cover added costs for e.g. insurance premiums and crew risk compensation and replace our separately charged costs for our current landbridge solution. The 1000 USD fee would be on top of the Emergency Freight Rate which covers the added costs for onwards transportation to the upper Gulf.*

**Why are we implementing this?**

We are implementing this Emergency Freight rate to arrange alternative routing to destination including finding potential storage solutions, additional charters and so forth. This fee includes transportation from temporary storage to 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 en route:

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 <i>Maersk reserves the right to declare abandonment of carriage. In such an event, no waivers or refunds will apply to charges already billed or paid.</i>
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. <i>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.</i> <i>If chosen after the container reaches the affected region or within 72 hours of planned discharge, the SoH Emergency Freight charge will be applied.</i>
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. <i>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.</i> <i>If chosen after the container reaches</i>



		<i>the affected region or within 72 hours of planned discharge, the SoH Emergency Freight charge will be applied.</i>
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Important Notes

- 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/gateout from the port in cases where the carriage is abandoned or the customer chooses to take delivery at the storage in transit port.

Transshipments via Jeddah

Cargo booked to Kuwait, Iraq, Qatar, Bahrain and the UAE - cargo will now transship via Salalah and Khor Fakkan, then move by Landbridge to Sharjah, before connecting to final destination through our intra-Gulf feeder network. It will not go via Jeddah*

Cargo booked for Jeddah where the consignee is not based in Saudi Arabia If cargo is booked to Jeddah but the consignee is in another Middle East country, it will not be discharged in Jeddah. It will instead be routed to the consignee's country via Khor Fakkan.*

**Please note there may be additional charges in connection with rerouting. All impacted customers will receive a separate email with the details.*

Saudi import and export cargo - Cargo Port of Discharge or Place of Delivery in Saudi Arabia will continue to move through Jeddah. This includes cargo destined to Riyadh and Dammam, via the established Jeddah Landbridge solution.

For more information, see [here](#).

For Cargo en route and discharged in Jebel Ali, UAE, the following will apply

- Transshipment cargo:**
For cargo remaining under transshipment (including cargo staying at port or moving onward under a landbridge transshipment solution), a temporary storage charge will be payable by the freight payers of **USD 25 per TEU/per Day from the day of discharge**, with **reefer plug-in charges applied at actuals**, where applicable.
- All other cases (Import or COD to Jebel Ali):**
Where cargo is cleared as import in Jebel Ali, including cases involving a change of destination (COD), **storage and plug-in charges will be billed directly by the terminal to the customer**, as per terminal tariffs and timelines.
- Port storage and other pass through out of the pocket terminal charges are applicable, as per terminal tariff

Quick reference guide for UAE Export shipments on merchant haulage

1. Place your booking on www.maersk.com with load ports as either Salalah, Jeddah or Sohar
2. Inform you would like to pick up the empty container(s) in a different city.
3. Type empty pick-up location as "Jebel Ali, United Arab Emirates" while placing the booking

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Prices Book Schedules Tracking Manage Services Company

From (City, Country/Region) Jeddah, Saudi Arabia	To (City, Country/Region) Algeciras, Spain
Inland transportation ☒ CY I will arrange to deliver the container to the port/inland location ☐ SD I want Maersk to pick up the container at my facility	Inland transportation ☒ CY I will arrange for pick up of the container from the port/inland location ☐ SD I want Maersk to deliver the container at my facility
☒ I want to pick-up the empty container(s) in another city (charges may apply)	
Alternative pick-up location (City, Country/Region) Jebel Ali, United Arab Emirates	

4. Proceed with nominating Haulier and e-Token generation in Dubai Trade system
5. Arrange empty pick from Jebel Ali terminal.
6. Once empty container is picked-up, please send back the **CONTAINER GUARANTEE FORM received from your Customer Service agent** to ae.export@maersk.com with subject line " Container Guarantee - booking no XXXXXXXX
7. Note: If there are multiple containers in a single booking, please attach a signed and stamped list.
8. Please adhere to deadlines such as Shipping Instruction, VGM Submission, container gate-in timelines based on each vessel and port from which shipment is planned for loading
9. Kindly complete customs formalities according to your shipment and applicable regulations.
10. Please note that, for Sohar, only local trucks are allowed inside terminal
11. Customers must deliver all containers in the booking ready for carriage: no earlier than: (a) 6 days before vessel departure, if from Salalah, and (b) no 10 days before vessel departure if from Jeddah.

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.

Access the latest update on [Hormuz Disruption Update 8: Temporary Line Detention | Maersk](#)

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.

Returning and picking up 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)	Free	Free	Free
Saudi Arabia (Jeddah)	Free	Free	Free
UAE (Abu Dhabi)	\$600	\$1200	\$1200
UAE (JebelAli) (effective 17-Jul-2026)	\$1000	\$1200	\$1200
UAE (Ajman)	\$2055	\$2175	\$2175
Bahrain	Free	Free	\$1250
Kuwait	\$400	\$800	\$800
Qatar (effective 27-Jun-2026)	\$600	Free	\$1200
Jordan (Aqaba)	Free	Free	Free
Saudi Arabia (Dammam & Jubail) (Effective 18-Aug-2026)	\$1000	Free	Free

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

For containers already discharged where Delivery Orders have been issued:

- If the DO states a return location that is in "empty acceptance" status at gate-in, return may be made to that stated location.
- 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.

Empty Pick-Up Charge



Maersk is implementing Pick-Up Charge Export (PIC) for all non-preferred empty pick-up locations. PIC is applied per container as stated below, effective as of 6 April 2026.

Pick up charges	20'	40'	Reefers 20' & 40'
UAE (Jebel Ali)	Free	\$300	\$300
Saudi Arabia (Dammam & Jubail) (Effective 21-Aug-2026 for non regulated markets / 19-Sep-2026 for regulated markets)	Free	\$500	Free

Fuel Update

For more information on fuel-related updates, please refer to the following link: [Maersk Emergency Bunker Surcharge \(EBS\) 2026](#)

Air Update

Due to ongoing developments in the Middle East, global aviation fuel markets are experiencing volatility.

In order to ensure prices remain relevant to the market we will be using a Fuel Surcharge (FSC) linked to market-based indices. FSC will represent a minimum of 15% of the transportation rate. The situation remains fluid, and we will continue to keep you updated on any market changes affecting costs or operations.

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