

Middle East Regional Cargo and Logistics Report

• **LIVE SITUATION**

Technical talks running but snagged on an IAEA-inspections dispute · Hormuz oil flows at their fastest wartime pace, yet a projectile strike off Oman turned ships back — central channel still contested · Lebanon ceasefire frayed — fresh Israeli fire 23 Jun after two days' calm · Brent ~\$74, back near pre-war levels · Cargo operations only

MOVE ONE
STANDING
ORDER

DO NOT ROUTE via the central Hormuz channel.

This is a Move One order, not a market read. Oil flows are rebuilding fast on the inshore lanes, but the central channel is still mined and uninsurable — a projectile strike on a cargo ship off Oman this week turned vessels back, and no major carrier has committed to the central route. We route your cargo the long way and land it rather than gamble it on an uncleared lane. The order stands until both conditions are met and verified by our own desk: the channel independently confirmed mine-free, **and** a major carrier running it with war-risk cover restored. Until a Move One Route Resumption Advisory says otherwise, disregard partial-transit headlines and competing closure claims — we are already moving your freight on lanes that work.

<p>BRENT CRUDE</p> <p>\$74.40 ▼ pre-war</p> <p>Back near pre-war levels as focus shifts to a 2026 surplus.</p>	<p>WTI CRUDE</p> <p>\$71.20</p> <p>Gulf output ramping; tanker availability is the bottleneck.</p>	<p>HORMUZ STATUS</p> <p>■ PARTIAL / DO NOT ROUTE</p> <p>Flows at fastest wartime pace; projectile strike off Oman turned ships back. Central route mined, still contested.</p>	<p>DEAL STATUS</p> <p>■ ROAD MAP / TECHNICAL</p> <p>Technical talks running, but snagged on an IAEA-inspections dispute.</p>
---	---	---	---

■ OPEN / OPERATIONAL	■ CLOSED / SUSPENDED	■ DISRUPTED / RESTRICTED	■ ADVISORY / INFORMATION
----------------------	----------------------	--------------------------	--------------------------

► CHANGES SINCE LAST EDITION

What moved in the last 24 hours

BREAKING

IAEA-inspections dispute clouds the technical talks. Days after the 22 Jun road map, Iran's foreign ministry said UN inspectors are not scheduled to view the bombed nuclear sites — refuting Vice-President Vance — while Trump warned there would be “no further negotiations” without them. The road map holds, but this is its first real friction.

BREAKING

Projectile strikes a cargo ship off Oman. A vessel was hit by an unidentified projectile off the Omani coast (UKMTO); several commercial ships reversed course. Oil flows through Hormuz have hit their fastest wartime pace, but the incident shows the security picture is unresolved — and the central channel stays untouched by majors.

UPDATE

Lebanon ceasefire frayed again. Saturday's US-brokered truce held barely two days before Israeli fire killed two on 23 Jun. Israel insists on holding a southern security zone; the de-confliction cell is the first real test. A renewed flare-up is the single biggest threat to the strait staying open.

NEW

IMO to evacuate 11,000 stranded seafarers. The IMO announced a plan to move some 11,000 stranded mariners out through the strait — the first humanitarian throughput step since the closure. Negotiators also stood up working groups on sanctions, nuclear monitoring, reconstruction and Hormuz/Lebanon de-confliction.

UPDATE

Brent slips back toward pre-war levels (~\$74). Crude has slid further from ~\$78 to ~\$74 as flows accelerate and the Iranian-oil waiver bites; the market is now eyeing a 2026 surplus, with Iraq pressing OPEC for a higher quota. Surcharges ease only after sustained physical normalisation.

NEW

Saudi and Qatari Gulf exports restart. Saudi tankers are heading to Ras Tanura to resume Gulf crude exports for the first time since March, and Qatar issued its first post-war crude tender. Gulf output is ramping faster than tanker availability — expect a vessel scramble once a corridor clears.

UNCHANGED

DO NOT ROUTE via central Hormuz. Move One's order stands pending independent mine-clearance confirmation and war-risk reinstatement; ~80 mines remain and BIMCO still puts a safe corridor ~2 months out. Cape routing continues — see the standing order on page 1.

TAG KEY

BREAKING

major development

NEW

first reported this edition

UPDATE

revised since last edition

UNCHANGED

standing position holds

► MOVE ONE ASSESSMENT

The road map holds. Inspections and Lebanon are the test.

TALKS ARE MOVING — AND WASHINGTON PUT MONEY ON IT

The first high-level US–Iran round concluded on 22 June with a “road map” to a final deal inside the 60-day window and working groups stood up on sanctions, nuclear monitoring, reconstruction and Hormuz/Lebanon de-confliction. Within days it hit its first friction: Iran's foreign ministry said UN inspectors are not scheduled to view the bombed nuclear sites, refuting Vice-President Vance, and Trump warned there would be “no further negotiations” without inspections. The nuclear core is unsettled — Pezeshkian has said Iran will “never back down” from enrichment — and the threat of renewed strikes stays on the table.

LEBANON IS THE LEVER — AND IT FRAYED AGAIN

The MOU does not require an Israeli withdrawal from southern Lebanon — a US official confirmed it was “not a condition” — so the strike-and-ceasefire cycle there has been the throttle on the whole deal. Saturday's US-brokered truce held barely two days before Israeli fire killed two on 23 June, and Netanyahu has said Israel will hold a southern security zone as long as it sees fit. The de-confliction cell is the first real test of the process; a renewed flare-up would choke the waterway again, so we treat the calm as conditional.

OUR POSITION — THE ORDER STANDS ON THE CENTRAL CHANNEL

Hormuz is not binary: oil flows have hit their fastest wartime pace and CENTCOM reports steady movement, yet Iran's 20 June closure declaration technically still stands and a projectile struck a cargo ship off Oman this week, turning several vessels back. The north and south inshore lanes carry what moves; the central channel stays mined (~80 mines), BIMCO puts a verified safe corridor ~2 months out, and no major carrier has resumed it. Accelerating flows on the margins are not the core lane reopening. The order lifts only on independent clearance confirmation plus a major carrier resuming with war-risk cover.

OIL NEAR PRE-WAR LEVELS — WHAT IT MEANS FOR YOUR CARGO

Brent has slid to ~\$74 and WTI to ~\$71, back near pre-war levels, as accelerating flows and the Iranian-oil waiver drained the war-risk premium; Saudi exports are restarting via Ras Tanura and Qatar has issued its first post-war crude tender, shifting the market's eye to a 2026 surplus with Iraq pressing OPEC for a higher quota. The sanctions relief is time-boxed and conditional — treat its expiry as a hard cliff, screen counterparties against the carve-outs, and keep waiver references on file. This is where Move One's compliance desk earns its place.

BOTTOM LINE

Road map holds.

A road map and working groups are in place, but an IAEA-inspections dispute is the first real friction — the nuclear core is unsettled and the clock runs to ~16 Aug.

Lebanon sets the pace.

The strike-ceasefire cycle — not the deal text — governs the strait; the truce frayed again on 23 June, just two days after it was struck.

Our posture holds.

Central Hormuz stays DO NOT ROUTE until a corridor is independently verified — noise from declarations doesn't change that.

THE 60-DAY CLOCK	
MOU signed	17 Jun
Road map agreed	22 Jun
IAEA-inspections dispute	23 Jun
Talks deadline	~16 Aug

► MARITIME & CARGO OVERVIEW

The waterway picture

LOCATION	STATUS	DETAILS
Strait of Hormuz	■ PARTIAL / DO NOT ROUTE	Oil flows at their fastest wartime pace on the N & S inshore lanes (Iranian/Omani waters); CENTCOM reports steady movement. But a projectile struck a cargo ship off Oman this week and several vessels reversed course. Central channel mined (~80) and uninsured; BIMCO puts a verified corridor ~2 months out, majors not yet transiting. Iran's 20 Jun closure technically stands. Move One DO NOT ROUTE order on the central channel.
Salalah CT · OMAN	■ OPERATIONAL	Primary Move One Cape hub. CT and GCT fully operational. Pre-book slots — high demand continues through the clearance period. Oman confirmed no Hormuz tolls. No security incidents.
Red Sea / Bab-el-Mandeb	■ RISK — WATCH	Houthi attacks paused. MARAD 2026-006 active (to 22 Sep 2026). Lebanon ceasefire frayed again on 23 June — reactivation risk has ticked back up; monitor closely. Cape routing remains mandatory.
Arabian Gulf (Upper)	■ RESTRICTED	Behind the central channel. ~500 vessels staged to exit the Gulf as conditions allow — expect a congestion surge once a corridor clears; the IMO is arranging to evacuate ~11,000 stranded seafarers. Saudi exports restarting via Ras Tanura; Gulf-side feeder via Sharjah and the Saudi landbridge remain active.
Fujairah · UAE	■ ADVISORY	Operational. GPS spoofing Nav Warning 01/2026 active. Crude exports elevated. IRGC control map still active pending full mine clearance.
Khor Fakkan · UAE	■ OPERATIONAL	All berths active. AD Ports bonded landbridge to Jebel Ali / Sharjah active. Elevated dwell; retain as alternate routing.
Port of Aqaba · JORDAN	■ OPERATIONAL	Primary Move One Kuwait/Iraq sea alternate. All terminals normal. Jordan stable. Surface corridors active. Demand remains elevated.
Port of Duqm · OMAN	■ OPERATIONAL	Normal operations. DG cargo: advance ministry approval. Backup Cape hub.

Cape hubs, not a single lane. Salalah (Oman) is the primary Cape hub; Aqaba (Jordan) the primary sea alternate for Kuwait/Iraq; Khor Fakkan (UAE) the secondary container alternate. Choose by destination and slot availability — coordinate with your Move One representative to pre-position.

► COUNTRY-BY-COUNTRY STATUS · I

Gulf core — UAE · Kuwait · Saudi Arabia

UNITED ARAB EMIRATES

Jebel Ali / DXB·AUH·DWC	■ ADVISORY	Jebel Ali Gulf-side / landbridge only. DXB/AUH/DWC operational. GCAA NOC required for UAE corridor.
Khor Fakkan	■ OPERATIONAL	Primary container gateway. AD Ports bonded landbridge active; multiple feeder services running.
Fujairah / Sharjah	■ ADVISORY	Operational. GPS spoofing Nav Warning active. Crude exports elevated. Sharjah feeder hub active.
HHG & Pets	■ OPERATIONAL	HHG via east-coast ports or DXB/AUH air. GCAA NOC: foa@gcaa.gov.ae. Pet permits required.

KUWAIT · MOVE ONE KUWAIT FULLY OPERATIONAL

Shuwaikh / Shuaiba SEA	■ OPERATIONAL	Operating normally. Port coordination: andrew.davis@moveoneinc.com.
KWI — Terminals 4 / 5 AIR	■ OPERATIONAL	Kuwait Airways (T4) and Jazeera Airways (T5) on normal schedules. Additional foreign carriers progressively resuming through T4.
KWI — Terminal 1 AIR	■ RESTRICTED	Closed for repairs following the 3 June drone strike. No confirmed reopening date. Does not affect T4/T5 or Move One service.
Move One Kuwait	■ OPERATIONAL	Full air and sea service. Air: KWI T4/T5 — MCT primary contingency, AMM alternate. Sea: Shuwaikh direct (Aqaba/KFK contingency). andrew.davis@ / gregory.forgrave@moveoneinc.com.

SAUDI ARABIA

Jeddah / King Abdullah	■ OPERATIONAL	Both ports fully operational. Primary Cape-route gateway. West-coast landbridge active.
Dammam / Jubail	■ RESTRICTED	Behind the central Hormuz channel; Saudi resuming Gulf exports via Ras Tanura. Feeder from Jeddah/KFK. Delays easing.
Riyadh / KAIA / Yanbu	■ ADVISORY	Airports operating. King Fahd Causeway open. Do not pay PGSA tolls — US Treasury sanctions apply.
HHG & Pets	■ OPERATIONAL	HHG via Jeddah sea or KAIA air. SABER certification required for regulated goods.

► COUNTRY-BY-COUNTRY STATUS · II

Qatar & Bahrain · Oman · Iraq

QATAR / BAHRAIN

Hamad Port (Qatar)	■ ADVISORY	Operating via KFK/Jeddah feeder while the central channel clears — Move One moves boxes on it daily. Qatar is an active mediator in both the MOU and the Lebanon ceasefire.
DOH Airport (Qatar)	■ OPERATIONAL	Active. BGW/BSR/EBL resumed 10 May; Gulf cargo routes progressively normalising.
Khalifa Bin Salman (Bahrain)	■ ADVISORY	Operating via King Fahd Causeway and feeder; Move One routing unaffected. Gulf-side normalisation tracks central-channel clearance.
Bahrain Intl (BAH)	■ OPERATIONAL	Airport operating. King Fahd Causeway open. HHG via BAH air or the causeway.

OMAN · LOWEST-RISK ROUTING IN REGION

Salalah CT	■ OPERATIONAL	Primary Move One Cape hub. CT and GCT fully operational. Pre-book slots. Oman confirmed no Hormuz tolls. Key post-deal transit partner.
Sohar / Duqm <small>SEA</small>	■ OPERATIONAL	Both operational. DG cargo: advance ministry approval. Sohar landbridge active.
Muscat (MCT) <small>AIR</small>	■ OPERATIONAL	Primary regional air hub. Fully operational. Kuwait air contingency alternate. Lowest-risk routing in region.
HHG & Pets	■ OPERATIONAL	HHG via MCT air or Salalah/Sohar sea. Pet import: MAFW permit.

IRAQ · MOVE ONE DWC DIRECT CARGO FLIGHTS

Umm Qasr <small>SEA</small>	■ ADVISORY	Container operations normal; Move One handling throughput. Basrah Oil Terminal exports resuming as Gulf flows restart. Standard security posture.
Baghdad (BGW) <small>AIR</small>	■ OPERATIONAL	ORBB FIR reopened post-MOU. Move One DWC–BGW direct cargo flights running.
Erbil (EBL) <small>AIR</small>	■ OPERATIONAL	Open and busy. Move One DWC–EBL direct cargo flights running; carrier capacity recovering.
Sulaymaniyah (ISU) <small>AIR</small>	■ OPERATIONAL	Full cargo services. Move One DWC–ISU flights available.
HHG & Pets	■ OPERATIONAL	HHG via BGW/EBL air or Umm Qasr sea (advance coordination).

► COUNTRY-BY-COUNTRY STATUS · III

Levant & the Horn of Africa

JORDAN / ISRAEL / LEBANON

Port of Aqaba / AMM	■ OPERATIONAL	Aqaba: primary Move One sea alternate for Kuwait/Iraq. AMM: daytime 09:00–18:00 GST. Trebil (Jordan–Iraq) border open.
Haifa / Ashdod (Israel)	■ ADVISORY	Both ports operating; Ashdod not accepting RoRo. Move One running cargo — monitor IDF posture after the 23 June Lebanon flare-up.
Tel Aviv (TLV)	■ ADVISORY	Ben Gurion operating; Move One moving air cargo. Eilat Port closed (Houthi threat); some carrier schedule thinning.
Lebanon (BEY)	■ ADVISORY	BEY airport open and operating; Move One moves cargo with war-risk cover in place. Security volatile after fighting resumed on 23 June — confirm cover on time-critical shipments.
HHG & Pets	■ ADVISORY	Jordan: via AMM/Aqaba. Israel: via TLV/Haifa (not Ashdod RoRo). Lebanon: avoid. Pet: IVSAB / Jordan vet authorisation.

HORN OF AFRICA ETHIOPIA · DJIBOUTI · ERITREA

Djibouti Port / Camp Lemonnier	■ OPERATIONAL	Fully operational. US Camp Lemonnier ongoing. Key Red Sea alternate and Ethiopia import gateway.
Addis Ababa (ADD)	■ OPERATIONAL	Fully operational. Key Move One hub for sub-Saharan / Horn of Africa distribution.
Ethiopia — Tigray/Amhara	■ ADVISORY	Move One runs established corridors into the north with security coordination — we deliver where others pause. Post-conflict recovery ongoing.
Eritrea (ASM)	■ ADVISORY	Move One operates with case-specific clearance. Build in lead time for permits.
HHG & Pets	■ ADVISORY	HHG via ADD air or Djibouti sea. Standard African customs documentation required. Somalia: see dedicated section.

▶ COUNTRY-BY-COUNTRY STATUS · IV

Sudan & Chad · Afghanistan & Pakistan

SUDAN / CHAD · DARFUR CROSS-BORDER

Port Sudan	■ ADVISORY	Move One's primary Sudan gateway, operating. SAF/RSF conflict inland means Khartoum/Darfur/Kordofan delivery is run convoy-by-convoy — a capability few can match. joseph.myers@ / gregory.forgrave@moveoneinc.com.
N'Djamena (NDJ)	■ OPERATIONAL	Operational. Move One's established Darfur cross-border corridor runs via NDJ and Abeche — NGO/UN routes active daily.
Abeche (AEH)	■ ADVISORY	Key staging for eastern Chad / Darfur cross-border ops. Move One active. Advance coordination required.
HHG & Pets	■ CLOSED	HHG not advisable to Sudan under current conflict conditions. Chad HHG via NDJ only — very limited services.

AFGHANISTAN / PAKISTAN

Hairatan (North Corridor)	■ OPERATIONAL	Primary Afghanistan entry. Uzbekistan–Afghanistan rail/road corridor — the only reliable overland route for bulk cargo. Move One active.
Kabul / Kandahar (KBL/KDH)	■ ADVISORY	Move One operates scheduled and cargo services into KBL/KDH with Taliban ministry coordination — not charter-only. Humanitarian cargo via UNHAS where required.
Torkham (PAK–AFG)	■ CLOSED	Closed. Afghanistan via Hairatan only.
Karachi / ISB / KHI	■ OPERATIONAL	Pakistan ports and airports operating normally. Active diplomatic role in MOU implementation.
HHG & Pets	■ ADVISORY	Pakistan: via KHI/ISB. Afghanistan: Hairatan only. No commercial HHG/pets to/from Afghanistan.

► COUNTRY-BY-COUNTRY STATUS · V

Syria & Somalia

SYRIA · TRANSITIONAL GOVERNMENT · OFAC SCREENING MANDATORY

Latakia / Tartus <small>SEA</small>	■ OPERATIONAL	Mediterranean ports operational under the transitional government. Move One moves commercial and reconstruction cargo with full OFAC/Treasury screening on every shipment.
Damascus (DAM) <small>AIR</small>	■ OPERATIONAL	International and cargo services progressively restored since the transition; sanctions easing reopening carrier capacity. Move One handling air freight with compliance review.
Aleppo (ALP) <small>AIR</small>	■ ADVISORY	Open with reconstruction-driven inbound demand. Coordinate slots in advance; northern security posture variable.
Nasib / Bab al-Hawa <small>LAND</small>	■ OPERATIONAL	Nasib (Jordan) and Bab al-Hawa (Turkey) overland corridors active for relief and commercial cargo; standard convoy protocol.
Compliance & HHG	■ ADVISORY	All Syria cargo screened under current OFAC easing — dual-use review and denied-party screening mandatory before booking. Compliance routing: carl.corriveau@moveoneinc.com .

SOMALIA · CORE MOVE ONE HARD-AREA CAPABILITY

Mogadishu Port / MGQ	■ OPERATIONAL	Port and Aden Adde airport operational. Move One runs commercial, humanitarian and government cargo with security coordination — where others step back, we deliver.
Berbera (Somaliland)	■ OPERATIONAL	DP World terminal stable and efficient; the preferred alternate to Mogadishu and a gateway to the Ethiopia landbridge.
Bosaso (BSA) <small>PUNTLAND</small>	■ ADVISORY	Northern port and airport active for charter and cargo with coordination. Move One established on the route.
Inland movement	■ RESTRICTED	Al-Shabaab threat persists outside secured zones; inland delivery run convoy-by-convoy with security coordination. Government & NGO routes: gregory.forgrave@moveoneinc.com .
HHG & Pets	■ ADVISORY	HHG via MGQ air or Berbera sea, coordinated individually. Allow lead time for permits and security clearance.

Hard-area logistics is the franchise. Syria's reopening and Somalia's security environment are exactly where Move One's compliance desk and ground coordination create an edge competitors cannot quickly replicate. Engage your representative early — these moves are planned, not booked off a rate sheet.

► GENERAL ADVISORY

Standing guidance by mode

SEA FREIGHT

- **Do not route via the central Hormuz channel.** Oil flows are rebuilding fast on the N & S inshore lanes, but the central channel is mined (~80 est.) and uninsured — and a projectile struck a ship off Oman this week. Do not rebook on accelerating-flow or political reporting ahead of a Move One Route Resumption Advisory.
- Kuwait sea: Shuwaikh/Shuaiba operating normally — andrew.davis@moveoneinc.com. Aqaba / Khor Fakkan retained as contingency alternates only.
- Cape hubs: Salalah (Oman) primary — pre-book slots, high demand. Aqaba (Jordan) primary alternate; Khor Fakkan (UAE) secondary. ~500 vessels preparing to exit the Gulf — congestion surge likely; pre-position with your rep.
- Red Sea: MARAD 2026-006 active (to 22 Sep 2026). Houthi attacks paused, but the Lebanon ceasefire frayed again on 23 June and reactivation risk has ticked back up. Cape mandatory until the advisory is formally lifted.
- Do not pay Persian Gulf Strait Authority tolls. G7 condemned them; US Treasury sanctions apply.

AIR FREIGHT

- Kuwait KWI: open via Terminals 4/5 (normal schedules). T1 closed for repairs — does not affect Move One Kuwait service. All Kuwait air: andrew.davis@moveoneinc.com.
- MCT (Muscat) primary Kuwait air contingency; AMM (Amman, 09:00–18:00 GST) alternate.
- DXB/AUH/DWC fully operational. Move One DWC direct cargo flights active: DWC–BGW, DWC–EBL, DWC–ISU. GCAA NOC for UAE corridor: foa@gcaa.gov.ae.
- **ORBB/Baghdad FIR reopened to overflights post-MOU.** Lebanon (OLBB) airspace: maintain avoidance at all altitudes — ceasefire volatile after fighting resumed on 23 June.

ROAD FREIGHT

- King Fahd Causeway (Saudi–Bahrain): open. Trebil (Jordan–Iraq): open. Torkham (PAK–AFG): closed — Afghanistan via Hairatan only.
- Sudan/Chad: Port Sudan primary; N'Djamena and Abeche for Darfur cross-border. Advance coordination: gregory.forgrave@moveoneinc.com.

SURCHARGES & EQUIPMENT

Bunker / EFS-EBS

Active. Brent near \$74 — back at pre-war levels; physical normalisation still runs behind the politics, with a verified Hormuz corridor ~2 months out. Carriers revise weeks after sustained physical change, not on announcements.

War-risk

Elevated on the central Hormuz channel — uninsurable until mines cleared and P&I cover restored. Partial-route activity does not reduce central-channel premiums. Air war-risk elevated longest.

Rate strategy

Spot rates whipsawed around the road map, the inspections dispute and the contested closure. Do not rebook the whole portfolio at spot. Hold locked agreements and re-evaluate as clearance is independently confirmed.

Surcharge levels and dwell times are qualitative here by policy — contact your Move One representative for current figures specific to your lane.

▶ WATCH POINTS

The five signals worth waking up for

01	DURABILITY OF THE TALKS ROAD MAP <p>The first high-level round concluded with a road map to a final deal and working groups on sanctions, nuclear monitoring, reconstruction and de-confliction. Within days it snagged on inspections — Iran's foreign ministry says UN inspectors are not scheduled to view the bombed sites, while Trump warns of “no further negotiations” without them. Watch whether the technical rounds hold and whether the inspections dispute derails them.</p>
02	LEBANON CEASEFIRE DURABILITY <p>Saturday's US-brokered truce held barely two days before Israeli fire killed two on 23 June. Israel still will not withdraw from southern Lebanon, which the MOU does not require, and Netanyahu insists on holding a security zone — so a renewed flare-up remains the single biggest near-term risk to implementation and to the strait staying open.</p>
03	CENTRAL HORMUZ MINE CLEARANCE <p>~80 mines remain in the central channel; BIMCO and Intertanko put a verified safe corridor ~2 months out, and a projectile strike off Oman this week shows the residual risk. Britain and France have offered a joint clearance mission, and the IMO is arranging to evacuate ~11,000 stranded seafarers. The decisive signal remains the first major carrier announcing central-channel resumption.</p>
04	SANCTIONS-RELIEF DURABILITY <p>The Iranian-oil sanctions waiver accompanying the deal is time-boxed and conditional on talks progress, and the reconstruction-fund mechanics remain undefined. Watch for renewal, widening, or a snap-back — and screen every counterparty against the carve-outs before relying on the relief.</p>
05	RATE & CAPACITY REPOSITIONING <p>Brent near \$74 — back at pre-war levels — as the risk premium unwinds and Saudi/Qatari exports restart; attention is shifting to a possible 2026 surplus, with Iraq pressing OPEC for a higher quota. An estimated ~500 vessels are preparing to exit the Gulf — a major congestion event once the corridor clears. Lock forward agreements now rather than waiting for full normalisation.</p>

► MOVE ONE UNIQUE CAPABILITIES

Where others step back, our corridors keep moving.

<p>Darfur / Chad Operations</p> <p>Active routing into Darfur and Chad via established aid and diplomatic corridors. Direct NGO and government coordination on the ground via N'Djamena and Abeche.</p>	<p>Gaza Operations</p> <p>Carl Corriveau leads Gaza capability — humanitarian corridor access, import/export coordination and specialist logistics for the most complex delivery environment in the region.</p>
<p>US Military Bases (CENTCOM AOR)</p> <p>Regulated freight, HHG and critical logistics to US military installations across CENTCOM — Diego Garcia, Al Udeid, Kuwait bases and beyond. Urgent base logistics: gregory.forgrave@moveoneinc.com.</p>	<p>Syria & Yemen Compliance Routing</p> <p>Full OFAC / US Treasury sanctions compliance — including live reading of the new Iranian-oil sanctions waiver and its carve-outs. Dual-use review, denied-party screening and lawful humanitarian exemptions for Syria and Yemen-adjacent cargo.</p>

► KEY CONTACTS

<p>Middle East Operations</p>	<p>andrew.davis@moveoneinc.com</p>
<p>Africa Operations</p>	<p>joseph.myers@moveoneinc.com</p>
<p>Gaza Operations</p>	<p>carl.corriveau@moveoneinc.com</p>
<p>Government & Military</p>	<p>gregory.forgrave@moveoneinc.com</p>
<p>Freight Quotes</p>	<p>quoting@moveoneinc.com</p>
<p>HHG Middle East</p>	<p>rohan.dalvi@moveoneinc.com</p>
<p>HHG Escalations</p>	<p>bojan.simunovic@moveoneinc.com</p>