

MIDDLE EAST REGIONAL BRIEFING

Cargo & Logistics Situation Report

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LIVE SITUATION

US and Iran halted attacks on 28 Jun and agreed to resume Hormuz talks in Doha, easing a drone-on-shipping flare-up — central channel still contested · Rubio announced an Israel–Lebanon framework on 26 Jun, but Hezbollah rejects it · Brent ~\$72.60, its lowest since February as a 2026 glut looms · 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 the container ship Ever Lovely off Oman and renewed drone activity against shipping 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.

BRENT CRUDE

\$72.60 ▼ 4-mo Low

Lowest since February as the war premium unwinds and a 2026 glut looms.

WTI CRUDE

\$69.40

Gulf output ramping; tanker availability is the bottleneck.

HORMUZ STATUS

PARTIAL / DO NOT ROUTE

Flows accelerating on inshore lanes, but a drone-on-shipping flare-up preceded the 28 Jun halt. Central route mined, contested.

DEAL STATUS

FRAMEWORK / DOHA TALKS

Israel–Lebanon framework signed 26 Jun (Hezbollah rejects); US–Iran attacks halted, talks moving to Doha.

► CHANGES SINCE LAST EDITION

What moved in the last 24 hours

- BREAKING

Rubio announces an Israel–Lebanon framework. On 26 Jun the US brokered a trilateral framework in Washington for "lasting peace and security," tying any Israeli withdrawal to Hezbollah's verified disarmament. It is the firmest Lebanon track yet – and the single biggest lever on the strait staying open.
- BREAKING

Hormuz attacks halt; talks move to Doha. After a drone-on-shipping flare-up and US accusations of a ceasefire breach, the US and Iran halted attacks on 28 Jun and agreed to resume Strait of Hormuz talks in Doha. De-escalation is real but unverified – the central channel stays untransited by majors.
- NEW

Hezbollah rejects the framework. Naim Qassem called the Washington deal "humiliating" and refused to tie withdrawal to disarmament; supporters blocked the Beirut airport road in protest. Implementation, not signature, is now the test – and a flare-up is the fastest way to choke the waterway again.
- UPDATE

Brent falls to ~\$72.60, lowest since February. Crude slid ~4% in a day as the war premium unwinds, Gulf exports restart and China's imports hit a multi-year low; the market has pivoted from shortage to a looming 2026 glut, with Iraq pressing OPEC for a higher quota.
- NEW

Araghchi asserts sole authority over the strait. Iran's foreign minister warned that outside interference will delay Hormuz's reopening, insisting Tehran alone controls the waterway under the ceasefire memorandum – a reminder that any "reopening" runs on Tehran's terms.
- UPDATE

War-risk hardens as the clock runs. Tanker war-risk now prices ~8× pre-crisis with several P&I clubs withdrawing cover; under the MOU the US must lift its naval blockade by ~19 Jul as Iran makes "best efforts" to restore pre-war traffic. The 60-day window is the binding constraint.
- UNCHANGED

DO NOT ROUTE via central Hormuz. Move One's order stands pending independent mine-clearance confirmation and war-risk reinstatement; the central channel is still mined and majors are not transiting. 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 framework is signed. Implementation and the strait are the test.

THE FRAMEWORK IS REAL – BUT HEZBOLLAH IS NOT IN IT

On 26 June, Secretary Rubio announced a US-brokered Israel–Lebanon framework for "lasting peace and security," signed trilaterally in Washington. It ties any Israeli withdrawal to Hezbollah's verified disarmament – a condition the group has rejected outright, with Naim Qassem calling it "humiliating" and supporters protesting in Beirut. The text is the firmest Lebanon track of the war; whether it holds depends on a party that never sat at the table.

HORMUZ DE-ESCALATED – ON TEHRAN'S TERMS

A drone-on-shipping flare-up and US accusations of a ceasefire breach gave way on 28 June to a halt in attacks and an agreement to resume strait talks in Doha. But FM Araghchi insists Tehran alone controls the waterway under the ceasefire memorandum, and Iran's 20 June closure declaration has never been formally withdrawn. Inshore flows are accelerating – that is not the central channel reopening.

OUR POSITION – THE ORDER STANDS ON THE CENTRAL CHANNEL

Hormuz is not binary. Oil moves on the north and south inshore lanes; the central channel stays mined and uninsured, no major carrier is transiting it, and the Ever Lovely strike off Oman showed the residual risk. The order lifts only on independent clearance confirmation plus a major carrier resuming with war-risk cover – not on a Doha communiqué or a partial-transit headline.

OIL BELOW PRE-WAR – WHAT IT MEANS FOR YOUR CARGO

Brent has fallen to ~\$72.60 and WTI to ~\$69.40 – the lowest since February – as the risk premium unwinds, Gulf exports restart and Chinese imports slump; the market now fears a 2026 glut, with Iraq pressing OPEC for a higher quota. The Iranian-oil sanctions waiver is time-boxed and conditional: screen every counterparty against the carve-outs, keep waiver references on file, and treat its expiry as a hard cliff. This is where Move One's compliance desk earns its place.

BOTTOM LINE

Framework signed.

The firmest Israel–Lebanon track yet, but Hezbollah's rejection makes implementation – not signature – the test.

Hormuz on Tehran's terms.

Attacks halted and Doha talks are set, but Iran asserts sole control and the central channel stays untransited.

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
Lebanon framework	26 Jun
Attacks halt; Doha set	28 Jun
Blockade lift due	~19 Jul
Talks deadline	~16 Aug

▶ MARITIME & CARGO OVERVIEW

The waterway picture

LOCATION	STATUS	DETAILS
Strait of Hormuz	PARTIAL / DO NOT ROUTE	Oil moves on the N & S inshore lanes (Iranian/Omani waters); CENTCOM reports transits. But a drone-on-shiping flare-up preceded the 28 Jun halt, and the central channel stays mined and uninsured – majors not transiting, BIMCO puts a verified corridor weeks out. Iran's 20 Jun closure declaration 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). Israel-Lebanon framework signed 26 Jun, but Hezbollah's rejection keeps reactivation risk live – monitor closely. Cape routing remains mandatory.
Arabian Gulf (Upper)	RESTRICTED	Behind the central channel. Hundreds of vessels staged to exit 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 hosting the resumed US-Iran strait talks in Doha.
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 SEA	OPERATIONAL	Both operational. DG cargo: advance ministry approval. Sohar landbridge active.
Muscat (MCT) AIR	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 SEA	ADVISORY	Container operations normal; Move One handling throughput. Basrah Oil Terminal exports resuming as Gulf flows restart. Standard security posture.
Baghdad (BGW) AIR	OPERATIONAL	ORBB FIR reopened post-MOU. Move One DWC-BGW direct cargo flights running.
Erbil (EBL) AIR	OPERATIONAL	Open and busy. Move One DWC-EBL direct cargo flights running; carrier capacity recovering.
Sulaymaniyah (ISU) AIR	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 as the 26 Jun Lebanon framework is tested.
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. Framework signed 26 Jun, but Hezbollah's rejection keeps the south volatile – 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.

The Horn is a daily lane, not an exception. Move One moves NGO, government and commercial cargo through Djibouti, Addis and into northern Ethiopia and Eritrea on established corridors with security coordination – these are operational and advisory routes we run, not areas we avoid.

► 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.

These are operational lanes, run convoy-by-convoy. Sudan's Port-Sudan gateway, the Darfur cross-border corridor via Chad, and the Hairatan north corridor into Afghanistan are routes Move One moves on with security and ministry coordination – engage your representative early; these are planned moves, not booked off a rate sheet.

► COUNTRY-BY-COUNTRY STATUS · V

Syria & Somalia – hard-area capability

SYRIA · TRANSITIONAL GOVERNMENT · OFAC SCREENING MANDATORY

Latakia / Tartus SEA	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) AIR	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) AIR	ADVISORY	Open with reconstruction-driven inbound demand. Coordinate slots in advance; northern security posture variable.
Nasib / Bab al-Hawa LAND	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) Puntland	ADVISORY	Northern port and airport active for charter and cargo with coordination. Move One established on the route.
Inland movement	ADVISORY	Al-Shabaab threat persists outside secured zones, so inland delivery is run convoy-by-convoy with security coordination – a lane Move One moves on daily. Government & NGO routes: gregory.forgrove@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.

► COUNTRY-BY-COUNTRY STATUS · VI

Gaza – access, crossings & in-country network

GAZA · CORE MOVE ONE HARD-AREA CAPABILITY

Kerem ShaLom Crossing	OPERATIONAL	Main and only current entry crossing into Gaza – all inbound cargo clears here. Move One coordinates scheduling and inspection through the crossing.
Ashdod Port · Israel	OPERATIONAL	First-priority sea entry and functioning. Israeli port clearance, then overland to Kerem Shalom. Preferred inbound routing for volume cargo.
Air Cargo · via TLV	OPERATIONAL	Air freight routed via Tel Aviv (Ben Gurion), then overland through Kerem Shalom. The primary air channel for Gaza-bound cargo.
Jordan River Crossing	ADVISORY	Entry via Jordan is possible but slower and lower-flow – max ~5 trucks/day convoy. Israeli customs at the crossing may be willing to increase convoy size. Secondary land option.
Egypt · ERC channels	ADVISORY	Working via Egyptian Red Crescent (ERC) approval channels – bureaucratic and not preferred. Hold as a managed alternate when northern routes are constrained.
In-Gaza warehousing	OPERATIONAL	Move One operates a network of secured warehousing facilities inside Gaza, with space currently available for staging and onward distribution.
Compliance & coordination	ADVISORY	Carl Corriveau leads Gaza capability; OFAC / denied-party screening and dual-use review on every shipment. carl.corriveau@moveoneinc.com .

Gaza is a Move One franchise lane. Few movers hold functioning access through Kerem Shalom plus secured warehousing inside Gaza. Entry is multi-modal – Ashdod sea and TLV air as the working channels, Jordan and Egypt as managed alternates – and every shipment is planned and screened, not booked off a rate sheet. Engage Carl Corriveau early to pre-position.

► GENERAL ADVISORY

Standing guidance by mode

SEA FREIGHT

- Do not route via the central Hormuz channel. Oil is rebuilding on the N & S inshore lanes, but the central channel is mined and uninsured – and the *Ever Lovely* was struck off Oman. Do not rebook on accelerating-flow or diplomatic 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. Hundreds of 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 Hezbollah's rejection of the 26 Jun framework keeps reactivation risk live. 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 – framework signed 26 Jun but security volatile.

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 ~\$72.60 – below pre-war and a four-month low; physical normalisation still runs behind the politics, with a verified Hormuz corridor weeks 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; war-risk now prices ~8× pre-crisis with several clubs withdrawing cover. Partial-route activity does not reduce central-channel premiums. Air war-risk elevated longest.

RATE STRATEGY

Spot rates whipsawed around the framework, the drone flare-up and the Doha talks. 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 LEBANON FRAMEWORK

Rubio's 26 June framework is the firmest Israel–Lebanon track of the war, but it ties Israeli withdrawal to Hezbollah's disarmament – which Naim Qassem has rejected as "humiliating," with protests in Beirut. Watch whether the ceasefire holds without Hezbollah's buy-in; a renewed flare-up is the single biggest near-term risk to implementation and to the strait staying open.

02 HORMUZ DE-ESCALATION & THE DOHA TRACK

After a drone-on-shipping flare-up and a US ceasefire-breach accusation, the US and Iran halted attacks on 28 June and agreed to resume strait talks in Doha. But Araghchi insists Tehran alone controls the waterway and the 20 June closure declaration stands. Watch whether the halt holds and whether Doha produces a verifiable reopening – not just a communiqué.

03 CENTRAL HORMUZ MINE CLEARANCE

The central channel is still mined and uninsured, no major carrier is transiting it, and the Ever Lovely strike off Oman showed 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 with war-risk cover.

04 SANCTIONS RELIEF & THE 19 JUL DEADLINE

Under the MOU the US must lift its naval blockade by ~19 July as Iran makes "best efforts" to restore pre-war traffic; the Iranian-oil waiver is time-boxed and conditional, and 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.

05 RATE & CAPACITY REPOSITIONING

Brent near \$72.60 – a four-month low – as the risk premium unwinds and Gulf exports restart; attention has shifted to a possible 2026 glut, with Iraq pressing OPEC for a higher quota and Chinese imports at a multi-year low. Hundreds of 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.

CAPABILITIES & KEY CONTACTS

Where others step back, our corridors keep moving.

DARFUR / CHAD OPERATIONS

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.

GAZA OPERATIONS

Carl Corriveau leads Gaza capability – humanitarian corridor access, import/export coordination and specialist logistics for the most complex delivery environment in the region.

US MILITARY BASES · CENTCOM AOR

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.

SYRIA & YEMEN COMPLIANCE ROUTING

Full OFAC / US Treasury sanctions compliance – including live reading of the Iranian-oil sanctions waiver and its carve-outs. Dual-use review, denied-party screening and lawful humanitarian exemptions for Syria and Yemen-adjacent cargo.

KEY CONTACTS

Middle East Ops	andrew.davis@moveoneinc.com
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