

ACTIVE CONFLICT

REGIONAL DEFENSE POSTURE — ELEVATED · GCC AIRSPACE CONTESTED

MIDDLE EAST REGIONAL CONFLICT SITREP

CARGO & LOGISTICS SITUATION REPORT

13 JULY 2026 / DAY 136 / EDITION 132

● ACTIVE CONFLICT — GCC

The US–Iran exchange escalated through the weekend. On 11 Jul the IRGC set a Cyprus-flagged container ship ablaze in the strait (23 crew aboard) and **re-declared Hormuz closed**; the US answered with two more strike rounds — ~140 Iranian military sites Saturday and again Sunday — and Iran fired back at bases in **Bahrain, Kuwait, Qatar, Jordan and Oman** · Washington says the strait is “open” and traffic flowing; Tehran says closed — in practice only ~21 ships transited 11 Jul vs ~140 pre-war · Brent ~\$79 · ~6,000 seafarers still stranded · Cargo operations only.

MOVE ONE ROUTING POSTURE

We keep your cargo moving on the lanes we control.

A fourth round of strikes and dueling “open/closed” claims change the noise, not our plan. Move One routes around the flashpoint, not through it — and whether Washington calls the strait open or Tehran calls it closed, the traceable transit count tells the real story, so we do not stake your cargo on it. Freight is landing every day through the proven Cape hubs (Salalah, Aqaba, Khor Fakkan), fully operational Kuwait air and sea service, and our daily hard-area corridors into Iraq, Syria, Sudan, Somalia and the Horn. We are not booking Hormuz transits; where strikes, intercepts or GPS jamming touch airspace or ports, we re-route onto lanes that are moving rather than hold your freight hostage to the news. Expect longer transit times, firmer rates and war-risk, and intermittent GCC airspace disruption — talk to your representative early so we plan to land your shipment, not gamble it.

BRENT CRUDE \$79.30 ▲ ~4%/24h Climbing again as the weekend strike rounds and the container-ship attack deepen the risk premium.	WTI CRUDE \$77.05 ▲ Tracking Brent higher; reinstated Iran oil sanctions keep barrels off the market.	GCC AIRSPACE CONTESTED Renewed 12 Jul strikes on Kuwait, Qatar, Bahrain, Jordan & Oman bases; GPS jamming back. EASA bars Iran/Iraq/Lebanon to 31 Aug.	DEAL STATUS CEASEFIRE OVER MOU “over” but talks persist — Witkoff/Kushner, with Oman, Qatar & Pakistan mediating. Iran–Oman navigation talks continue.
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■ OPEN / OPERATIONAL

■ CLOSED / SUSPENDED

■ DISRUPTED / RESTRICTED

■ ADVISORY / INFORMATION

► CHANGES SINCE LAST EDITION

What moved in the last 24 hours

BREAKING	Fourth strike round; container ship set ablaze in the strait. On 11 Jul the IRGC struck a Cyprus-flagged container ship transiting Hormuz, setting it on fire with 23 crew aboard, and re-declared the strait closed. The US answered with two further waves — ~140 Iranian military sites Saturday night and another degrading round Sunday (12 Jul) — the fourth escalation since 7 Jul. This is now a sustained tit-for-tat campaign, not a single flare-up.
UPDATE	Iran widens retaliation to five Gulf states. After the weekend US strikes, Iran fired drones and missiles at US bases in Kuwait, Bahrain, Qatar, Jordan and Oman on 12 Jul — adding Oman to the 9 Jul target set. Most were intercepted, with limited damage, but sirens sounded across multiple capitals. The war is squarely regional; treat every GCC hub as exposed to intermittent alerts and short-notice airspace holds.
UPDATE	Washington and Tehran clash over “open vs closed.” CENTCOM and President Trump insist the strait is open and “traffic is flowing”; Iran's Persian Gulf Strait Authority says passage “is currently not possible.” The traceable data settles it for planning purposes: ~21 transits on 11 Jul versus ~140 pre-war, with large vessels crossing dark or not at all. Whatever the label, the corridor is not usable — route around it.
UPDATE	Brent pushes toward \$79 on the weekend rounds. Crude is up ~4% in 24 hours to ~\$79.30 — WTI ~\$77 — as the container-ship strike and two more US waves reheated the risk premium; reinstated Iran oil sanctions keep barrels off the market. Expect bunker and rate pressure to follow within weeks. Hold locked agreements rather than chasing a spiking spot market.
NEW	GPS jamming returns around the strait. Elevated GPS spoofing and interference are back in vessel and flight data around Hormuz, degrading navigation for any ship or aircraft near the waterway. Combined with the EASA advisory to avoid Iran, Iraq and Lebanon airspace to 31 Aug, expect thinner schedules, overflight reroutes and longer air timings across the Gulf — confirm airspace before every tender.
UPDATE	Diplomacy limps on; UN urges restraint. Trump calls the MOU “over” but says talks continue via Witkoff and Kushner, with Oman, Qatar and Pakistan mediating and Iran–Oman navigation talks ongoing; the UN Secretary-General urged “maximum restraint.” The separate Israel–Lebanon track survives — President Aoun meets Trump on 21 Jul, Rome talks next week. Do not plan around a breakthrough.
UPDATE	War-risk cover snaps back; ~6,000 seafarers stranded. Tanker war-risk is pricing back toward its wartime multiple and several P&I clubs are again withholding or repricing Gulf cover; the UN puts ~6,000 seafarers still stuck in the waterway. Confirm voyage-specific cover before committing any Gulf-facing sailing, and assume normalisation is further out, not nearer.
UPDATE	Move One routes around the flashpoint. With the strait closed and the Gulf under fire, our posture is unchanged: we are not booking Hormuz transits and are landing cargo on the proven Cape lanes, Kuwait service and hard-area corridors, re-routing around any airspace or port disruption — see the routing posture 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

Direct strikes are back on the Gulf. Our routing never depended on the strait.

A SUSTAINED STRIKE CAMPAIGN — WHAT HAPPENED

The 17 June MOU is over and the exchange is now in its second week. Four US strike rounds since 7 July — ~80 targets, then ~90, then ~140 Saturday and another degrading wave Sunday (12 Jul) — have answered Iranian attacks on shipping. On 11 July the IRGC set a Cyprus-flagged container ship ablaze in the strait (23 crew) and re-declared it closed; Iran then struck US bases in Kuwait, Bahrain, Qatar, Jordan and Oman on 12 July. Most were intercepted, with limited damage — but this is a sustained regional campaign, not a single flare-up.

HORMUZ — “OPEN” ON PAPER, UNUSABLE IN PRACTICE

Washington insists the strait is open and “traffic is flowing”; Tehran's Persian Gulf Strait Authority says passage is “not possible.” For planning, the traceable count settles it: ~21 transits on 11 July against ~140 pre-war, with large vessels crossing dark or not at all and war-risk cover pulled. Whatever the label, the corridor is not usable — and de-mining and normalisation timelines have moved further out, not nearer.

GULF EXPOSURE — AIRSPACE, PORTS & YOUR CARGO

The 12 July strikes were largely intercepted and Gulf ports and airports keep working — but the risk profile has stepped up again, with Oman now added to the target set and GPS jamming back around the strait. Expect intermittent airspace closures and diversions across the GCC, insurance and carrier caution, and the chance of short-notice port or terminal pauses during alerts. Plan for disruption windows, not a clean operating picture, and keep flexibility in every booking.

OUR POSITION — WE ROUTE AROUND THE FLASHPOINT, NOT ON IT

A second week of strikes changes our timelines and risk buffers, not our routes. Cargo moves on the proven Cape hubs, Kuwait service and hard-area corridors; we are not booking Hormuz transits and are not swayed by the “open vs closed” argument — the traceable transit count is what we plan against. Where strikes, intercepts, GPS jamming or alerts touch airspace or ports, we re-route onto lanes that are moving. Build in extra transit time, expect firmer rates and war-risk, screen every counterparty against the reinstated oil-sales restrictions — and talk to your representative early. That judgement is where our desk earns its place.

OIL SNAPS BACK — WHAT IT MEANS FOR YOUR CARGO

Brent is up ~4% to ~\$79.30 and WTI to ~\$77.05 as the container-ship strike and two more US waves reheated the risk premium; reinstated Iran oil sanctions keep barrels off the market. Bunker and war-risk pressure will follow within weeks. The reinstated oil-sales restrictions also re-arm sanctions exposure: screen every counterparty against the restored carve-outs and treat compliance as live again, not settled. This is where Move One's compliance desk earns its place.

BOTTOM LINE

Second week of strikes. Four US rounds since 7 Jul (latest ~140 sites); Iran hit bases in five Gulf states 12 Jul. Sustained regional campaign.

Hormuz unusable; airspace hit. ~21 transits vs ~140 pre-war whatever the label; GCC airspace disrupted, GPS jamming back. Expect delay.

Our posture holds. We route around the flashpoint on Cape lanes, Kuwait service and hard-area corridors — no reliance on the strait.

CRISIS TIMELINE

Blockade lifted	18 JUN
Strait reopens	19 JUN
Lebanon framework	26 JUN
Tankers hit; US strikes Iran	07 JUL
MOU “over”; permit revoked	08 JUL
Iran hits five Gulf states	09–12 JUL
Container ship hit; ~140-site US round	11–12 JUL
Oil-sanctions wind-down	17 JUL

► MARITIME & CARGO OVERVIEW

The waterway picture

LOCATION	STATUS	DETAILS
Strait of Hormuz	EFFECTIVELY CLOSED	June's reopening has reversed after the 7 Jul tanker attacks and US strikes — ~34 transits/day vs ~83 norm, tankers turning back, cover pulled. Treat as closed to commercial cargo. Move One does not book strait transits and routes around it entirely on the Cape lanes (page 1 posture).
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	Elevated again as the conflict escalates. A cargo vessel reported an armed-assailant attack on 5 Jul and Sana'a keeps its threat to close Bab-el-Mandeb live. MARAD 2026-006 active (to 22 Sep 2026). Cape routing remains mandatory on the Yanbu route — monitor closely.
Arabian Gulf (Upper)	DISRUPTED	Behind the closed strait again — the June recovery has reversed and tankers are staging rather than exiting. Saudi and UAE Gulf exports were near 90% of pre-war volume before the reversal; Gulf-side feeder via Sharjah and the Saudi landbridge remain active. Expect renewed congestion and delay.
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. Brief airspace closures during the 9 and 12 Jul drone interceptions cleared quickly; expect intermittent holds during alerts and GPS interference.
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 and fully operational through the 9 and 12 Jul strikes — drones were intercepted with no impact to cargo handling. Air: KWI T4/T5 — MCT primary contingency, AMM alternate. Sea: Shuwaikh direct (Aqaba/KFK contingency). andrew.davis@ / gregory.forgave@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 on the KFK/Jeddah feeder — direct Gulf calls paused with the strait closed; Move One moves boxes on it daily. Qatari sites were targeted again on 12 Jul (intercepted); port unaffected. Qatar is mediating US–Iran contacts.
DOH Airport QATAR	OPERATIONAL	Hamad Intl operating on normal schedules; brief airspace holds during the 9 and 12 Jul interceptions. Expect intermittent alerts, GPS interference and reroutes — confirm airspace before tender.
Khalifa Bin Salman BAHRAIN	ADVISORY	Operating via King Fahd Causeway and feeder; Move One routing unaffected. US bases were targeted again on 12 Jul (intercepted) — no port impact; Gulf-side calls constrained while the strait is closed.
Bahrain Intl BAH	OPERATIONAL	Airport operating; brief holds during 9 and 12 Jul alerts. King Fahd Causeway open. HHG via BAH air or the causeway.

OMANLOWEST-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. Iranian fire on a US base in Oman was intercepted 12 Jul with no civil-aviation impact — still the lowest-risk routing in the region.
HHG & Pets	OPERATIONAL	HHG via MCT air or Salalah/Sohar sea. Pet import: MAFW permit.

IRAQMOVE 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. Jordan again intercepted Iranian projectiles aimed at a US base on 12 Jul; ports and Trebil (Jordan–Iraq) border remain 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 / 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 GOVT • 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.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.

Gaza — access, crossings & in-country network

G A Z A

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

- **Hormuz — treat as closed, route around.** Washington calls it open and Tehran calls it closed, but only ~21 ships transited 11 Jul vs ~140 pre-war, with cover pulled and a container ship struck. We are not booking strait transits — default to Cape routing on every Gulf-facing lane. See the page-1 posture.
- **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. With the strait closed again, expect renewed Gulf congestion — pre-position early with your rep.
- **Red Sea:** MARAD 2026-006 active (to 22 Sep 2026). A 5 Jul vessel attack and Sana'a's live closure threat carry more weight amid the escalating conflict. Cape mandatory until the advisory is formally lifted.
- **Do not pay Iranian transit fees or PGSA tolls.** Tehran now vows to charge strait transit fees; the G7 condemned the earlier PGSA tolls and US Treasury sanctions apply. Route no payment without desk authorisation — international law does not permit transit tolls here.

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.
- **Airspace — EASA avoidance to 31 Aug.** Avoid Iran, Iraq and Lebanon (OLBB) airspace at all altitudes per the EASA advisory. ORBB/Baghdad overflights face renewed caution — expect reroutes and longer timings into Iraq and the Levant; confirm airspace before every booking.

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

Rising again. Brent ~\$79 as the weekend strike rounds and the container-ship attack deepen the risk premium; bunker pressure follows within weeks once sustained. Carriers revise after physical change, not on the day of an announcement.

WAR-RISK

Snapping back — premiums are pricing toward the wartime multiple and several P&I clubs are again withholding or repricing Gulf cover after the strikes. Confirm voyage-specific cover before any Gulf-facing sailing. Air war-risk elevated longest.

RATE STRATEGY

Spot rates spiking again on the reversal. Do not rebook the whole portfolio at spot into the volatility. Hold locked agreements where you have them and re-evaluate lane by lane with your rep.

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

WHETHER THE CAMPAIGN TIPS INTO FULL WAR

The exchange is now in its second week — four US strike rounds since 7 Jul and Iranian fire on bases in five Gulf states (Kuwait, Bahrain, Qatar, Jordan, Oman). Defences have largely held, and both sides say talks continue. Watch for a single unintercepted hit on a Gulf port, airport, base or tanker — that is what would turn a managed, repeated exchange into region-wide war. It remains the dominant risk to every lane in this report.

02

HORMUZ — “OPEN VS CLOSED” STANDOFF

Washington calls the strait open and “flowing”; Tehran calls it closed. The traceable count is the tell — ~21 transits on 11 Jul vs ~140 pre-war, with large vessels dark or absent and the IRGC striking a container ship. Watch whether Iran moves to formal mining or seizures and how many carriers suspend. Assume the corridor is unusable until a broad, insured resumption is visible, not merely announced.

03

AIRSPACE, GPS JAMMING & OVERFLIGHT

EASA advises avoiding Iran, Iraq and Lebanon airspace to 31 August, GPS spoofing is back around Hormuz, and the 12 Jul strikes triggered fresh alerts across GCC capitals. Watch for carrier schedule thinning, diversions and any spillover advisory covering Gulf hubs directly. Build extra lead time into every air booking touching the region and confirm airspace before tender.

04

SANCTIONS SNAP-BACK & COMPLIANCE

The US has revoked Iran's oil-sales permit, re-arming sanctions exposure that had loosened in June. Watch for formal re-designations and secondary-sanctions enforcement. Screen every counterparty against the restored restrictions before booking, keep documentation on file, and treat compliance as live again — this is where the desk protects you from a costly misstep.

05

OIL, RATES & CAPACITY REPRICING

Brent is ~\$79 and climbing as the weekend strike rounds and the container-ship attack reheat the risk premium; reinstated Iran oil sanctions keep barrels off the market. Watch for bunker, war-risk and spot-rate pressure within weeks, plus renewed Gulf congestion as tankers stage rather than sail. Lock forward agreements where you can rather than chasing a spiking spot market.

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 — tracking the reinstated Iranian-oil-sales restrictions and their carve-outs in real time. 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
Gaza Ops	carl.corriveau@moveoneinc.com
Freight Quotes	quoting@moveoneinc.com
HHG Escalations	bojan.simunovic@moveoneinc.com

Africa Ops	joseph.myers@moveoneinc.com
Government & Military	gregory.forgrave@moveoneinc.com
HHG Middle East	rohan.dalvi@moveoneinc.com