

STRIKES PAUSED – UNSIGNED

HORMUZ STILL CLOSED • RED SEA CONTESTED

MIDDLE EAST REGIONAL CONFLICT SITREP

CARGO & LOGISTICS SITUATION REPORT

27 JULY 2026 / DAY 150 / EDITION 141

● GUNS QUIET – LANES UNCHANGED

US strikes have **paused for a second day** after thirteen consecutive nights, and Tehran has signalled it will hold fire as long as Washington does · Brent fell ~6% to **\$91** from last week's \$102 · But the **strait has not reopened**: the IMO reports “very few ships, if any” crossing, with ~6,000 seafarers on ~500 ships moored behind it · The **Red Sea did not pause** — Houthi attacks on Saudi targets continued through the weekend · Nothing is signed. Cargo operations only.

MOVE ONE ROUTING POSTURE

A pause is not a lane. We plan on what is actually moving.

Two quiet days are welcome and they are not yet a route. Our posture is unchanged, because it never depended on the strait: Move One routes around the flashpoints rather than through them, on the Cape hubs, Kuwait service, the Levant and Horn corridors and our hard-area lanes. We will not re-plan a customer's cargo onto Hormuz or the southern Red Sea on the strength of an unsigned hold — when transits resume in volume and cover returns, we will say so here and move first. Until then, keep the longer transit assumptions, hold locked rates rather than chasing a falling spot market, and expect war-risk to lag the headlines in both directions. Talk to your representative early so we plan to land your shipment, not gamble it.

BRENT CRUDE	HORMUZ TRANSITS	GCC AIRSPACE	DEAL STATUS
\$91.20 ▼ from \$97.90 Fell ~6% on the pause after touching \$102 last week — still ~23% up on the month.	0-1 ▼ from 9-15 One ship crossed in the 24h to 25 Jul; zero inbound. IMO: “very few, if any.”	CONTESTED — unchanged Strikes on hold but GPS interference persists. EASA bars Iran/Iraq/Lebanon to 31 Aug.	MUTUAL HOLD ▲ from rejected No signature, monitor or expiry. Oman calls talks “useful” but confirms no change to transit.

Reporting cadence while the hold lasts. This report is issued daily at 07:00 GST. If the pause breaks, or if transits or war-risk cover move materially in either direction, we will issue an interim alert rather than wait for the next edition — your representative will call the lanes it affects first.

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► CHANGES SINCE LAST EDITION

What moved over the weekend

BREAKING	The strikes stopped — on both sides, without a signature. After thirteen consecutive nights, US strikes on Iran paused on Saturday and again on Sunday, and Tehran confirmed it had done the same. A senior Iranian official says Iran will refrain from attacks as long as the US pause holds. There is no agreement: no signature, no monitoring mechanism, no stated expiry, and no change to the blockade or the strait. Treat it as a mutual hold that either side can end without notice — welcome, but not yet a planning basis.
EASING	Brent fell ~6% to ~\$91 as the market priced the pause. Brent for September is near \$91 and WTI near \$84, down from the \$102 touched last week but still ~23% up on the month. The market has repriced the <i>risk</i> of closure, not the fact of it. Bunker follows crude with a lag, so surcharge relief arrives later and more slowly than the screen suggests — do not rebook a portfolio onto a falling market that one incident reverses.
BREAKING	The strait has not reopened — and 6,000 seafarers are still behind it. The IMO reports “very few ships, if any” crossing Hormuz. One Comoros-flagged general cargo ship transited in the 24 hours to 25 July, with zero inbound and a 12-hour window recording no crossings either way. Around 6,000 crew remain aboard roughly 500 ships moored inside the Gulf. Quiet skies have not produced sailings, and charter, crew and demurrage exposure keeps accruing on every vessel caught inside.
UPDATE	The Red Sea did not pause. The Houthis claimed further attacks on Saudi targets over the weekend while the US–Iran hold was in force. The embargo on Saudi ports declared 20 July stands, JMIC reports missiles and drones positioned at Bab-el-Mandeb, and at least seven vessels have already turned back. An understanding between Washington and Tehran does not bind Sanaa — this flank is exactly where it was, and Cape routing remains mandatory on it.
NEW	Oman: talks “useful,” transit unchanged. Tehran called its Oman-mediated talks on the strait useful and said progress was made, while stating plainly that no change has occurred in the transit situation. Pakistan, with Chinese backing, is separately working to revive US–Iran negotiations. These are the channels a reopening would arrive through — watch them, but do not book against them.
NEW	Netanyahu meets Trump in Washington on Tuesday. The first meeting since February, with the pause unsigned and Iran policy unresolved — the most likely near-term catalyst in either direction. Expect volatility around it rather than clarity from it.
UPDATE	Kazakh barrels still out: CPC loadings suspended. The Caspian Pipeline Consortium has suspended crude loadings at its Black Sea terminal following tanker attacks, disrupting roughly 80% of Kazakhstan’s oil exports. It is a reminder that this crisis has already spread well beyond the two straits, and that supply tightness — and therefore bunker — has caused the pause does not fix.
UPDATE	Move One posture: unchanged, and deliberately so. We do not re-plan cargo onto a lane on the strength of an unsigned hold. Cape hubs, Kuwait service and hard-area corridors carry the traffic; transit and buffer assumptions stay where we set them on Friday. Page 4 sets out what would have to be true for us to shorten them, and what to watch this week. Talk to your representative for lane-specific plans.

TAG KEY		
BREAKING	major development	EASING pressure reducing
NEW	first reported this edition	
UPDATE	revised since last edition	

► MOVE ONE ASSESSMENT

The guns went quiet. The cargo did not start moving.

WHAT THE PAUSE IS — AND WHAT IT IS NOT

Two days without strikes, reciprocated by Tehran, after thirteen nights of escalation. That is real and it is the best news in this report for a fortnight. But it is a mutual hold, not a ceasefire: nothing is signed, no third party is monitoring it, no expiry has been stated, and the substantive dispute — who controls passage through Hormuz — is exactly where it was when Iran rejected the truce on Friday. Both sides have paused before, in April and again in June, and both resumptions came without warning. Plan for a hold that can end in an afternoon.

THE GAP BETWEEN THE MARKET AND THE WATER

Brent fell ~6% to ~\$91 on the pause. Hormuz transits over the same period were one ship in twenty-four hours, with nothing inbound. That gap is the single most important thing in this edition. The oil market is pricing the probability of future disruption; a shipper needs a berth, a hull, a crew and cover, and none of those returned this weekend. Roughly 6,000 seafarers are still aboard some 500 vessels moored behind the strait, and the IMO reports very few ships, if any, crossing. Prices move in minutes. Sailings resume in weeks, and only after underwriters, owners and crews are each separately persuaded — which is why relief always reaches your invoice long after it reaches the screen.

THE SECOND FRONT NEVER AGREED TO ANYTHING

The Houthis kept striking Saudi targets through the weekend. Their embargo on Saudi ports stands, missiles and drones remain positioned at Bab-el-Mandeb, and seven vessels have already turned back. Whatever Washington and Tehran settle between them does not bind Sanaa, and the Yanbu route — which carried ~3.5M bpd in June as the relief valve for a closed Hormuz — stays under fire. A de-escalation that reaches one strait and not the other still leaves the region without a working alternative to the Cape.

WHAT WOULD ACTUALLY CHANGE OUR ROUTING

Not an announcement. Four things, in order: transits sustained in the dozens per day for a week rather than in ones; war-risk cover quoted at workable rates for the Gulf and southern Red Sea; the US blockade of Iranian ports lifted or formally relaxed; and the Houthi embargo withdrawn or credibly suppressed. Until at least the first two are true together, the Cape stays our primary plan and the strait stays context. Page 4 sets out the sequence and what it means for transit times and cost.

OUR POSITION — STEADY THROUGH BOTH DIRECTIONS

Our discipline is the same in a de-escalation as in an escalation: we route around the flashpoints, not on them, and we do not move a customer's cargo onto a lane because sentiment improved. That is why our posture has not swung with the headlines this month, and why our clients have not spent July re-planning. If this hold matures into something real we will be early to say so and quick to shorten transits — we watch transits, cover and crew rather than statements, and we will move when they move. Until then: longer transit assumptions, locked rates over spot, and lane-by-lane planning with your representative. Steadiness is the product.

BOTTOM LINE

- A hold, not a deal.** Two quiet days, reciprocated — unsigned, unmonitored, no expiry. Reversible without notice.
- Prices moved; ships did not.** Brent -6% while Hormuz ran one transit in 24 hours.
- The Red Sea is unchanged.** Houthi strikes and the Saudi-port embargo continued straight through the pause.
- Our posture holds.** Cape lanes, Kuwait service and hard-area corridors — unchanged in both directions.

CRISIS TIMELINE

Blockade lifted; strait reopens	18-19 JUN
Tankers hit; US strikes Iran	07 JUL
UAE tankers hit; blockade back	13-14 JUL
Houthis enter the war	14 JUL
Kuwait plants hit	17-18 JUL
Houthi embargo on Saudi ports	20-21 JUL
Saudi tankers struck in Red Sea	22-23 JUL
Brent tops \$100; 13th night	23-24 JUL
Iran rejects ceasefire proposal	24 JUL
US pauses strikes; Iran follows	25-26 JUL
Brent -6%; strait still shut	27 JUL

► SUPPLY-CHAIN IMPACT & WEEK AHEAD

What a pause does — and does not do — to your cargo

6,000

SEAFARERS • ~500 SHIPS

The number that has not changed. Around 6,000 crew remain aboard roughly 500 vessels moored inside the Gulf, unable to sail out through Hormuz, while the IMO reports very few ships, if any, crossing. Every day they sit, charter, crew-rotation, bunkering and demurrage exposure accrues — and the capacity they represent stays out of world rotation. This, not the oil price, is the measure of whether the crisis is easing.

WHERE IT SHOWS UP IN YOUR SHIPMENT

OCEAN — NOTHING SHORTENS THIS WEEK

Detoured routings still add roughly ten days to two weeks, and a pause does not recover a voyage already at sea. The backlog behind the strait is the bigger constraint: vessels moored inside the Gulf are out of world rotation, so even a genuine reopening releases capacity in a surge that congests ports before it relieves them. Keep the longer transit assumptions through at least this week.

COST — RELIEF ARRIVES LAST, AND SLOWLY

Crude fell first, bunker follows with a lag, and surcharges follow bunker — so July's surge is still working *into* your invoices even as the screen falls. War-risk moves on incidents rather than announcements and will not reprice on two quiet days; several clubs are still withholding or repricing Gulf and southern Red Sea cover. Hold locked agreements. Chasing a falling spot market into an unsigned hold is the classic way to be short of capacity when it reverses.

AIR — marginally easier, still constrained

Fewer overnight interceptions mean fewer short-notice holds, which helps schedule reliability out of the Gulf. The structural limits are untouched: EASA avoidance of Iran, Iraq and Lebanon runs to 31 August, and GPS interference persists. Confirm airspace and capacity before committing to an air recovery.

DESTINATION — THE DAMAGE IS ALREADY DONE

Infrastructure struck earlier this month does not repair because the strikes stopped. Kuwaiti desalination, power and telecoms are still under repair; Iranian water and power likewise. Cargo can arrive on time into a site with intermittent power, degraded comms or a customs system offline. Buffer the last mile the way you buffer the voyage.

THE REOPENING SEQUENCE

If this hold is real, it shows up in this order. Watch for the steps, not the statements — and note that steps three and four are the ones that let us shorten a transit quote.

- 01 The hold survives an incident.** Anything less than that is two quiet days.
- 02 A written framework with a monitor.** Oman or Doha is the likely venue.
- 03 Transits in the dozens per day, sustained a week.** Not ones, and not for a day.
- 04 War-risk quoted at workable rates.** Underwriters reopen lanes, not governments.
- 05 The Houthi embargo lifted.** Without it the Red Sea stays closed to planning whatever Tehran agrees.

WHAT TO DO THIS WEEK

FIVE ACTIONS • LANE-SPECIFIC DETAIL FROM YOUR REPRESENTATIVE

Plan on this: the pause changes sentiment, not sailings. Assume current transit times hold through the week, and treat any shortening as an upside you confirm before you promise it.

- Leave transit assumptions where they are — do not re-date customer promises on the pause.
- Keep Cape hub slots booked: Salalah primary, Aqaba for Kuwait and Iraq, Khor Fakkan secondary.
- Continue screening counterparties against the reinstated oil-sales restrictions — unchanged by the pause.
- Hold locked rates; resist rebooking a portfolio into a falling, reversible spot market.
- If you have cargo or crew on a vessel behind the strait, review charter and demurrage exposure now.
- Bring us the lane you are worried about — we will tell you what actually lands, and when.

MARITIME & CARGO OVERVIEW

The waterway picture

LOCATION	STATUS	DETAILS
Strait of Hormuz	EFFECTIVELY CLOSED	The strikes have paused; the strait has not reopened. The IMO reports “very few ships, if any” crossing, and just one vessel — a Comoros-flagged general cargo ship — transited in the 24 hours to 25 Jul, with zero inbound. Around 6,000 seafarers remain on roughly 500 ships moored behind the strait. Treat as closed to commercial cargo — we do not book strait transits and route around it 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	SECOND FRONT	Still a live war front, and the one that did <i>not</i> pause — the Houthis claimed further attacks on Saudi targets over the weekend while US–Iran strikes were on hold. The embargo declared 20 Jul bars vessels working Saudi ports; two tankers were struck 22–23 Jul, at least seven ships have turned back, and JMIC reports missiles and drones positioned at Bab-el-Mandeb. Yanbu — ~3.5M bpd in June as the Hormuz relief valve — is the exposure. MARAD 2026-006 active (to 22 Sep 2026). Cape routing mandatory on this flank.
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 — WATCH	Primary Move One Kuwait/Iraq sea alternate — operating at full capacity per Aqaba Ports management, with emergency plans ready. Jordan intercepted three Iranian missiles aimed at Aqaba on 19 Jul (a fourth fell in a remote area, no damage); a US Embassy evacuation claim was denied by Jordanian authorities. Terminals and Trebil border open — expect heightened security and possible short-notice holds.
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, 12 and 14 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, operational throughout the escalation and into the pause. Utilities hit earlier in the month — desalination, power, a telecom tower — are still under repair, so plan for intermittent power and comms at destination. No impact to cargo handling. 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 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 struck again 14 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 – WATCH	Aqaba: operating at full capacity per port management; Jordan intercepted three missiles aimed at Aqaba 19 Jul (US evacuation claim denied by Jordan). AMM: daytime 09:00–18:00 GST. Trebil (Jordan–Iraq) border open. Expect heightened security screening.
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 AFRICAETHIOPIA • DJIBOUTI • ERITREA

Djibouti / Camp Lemonnier	OPERATIONAL	Fully operational. US Camp Lemonnier ongoing. Key Red Sea alternate and Ethiopia import gateway — more critical with the Houthis in the war and Bab-el-Mandeb risk rising.
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.forgrove@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 — closed, route around.** The IRGC calls it “completely closed”; transits are a trickle vs ~88/day pre-crisis, cover pulled, tankers hit. 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 — operational but under heightened security after 19 Jul missile intercepts; Khor Fakkan (UAE) secondary. With the strait shut, expect renewed Gulf congestion — pre-position early with your rep.
- **Red Sea — second front open.** MARAD 2026-006 active (to 22 Sep 2026). The US–Iran pause has not reached the Red Sea: the Houthi embargo stands, missiles and drones remain in place at Bab-el-Mandeb, and further attacks on Saudi targets were claimed over the weekend. Asian buyers are pricing Suez and Cape reroutes for Saudi barrels. Cape routing is mandatory on both flanks until the advisory is lifted.
- **Do not pay Iranian transit fees or PGSA tolls.** The US 20% cargo “toll” was dropped, but Tehran still reserves the right to charge strait fees and the G7 condemned the earlier PGSA tolls (US Treasury sanctions apply). Route no such 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.forgrove@moveoneinc.com.

SURCHARGES & EQUIPMENT

BUNKER / EFS·EBS

Easing at the top, not at the pump. Brent fell ~6% to ~\$91 on the pause after touching \$102 last week — still up ~23% on the month. Bunker follows crude with a lag, so July's surge is still working into surcharges and relief will arrive slowly, if the pause holds. 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

After thirteen straight nights, US strikes stopped and Iran reciprocated for a second day, with Tehran signalling it will hold fire as long as Washington does. Nothing is signed: this is a mutual hold, not a ceasefire, and there is no agreed mechanism, monitor or expiry. Watch whether the pause survives contact with the first incident, and whether Netanyahu's Washington visit on Tuesday hardens or softens the US position. This remains the dominant variable for every lane in this report.

02

RED SEA — THE SECOND MARITIME FRONT

The Red Sea did not pause. The Houthis claimed further attacks on Saudi targets over the weekend, the embargo on Saudi ports stands, and JMIC reports missiles and drones positioned at Bab-el-Mandeb — a 29km channel that had been absorbing oil diverted from Hormuz. A US–Iran understanding that does not bind Sanaa leaves this flank exactly where it was. Watch for strikes on non-Saudi tonnage and any formal closure claim. Cape routing is essential; keep Djibouti, Berbera and the Ethiopia landbridge live as alternates.

03

HORMUZ “COMPLETELY CLOSED” & GULF UTILITIES

The IRGC calls Hormuz “completely closed” — transits at a trickle, the Omani lane abandoned, ships crossing dark. Meanwhile Iran's 17–18 Jul strikes on Kuwait's desalination plants show Gulf civilian utilities are now a target (~90% of Kuwait's water is desalinated). Watch for formal mining or seizures in Hormuz and further hits on utilities, ports and airports. Plan for disruption at the delivery end, not just at sea — keep buffer stock.

04

AIRSPACE, IRAQ & OVERFLIGHT RISK

EASA bars Iran, Iraq and Lebanon airspace to 31 Aug; Iran struck Kurdish targets near Erbil and drones were downed over Iraq and the GCC, while Jordan intercepted missiles over Aqaba. Watch for further overflight closures, diversions and short-notice ground stops that lengthen air-cargo timings into Iraq and the Levant. Confirm airspace before every air tender and build in buffer.

05

OIL OFF ITS HIGH, RATES & SANCTIONS

Brent touched \$102 last week and has fallen ~6% to ~\$91 on the pause — but is still up ~23% on the month, and the market has repriced the *risk* of closure, not the fact of it. Bunker follows crude with a lag, so surcharge relief lags any sustained fall. Watch war-risk quotes, which move on incidents rather than announcements, and Gulf congestion as tankers stage rather than sail. Reinstated Iran oil-sales restrictions keep sanctions exposure live — screen every counterparty and hold forward agreements rather than chasing spot.

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

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