

CARGO & LOGISTICS SITUATION REPORT

04 SEPTEMBER 2026 / DAY 189 / EDITION 181

THREE THINGS THIS MORNING

- 01 A Saudi-owned tanker was struck in the Strait of Hormuz on 2 September and two Filipino seafarers were killed. Saudi Arabia said an Iranian attack hit a tanker owned by its national shipping company, per Reuters. Iran said two tankers had struck mines; that account has not been corroborated.
- 02 Iran added 11 more vessels to its non-compliant list on 2 September. Reuters reported the ships face fines, confiscation or detention if they attempt to transit the strait. The PGSA said on 3 September that it had updated the list again; that update comes from Tehran state media and the text is unpublished.
- 03 No further attack on US forces in Jordan or Bahrain has been reported since 2 September. Aqaba, Trebil and Amman airport are open and undamaged. The EASA Gulf avoidance is unchanged and runs to 30 September.

MOVE ONE ROUTING POSTURE

A Saudi-owned tanker was struck in the Strait of Hormuz on 2 September and two seafarers were killed. No lane we use has closed.

Every destination and lane on page 5 was re-checked this morning: Gulf ports, Salalah and Khor Fakkan transhipment, Aqaba as the sea route into Kuwait and Iraq, Muscat and Amman as air contingencies, Djibouti and Berbera for the Horn of Africa, Hairatan for Afghanistan. Three lines moved: Iran added 11 vessels to its non-compliant list, Abha, Jizan and Najran remain closed after Houthi attacks, and UAE services to Bahrain and Kuwait are still retimed at short notice. Neither the tanker strike of 2 September nor the exchange of fire that preceded it has closed a lane we use. We book no Hormuz transit, pay no fee of any kind, and answer no Iranian transit demand, without desk approval.

BRENT CRUDE \$95.91 +0.63% in 24h Brent traded at \$95.91 on 4 Sep, up 0.63 per cent in twenty-four hours, after \$96.84 on 3 Sep. That is 34 per cent above the pre-crisis \$72.	HORMUZ TRANSITS 6 30 AUG IMF PortWatch, 30 Aug, its most recent published day, against a typical 85 – 7 per cent of pre-crisis volume. It counts AIS-broadcasting crossings only, so actual flow is higher.	COST TO INSURE ONE TANKER \$3–10m per crossing One Hormuz transit, on a \$100m tanker. It cost \$250,000 before the war. Six insurers will not cover it at any price. Unchanged.	MOVE ONE DESTINATIONS ALL SERVICEABLE Every market on page 5 has a primary lane and a live alternate. No routing changed overnight.
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THIS WEEK

\$92\$95\$97

Brent \$95.91 on 4 Sep, up from \$92.55 on 1 Sep.

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STATUS KEY

- OPEN / OPERATIONAL
- EASING / UNVERIFIED
- ADVISORY / INFORMATION
- CLOSED / SUSPENDED
- DISRUPTED / RESTRICTED

► CHANGES SINCE LAST EDITION

What moved overnight

BREAKING	2 September: a Saudi-owned tanker was struck in Hormuz and two seafarers were killed. Saudi Arabia said an Iranian attack hit a tanker owned by its national shipping company, per Reuters, and two Filipino crew were killed. Iran said two tankers had struck mines; that account has not been corroborated, and Gulf News reported the claim has not held up. No party has produced evidence of a mine field on the transit route.
BREAKING	1–2 September: US strikes on IRGC targets, and Iranian missiles on US bases in four host states. CENTCOM said the strikes hit IRGC air-defence sites, radar systems, maritime assets, mine-laying capability and communications. Iran answered against US bases in Jordan, Bahrain, Kuwait and Iraq; Jordan detected 13 ballistic missiles and Kuwait said its air defences engaged drones and missiles. No further exchange has been reported on 3 or 4 September, and Aqaba, Trebil and Amman airport are open and undamaged.
UPDATE	Airspace guidance is unchanged: the EASA Gulf warning runs to 30 September. The agency now advises against operating over Gulf waters within the Bahrain, Kuwait, Qatar and Emirates FIRs, and over Gulf of Oman waters in the Muscat FIR, with caution rather than avoidance over those states’ land territory. Arrivals and departures may be flown with sufficient mitigation. Avoidance of Iran, Iraq and Lebanon runs to 30 September; the Jordan advisory is lifted.
WATCH	Iran’s conditions for reopening are still unpublished. Parliament speaker Mohammad Bagher Ghalibaf said on 2 September that the United States must fulfil its commitments before Iran reopens the strait. Deputy Foreign Minister Kazem Gharibabadi has stated the terms as an end to the war on all fronts, the lifting of the blockade of Iranian ports and a resolution in Yemen, with a corridor seven miles wide entered through Iranian territorial waters. No text, no named authority and no start date have been published.
UPDATE	Brent is near \$96. Brent traded at \$95.91 on 4 September, up 0.63 per cent in twenty-four hours, after \$96.84 on 3 September and \$92.55 on 1 September — 34 per cent above the pre-crisis \$72. Goldman Sachs puts Gulf exports at 15–16m barrels a day against 22–24m before the conflict. War-risk cover is unchanged at 3–10 per cent of hull value with six P&I clubs out of the Gulf.
NEW	2 September: Iran added 11 vessels to its non-compliant list. Reuters reported the ships face fines, confiscation or detention if they attempt to sail through the strait. The PGSA said on 3 September that it had updated the list again; that update comes from Tehran state media and the text is unpublished. No detention has been reported under the warning itself. The chief executive of Mitsui OSK Lines said on 3 September that he expects Hormuz disruption to last through year-end, per gCaptain; no second source has carried the assessment.
WATCH	Iraq: weapons consolidation now follows the coalition’s departure. Iraq’s national security adviser said on 23 August that the state will begin consolidating factional weapons after the international coalition’s scheduled departure on 30 September, through dialogue rather than confrontation, per Rudaw. Kataib Hezbollah and Harakat Hezbollah al-Nujaba continue to refuse. Our indicators are unchanged: convoy transit times on the Baghdad and Basra corridors and clearance throughput at Trebil — routing on page 4.
UPDATE	Move One posture: unchanged. Every market remains serviceable on the same primary lanes and alternates — destination by destination on page 5. Kuwait is fully operational. The EASA avoidance now runs to 30 September and covers Gulf and Gulf of Oman waters rather than whole national airspace; we confirm airspace before every booking. Every booking is re-screened against the package in force before it is confirmed. No transit, corridor, compensation or protection payment without desk authorisation, no dealing with the three named Iranian bodies and no reply to a transit information demand without compliance review, and no vessel booked through the strait or the Southern Omani route.

TAG KEY		
BREAKING	major development	EASING pressure reducing
UPDATE	revised since last edition	WATCH developing, not yet actionable
NEW	first reported this edition	

► MOVE ONE ASSESSMENT

A Saudi-owned tanker was struck in Hormuz and two seafarers were killed. Our routing is unchanged.

THE 1–3 SEPTEMBER EXCHANGE

CENTCOM struck IRGC air-defence sites, radar, maritime assets, mine-laying capability and communications inside Iran on 1 September. Iran answered against US bases in Jordan, Bahrain, Kuwait and Iraq; Jordan detected 13 ballistic missiles and Kuwait said its air defences engaged drones and missiles. On 2 September a tanker owned by Saudi Arabia's national shipping company was struck in the strait and two Filipino seafarers were killed. No further exchange has been reported on 3 or 4 September, and no damage has been reported at Aqaba, Trebil or Amman airport.

OFAC has named the three Iranian bodies whose services, insurance included, carry sanctions risk: PGSA, PGMIC and HormuzSafe.

DARK TRANSITS AND CHARTER DUE DILIGENCE

Kpler counted 236 ships of all types through the strait between 1 and 19 August, of which 112 carried crude, LPG or LNG. Twenty-one used the Iranian route openly, two the Omani route, and 89 ran dark or unclassified. IMF PortWatch recorded 6 crossings on 30 August, its most recent published day, against a typical 85. Neither is a full count. What matters to charterers is the same either way: a vessel that switched off its transponder cannot evidence where it called, and that is the evidence a sanctions package of this design requires.

WAR-RISK INSURANCE

Unchanged this morning: 3–10 per cent of hull value against a pre-crisis 0.25 per cent, \$3–10m on a \$100m tanker, six P&I clubs out of the Gulf. The record underwriters price now holds a Saudi-owned tanker struck on 2 September with two crew killed, a resumed US strike campaign, Iranian missiles on four host states, and 11 more vessels added to Iran's non-compliant list. We expect no easing this month.

RISKS OUTSIDE THE HORMUZ NEGOTIATION

Three run on their own clocks. In Iraq the national security adviser now says weapons consolidation will begin after the coalition leaves on 30 September, and Rezaei has said Iran will target the interests of neighbouring states that join the economic campaign. In Yemen Mokha port has been shut since 15 August, the declared Houthi embargo on vessels calling at Saudi ports stands, and six crew were killed on a Yemeni commercial vessel. Gulf airspace has a date: the EASA avoidance runs to 30 September. None of the three is addressed by the corridor framework.

MOVE ONE POSITION AND SEQUENCE

The sequence has not changed. We need a published statement with a named authority, an American position that does not contradict it, then a clean commercial convoy, then a war-risk quote. Only the last moves our planning, and we hold Cape bookings so capacity is released in order. The week to 4 September moves the sequence backwards: a commercial tanker has been struck with loss of life, CENTCOM is striking IRGC targets inside Iran, and Iran has widened its non-compliant list rather than published a corridor text. Until then every destination is served by the routes on page 5, re-tested this morning.

BOTTOM LINE

A Saudi-owned tanker was struck in the strait on 2 September. Two Filipino seafarers were killed. Iran's competing account, that two tankers struck mines, has not been corroborated.

No further exchange since 2 September. Aqaba, Trebil and Amman airport are open and undamaged.

Insurance is the constraint. Unchanged at 3–10% of hull against a pre-war 0.25%. Six clubs withdrawn. No quote, no loading.

Every destination is serviceable. Same lanes as last week — see page 5. Every booking is re-screened before confirmation.

CRISIS TIMELINE

IMO: 70 attacks, 19 seafarers killed	28 AUG
IRGC Navy claims control of strait	29 AUG
US strikes IRGC launchers, Larak Island	30 AUG
IRGC missiles on US bases, Jordan and UAE	31 AUG
EASA narrows Gulf warning to 30 Sep	31 AUG
Two Saudi-oil tankers struck in strait	01 SEP
US strikes IRGC targets, Bandar Abbas	01 SEP
Iran hits Jordan, Bahrain, Kuwait, Iraq	02 SEP
Saudi-owned tanker struck; two crew killed	02 SEP
Iran adds 11 vessels to non-compliant list	02 SEP
Brent \$95.91 after \$96.84 on 3 Sep	04 SEP

► SUPPLY-CHAIN IMPACT

What the corridor framework and the insurance market decide

WAR-RISK MULTIPLE, VLCC

12–40×

Unchanged: 3–10% of hull against a pre-war 0.25%. About \$3–10m per supertanker transit.

P&I CLUBS WITHHOLDING COVER

6

Gard, Skuld, North Standard, London P&I, the American Club, Steamship Mutual. All six remain withdrawn from the Gulf.

ADDED TRANSIT, CAPE ROUTINGS

+10–14 days

Unchanged, and held deliberately. A sanctions escalation is a reason to hold them, not to release them. We unwind in order, not at once.

WHERE IT SHOWS UP IN YOUR SHIPMENT

WAR-RISK INSURANCE

Underwriters price incidents and legal certainty. Cover runs 3–10% of hull value against a pre-crisis 0.25% — \$3–10m on a \$100m tanker — with six clubs out and no published agreement. Sixty vessel-damage reports since 28 February, the most recent on 2 September with two crew killed, are the record every renewal is priced against, and Iran's non-compliant list, extended by 11 vessels on 2 September, is on that record too. Capacity withdrawn at treaty level is rebuilt one underwriting decision at a time, which is why a signature does not reopen the insurance market. What moves this line is one clean, insured, incident-free transit.

AIR — AIRSPACE AND ROUTING

Airspace advice narrowed this week and now carries a date. EASA's bulletin, revised on 31 August, runs to 30 September: avoid Gulf waters within Bahrain, Kuwait, Qatar and the UAE and Gulf of Oman waters in the Muscat FIR, exercise caution over those states' land territory, and continue to avoid Iran, Iraq and Lebanon. The Jordan advisory is lifted. KLM has suspended Dubai, Riyadh and Dammam through 24 October, and Lufthansa plans three weekly Frankfurt–Riyadh flights from 10 September. Kuwait stays closed to overflights. Doha runs fixed corridors. GPS jamming remains the most consistent operational problem, producing holds and longer routings rather than cancellations. Muscat and Amman remain our contingencies.

IRAQ — GROUND AND BORDER SECURITY

Baghdad says weapons consolidation will begin after the coalition leaves on 30 September, with the IRGC engaged against it — page 2. The risk to our lanes is on the ground rather than in the air: road security, checkpoint behaviour and throughput at Trebil, and an intra-Iraqi confrontation would affect all three. We run Iraq with tighter convoys, earlier pre-clearance and a held Aqaba alternate. Umm Qasr container operations are normal.

SANCTIONS SCREENING — VESSELS AND COUNTERPARTIES

The measures reach counterparties rather than routes, so the work lands on booking. Four checks matter on Gulf-facing cargo: the nominated vessel's call history, since 89 of 112 energy transits in August ran dark and cannot evidence where they berthed; every party in the payment chain, because secondary measures reach banks; any ship-to-ship transfer in the voyage, which Iran has said it will treat as grounds for retaliation; and any contact with PGSA, PGMIC or HormuzSafe, whose services and insurance OFAC has warned carry sanctions risk. We screen all four before confirming.

WHAT WOULD CHANGE OUR ROUTING

Announcements do not change a route. These three would.

- **A war-risk quote off the corridor.** A published text, a named authority, a US position that does not contradict it, one clean convoy, then a price. Only the price moves our clocks.
- **Enforced disarmament in Iraq, or Houthis fire widening beyond Saudi tonnage.** Road security and border throughput move first, days before any airspace measure.
- **A detention carried out under Iran's transit warning.** Naming 46 vessels is not the same as boarding one. The first detention would change how we charter and how we screen, not only how we route.

HOLDING STEADY

Transit assumptions, Cape hub bookings and the no-payment rule are unchanged. Kuwaiti utilities and telecoms hit last month remain under repair, so plan for intermittent power and comms at destination.

THE WEEK IN THREE NUMBERS

Transits, 30 Aug	6
Energy vessels running dark	89 / 112
Brent, since 1 Sep	+3.6%

Iran named 46 vessels in breach of its transit rules and added 11 more on 2 September. About a third of the original list has been attacked. No detention reported so far.

► DELIVERY OPTIONS BY DESTINATION

Primary lane and live alternate for every destination

Each market below was re-tested this morning. Three lines moved: the EASA narrowing, Saudi airports, UAE regional services.

DESTINATION	SERVICE	AIR	SEA	ALTERNATE & NOTE
Kuwait KWI • SWK	OPERATIONAL	KWI T4/T5 direct. MCT primary contingency, AMM alternate.	Shuwaikh and Shuaiba direct via Cape/Salalah.	Aqaba—road or Khor Fakkan if Shuwaikh is disrupted. Plan for utility and comms interruption at site. Kuwait FIR overflight ban stands; EASA avoidance narrowed to Gulf waters, runs to 30 Sep.
UAE DXB • AUH • KFK	OPERATIONAL	DXB and AUH full service; GPS interference on approach. Bahrain and Kuwait services retimed at short notice.	Jebel Ali and Khor Fakkan via Cape.	Gulf-side transshipment fallback; DP World accelerating Fujairah capacity built to bypass the strait.
Saudi Arabia JED • RUH • DMM	OPERATIONAL	JED, RUH and DMM working; Abha, Jizan and Najran closed after Houthi attacks. Jeddah FIR open.	Jeddah via Cape; Red Sea legs a desk decision per voyage.	Houthi fire reaching Saudi shore targets and the southern airports. No Saudi-flag Red Sea legs. Suez/Med and Cape inbound.
Qatar & Bahrain DOH • BAH	OPERATIONAL	DOH and BAH full service.	Hamad and Khalifa via Cape/Salalah.	Salalah relay when Gulf berth windows tighten.
Oman MCT • SLL	OPERATIONAL	MCT full service — our primary Gulf air contingency.	Salalah is the primary Cape hub for the whole region.	Lowest-risk routing in the region; our Gulf alternates are built around it.
Iraq BGW • EBL • Trebil	ADVISORY	BGW and EBL operating; EASA avoidance applies to overflight, drones reported over Erbil.	Aqaba—road or Umm Qasr, case by case.	Weapons consolidation to begin after the 30 Sep coalition departure. Tighter convoys, earlier pre-clearance.
Jordan AMM • Aqaba	OPERATIONAL	AMM working; short-notice holds during intercepts remain possible.	Aqaba at full capacity per port management.	Sea alternate for Kuwait and Iraq; feeds the Nasib corridor.
Egypt CAI • Damietta • Suez	OPERATIONAL	CAI full service.	Damietta and Alexandria normal; no Mediterranean incident since 29 Jul.	Suez routing in use for Saudi barrels. A second Mediterranean incident would change this line.
Horn of Africa JIB • BBO • ADD	OPERATIONAL	JIB and ADD working.	Djibouti and Berbera, both live.	Ethiopia landbridge held open inland. Unaffected by the Gulf escalation.
Syria Nasib • Bab al-Hawa	OPERATIONAL	Beirut and AMM feed the corridors; Lebanese and Iraqi airspace under standing EASA avoidance.	Latakia and Tartus, case by case.	Both corridors active for relief and commercial cargo. Hard-area lane, desk-managed end to end.
Sudan & Somalia PZU • MGQ • BBO	ADVISORY	MGQ and PZU on scheduled service.	Port Sudan and Berbera via the Gulf of Aden.	Hard-area lanes run throughout. Red Sea legs per voyage; Berbera the resilient option.
Afghanistan KBL • Karachi	ADVISORY	KBL via regional feeders.	Bandar Abbas and Bandar-e-Jask are not in use; Karachi—road is the working corridor.	Unaffected by Hormuz. Long-standing hard-area lane, fixed convoy windows.
Gaza Kerem Shalom	RESTRICTED	Not applicable.	Ashdod and Kerem Shalom under authority control.	Jordan River crossing ~5 trucks/day convoyed. Capability held, not a commercial lane.

Every line above is a route we are running or holding ready today. Each was checked this morning rather than carried forward. Where a destination is marked ADVISORY the lane is open and managed more closely. If your destination is not listed, ask us.

▶ MARITIME & CARGO OVERVIEW

Waterway and port status

LOCATION	STATUS	DETAILS
Strait of Hormuz	EFFECTIVELY CLOSED	IMF PortWatch recorded 6 crossings on 30 August, its most recent published day, against a typical 85 — 7 per cent of pre-crisis volume; it counts AIS-broadcasting crossings only, so actual flow is higher. Kpler counted 112 energy vessels from 1 to 19 August, of which 89 ran dark. A Saudi-owned tanker was struck on 2 September and two seafarers were killed. Iran threatens fines, confiscation or detention for ships on its non-compliant list, extended by 11 vessels on 2 September; dealing with PGSA, PGMIC or HormuzSafe carries sanctions risk. War risk 3–10% of hull value, six P&I clubs withdrawn. Treat as closed for planning until a Gulf voyage is quoted.
Salalah CT OMAN	OPERATIONAL	Primary Move One Cape hub. CT and GCT fully operational. Pre-book slots — high demand continues. Oman confirmed no Hormuz tolls. No security incidents.
Red Sea / Bab-el-Mandeb	SECOND FRONT	Contested but not closed, and the Yemeni shore is in play. Mokha port has been suspended since 15 Aug after more than 25 Houthi missiles since 9 Aug — seven killed, the first attack on the facility since the 2022 truce. Eight Saudi tankers struck since 22 Jul, and the declared Houthi embargo on vessels calling at Saudi ports stands. Saudi Aramco is studying an East-West pipeline expansion. We do not route through Mokha; Cape routing remains our default here, per page 13.
Arabian Gulf (Upper)	DISRUPTED	Still behind the closed strait, with tankers staging rather than exiting. The IMO said on 28 August that about 6,000 seafarers remain aboard stranded ships and 19 have been killed since 28 February; AIS screens counted 242 vessels holding position away from berth on 3 September. Goldman Sachs puts Gulf oil exports at 15–16m barrels a day against 22–24m before the conflict. Sharjah feeder and the Saudi landbridge remain active.
Fujairah UAE	ADVISORY	Operational. GPS spoofing Nav Warning 01/2026 active. Crude exports elevated, and DP World is accelerating Fujairah facilities designed to bypass the strait. The IRGC control map still applies to the Iranian-designated channel, which the CENTCOM mine-free declaration does not cover.
Khor Fakkan UAE	OPERATIONAL	All berths active. AD Ports bonded landbridge to Jebel Ali / Sharjah active.
Port of Aqaba JORDAN	OPERATIONAL — WATCH	Primary Move One Kuwait/Iraq sea alternate — operating at full capacity per Aqaba Ports management. Jordan detected 13 ballistic missiles from Iranian territory on 2 Sep, no port damage was reported, and no further attack has been reported since. Aqaba Container Terminal reported transit volumes up 155 per cent in the first half of 2026 year on year, driven by trucking to Iraq. Terminals and the Trebil border are open. Expect heightened security and short-notice holds.
Port of Duqm OMAN	OPERATIONAL	Normal operations. DG cargo: ministry approval. Backup Cape hub.

Cape hubs by destination. 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; Iran claimed strikes on US targets at Al Minhad on 31 Aug with no reported impact on civil operations. UAE services to Bahrain and Kuwait still retimed or cancelled at short notice. 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. Sharjah feeder hub active. Two ADNOC vessels were attacked transiting the strait on 13 Aug; landside operations unaffected.
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. Kuwait FIR closed to overflights, arrivals and departures by prior approval only; the EASA avoidance for Gulf waters was narrowed on 31 August and now runs to 30 September. Recent intercepts caused no lasting disruption; expect 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, the pause, its collapse and the drone intercepts of 1 August. Utilities hit earlier in the month — desalination, power, a telecom tower — remain 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.forgrove@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	Riyadh, Jeddah and Yanbu operating; Abha, Jizan and Najran closed after Houthi attacks and the Jeddah FIR is open. King Fahd Causeway open. Yanbu loading under direct Houthi threat. Do not pay PGSA tolls or Hormuz compensation demands — 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. The active diplomatic channel is Muscat. If the corridor is published and insurable, Hamad is among the first ports to see direct calls resume.
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 of its own and is co-author of the corridor framework outlined on 26 August — the key transit partner if it is published and insured.
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 and Move One is handling throughput. The security picture around Basra has not recovered since the 29 Jul US-Saudi strikes on sites in seven provinces, the militia response remains outstanding, and the IRGC has claimed a strike on a cargo vessel off Umm Qasr. No port impact reported. Heightened posture and route-timing flexibility all week.
Baghdad (BGW) AIR	OPERATIONAL	ORBB FIR open; Move One DWC-BGW direct cargo flights running. Expect protest activity and short-notice road closures while the militia response remains outstanding.
Erbil (EBL) AIR	OPERATIONAL	Open and busy. Move One DWC-EBL direct cargo flights running. Qatar Airways still suspending EBL passenger service; northern road timings may lengthen at short notice.
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 eight IRGC missiles aimed at the King Hussein and Al Azraq air bases on 31 Aug, with no impacts reported. 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 AFRICA

ETHIOPIA • 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

S Y R I A		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; OFAC removed Syria's designation as a state sponsor of terrorism on 24 August, which should widen carrier capacity further. 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.
S O M A L I A		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.

▶ COUNTRY-BY-COUNTRY STATUS • VI

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. No improvement in access reported this week; assume no change to clearance throughput.
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.** Seventy-three transits from 10 to 16 August against a pre-war baseline near 130 a day, cover pulled, a US blockade of Iranian ports in force, and an Iranian warning that vessels transiting without permission will be detained or confiscated. We are not booking strait transits, and we do not use the Southern Omani route. Cape routing applies on every Gulf-facing lane until underwriters quote one.
- **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 under heightened security and carrying extra Iraq volume; Khor Fakkan (UAE) secondary. Hold these bookings: we release Cape capacity in order once a Gulf transit is quoted, rather than all at once.
- **Red Sea — second front open.** MARAD 2026-006 active (to 22 Sep 2026). Bab-el-Mandeb is contested rather than closed, with eight Saudi tankers struck since 22 Jul, Mokha port suspended since 15 Aug after more than 25 Houthi missiles, and a 14-nation coalition out of Riyadh yet to escort anything. We do not route through Mokha. Cape routing is mandatory on both flanks until the advisory is lifted.
- **Do not pay Iranian transit fees or tolls, and do not answer Iranian transit information demands.** The package in force designates 60 individuals and vessels and extends secondary sanctions to shipping, so exposure runs through the payment chain and the nominated vessel as well as the route. OFAC has named the three Iranian bodies whose services, insurance included, carry sanctions risk: PGSA, PGMIC and HormuzSafe. Route no payment, and no reply to an Iranian transit filing demand, without desk authorisation.

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 narrowed, now runs to 30 September.** Avoid Gulf waters within Bahrain, Kuwait, Qatar and the UAE and Gulf of Oman waters in the Muscat FIR, and exercise caution over those states' land territory; arrivals and departures may be flown with sufficient mitigation. Standing avoidance of Iran, Iraq and Lebanon runs to 30 September and the Jordan advisory is lifted; KLM has suspended Dubai, Riyadh and Dammam through 6 September. Kuwait remains closed to overflights, arrivals and departures by prior approval only, leaving a gap in the middle of the Gulf routing structure. Doha runs on fixed corridors. 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

Brent traded at \$95.91 on 4 September, up 0.63 per cent in twenty-four hours, after \$96.84 on 3 September and \$92.55 on 1 September. None of that reaches your invoice yet: bunker follows crude with a lag and surcharges follow bunker, so the rise since late August is still arriving. Carriers revise surcharges after a physical change in cost.

WAR-RISK

Unchanged this edition: 3–10% of hull value against a pre-crisis 0.25% — twelve to forty times, roughly \$3–10m on a \$100m tanker — with six P&I clubs withholding Gulf cover. Treaty capacity is rebuilt one underwriting decision at a time. A quoted, insurable Hormuz transit is the confirmation that the strait has reopened. Confirm voyage-specific cover before any Gulf-facing sailing.

RATE STRATEGY

Do not rebook a portfolio at spot on a five-dollar move in either direction. Hold locked agreements, keep Cape bookings live, and re-evaluate lane by lane with your rep once transits are insurable.

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

► WATCH POINTS

Five developments we are tracking

01

ATTACKS ON COMMERCIAL TANKERS IN THE STRAIT

A tanker owned by Saudi Arabia's national shipping company was struck in the Strait of Hormuz on 2 September and two Filipino seafarers were killed, per Reuters. Iran said two tankers had struck mines; that account has not been corroborated. CENTCOM's 1 September strikes hit IRGC air-defence, radar, maritime, mine-laying and communications targets, and Iran answered against US bases in Jordan, Bahrain, Kuwait and Iraq. The exchange runs on both tracks at once: shipping in the strait and US bases in the host states. Iran's conditions — an end to the war on all fronts, lifting the blockade of Iranian ports, compensation and a resolution in Yemen — remain unpublished, and Washington told mediators on 28 August it will not return to the June terms. Page 2. Four things would turn the corridor into a route we can book: a published text, a named authority, a US position that does not contradict it, and a war-risk quote. None exists today. The sanctions package of 24 August stays in force throughout, so screening work continues regardless.

02

IRAN'S THREAT TO DETAIN VESSELS

Iran's non-compliant list named 46 ships and 11 more were added on 2 September, with fines, confiscation or detention threatened, per Reuters. Treasury has warned that answering an Iranian transit information request may itself be sanctionable — page 2. Rezaei added that Iran will halt Gulf oil exports if the economic campaign continues and will target the interests of neighbouring states that join it. No detention has been reported under the warning so far. The first one would change how we charter and screen, not only how we route. About a third of the 46 named ships have already been attacked near Hormuz, per Khaleej Times. The PGSA said on 3 September that it had updated the list again; that comes from Tehran state media and the text is unpublished.

03

IRAQ — CONSOLIDATION TO FOLLOW COALITION DEPARTURE

Baghdad's national security adviser said on 23 August that weapons consolidation will begin after the coalition leaves on 30 September and will run through dialogue; Kataib Hezbollah and Harakat Hezbollah al-Nujaba still refuse, and Rezaei's warning about neighbouring states applies to Iraq more directly than to any other market we serve — page 2. We are watching two indicators rather than the rhetoric: convoy transit times on the Baghdad and Basra corridors, and clearance throughput at Trebil. Both would move days before any airspace measure. If either degrades we shift Iraq volume to the Aqaba road alternate, which is booked and held for that purpose.

04

RED SEA — MOKHA PORT STILL SUSPENDED

Mokha has been shut since 15 August after more than 25 Houthis missiles since 9 August, killing seven, and six crew were killed on a Yemeni commercial vessel. These are the first strikes on Mokha since the 2022 truce and the risk now includes a return to full Yemeni civil war. Eight Saudi tankers have been struck since 22 July, the Houthis reported another attack on a Saudi ship on 24 August, their declared embargo on vessels calling at Saudi ports stands, and the 14-nation coalition has still escorted nothing. Saudi Aramco is studying an East-West pipeline expansion and new export routes in response. Cape routing stays the default; keep Djibouti, Berbera and the Ethiopia landbridge live.

05

FUEL PRICE AND INSURANCE COSTS

Brent traded at \$95.91 on 4 September, up 0.63 per cent in twenty-four hours, after \$96.84 on 3 September. That is 34 per cent above the pre-crisis \$72, and the Tehran open-market rate is 220,550 toman to the dollar, up 9.4 per cent in a week. Goldman Sachs puts Gulf oil exports at 15–16m barrels a day against 22–24m before the conflict, so volume is moving while transit counts stay near 7 per cent of normal. The EIA projects Brent averaging about \$85 in the third quarter and \$78 in the fourth. Strategic reserves remain at their lowest since 1983, so the market has no buffer and will overshoot in both directions. Bunker lags crude and surcharges lag bunker: this month's rise will arrive on invoices regardless. Hold locked agreements.

CAPABILITIES & KEY CONTACTS

Our corridors keep moving, in every condition.

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, the port blockade 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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