

FIGHTING FOR MOKHA · PIPELINE STILL SHUT

LANES UNCHANGED · ALL DESTINATIONS SERVICEABLE

MIDDLE EAST REGIONAL CONFLICT SITREP

CARGO & LOGISTICS SITUATION REPORT

14 SEPTEMBER 2026 / DAY 199 / EDITION 189

- THREE THINGS THIS MORNING
- 01

Yemeni government and Saudi aircraft attacked Houthi positions at Mokha and Dhubab on 13 September. Government forces are attempting to retake Mokha, per Al Jazeera. The Houthis fired into southern Saudi Arabia the same day, per the Associated Press. Fighting has displaced thousands, with families from Al Khawkhah arriving in Aden.
- 02

The East-West pipeline enters a fourth day shut. Saudi Arabia's Hormuz bypass, about 7m barrels a day, suspended late on 11 September after drone attacks from Iraqi territory. No restart date. Satellite imagery shows further damage from a strike on 13 September, per Briefs; Yanbu stocks cover five to seven days of loading.
- 03

Brent is near \$108 this morning. Brent traded 3.19 per cent higher at \$107.95 at 08:05 UAE time on 14 September and touched \$110 intraday, per The National. WTI was \$103.19. Bab el-Mandeb is open to traffic.

MOVE ONE ROUTING POSTURE

Government forces are fighting to retake Mokha.

Every destination and lane on page 5 was re-checked this morning: Gulf ports, Salalah and Khor Fakkan transhipment, Aqaba into Kuwait and Iraq, Muscat and Amman as air contingencies, Djibouti, Berbera and Hairatan. Three lines moved overnight: Yemeni government and Saudi aircraft attacked Houthi positions at Mokha and Dhubab, the Houthis fired into southern Saudi Arabia again, and Brent is near \$108 with the East-West pipeline into a fourth day shut. The Yemeni side of Bab el-Mandeb is now contested ground rather than settled Houthi control. The strait is open, no carrier we use has suspended transits, and our Red Sea legs already run via the Cape or as a desk decision per voyage. We book no Hormuz transit, pay no fee, and answer no Iranian transit demand, without desk approval.

BRENT CRUDE ~\$108 +21% in 4 weeks Brent traded at \$107.95 at 08:05 UAE time on 14 Sep, up 3.19 per cent, per The National, and touched \$110 intraday. About 50 per cent above the pre-crisis \$72.	EAST-WEST PIPELINE SHUT ~7M BPD Abqaiq to Yanbu, shut as a precaution late on 11 Sep. No restart date. One source told Reuters repairs could take five to six weeks. Hormuz transits were 13 a day on Kpler's last published average — page 6.	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.
---	--	--	---

THIS WEEK

\$99

\$105

\$108

Brent at \$107.95 on 14 Sep, from \$98.66 on 8 Sep.

IN THIS EDITION

- 02

Changes since last edition
- 04

Supply-chain impact
- 06

Maritime overview
- 13-14

Advisory & watch points
- 03

Move One assessment
- 05

Delivery options by destination
- 07-12

Country pages
- 15

Capabilities & contacts

STATUS KEY

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

► CHANGES SINCE LAST EDITION

What moved overnight

BREAKING	13 September: Yemeni government and Saudi aircraft attacked Houthi positions at Mokha and Dhubab. Government forces are attempting to retake Mokha days after losing it, per Al Jazeera, which reported Houthi vehicles in Dhubab and Mokha hit by the Yemeni army. The Houthis fired into southern Saudi Arabia the same day, per the Associated Press. Fighting has displaced thousands, with families from Al Khawkhah reaching shelter in Aden. The Yemeni side of Bab el-Mandeb is contested rather than settled.
UPDATE	The East-West pipeline enters a fourth day shut. Saudi Arabia suspended the Abqaiq–Yanbu line, about 7m barrels a day, late on 11 September as a precaution after drone attacks in the Riyadh and Madinah regions, per the energy ministry. No restart date has been published, satellite imagery shows further damage from a strike on 13 September, per Briefs, and one source told Reuters repairs could take five to six weeks. Yanbu stocks cover five to seven days of loading.
BREAKING	12 September: the pipeline attack was traced to Iraqi territory and Baghdad opened an investigation. The office of Iraqi prime minister Ali al-Zaidi said the drones came from Maysan province in south-eastern Iraq. Al-Zaidi ordered an investigation and dismissed a provincial commander. No group has claimed responsibility. The Saudi foreign ministry said it will refrain from retaliating for now to give Baghdad time to prevent further attacks from its territory.
UPDATE	Airspace guidance is unchanged: the EASA Gulf warning runs to 30 September. The agency advises against operating over Gulf waters within the Bahrain, Kuwait, Qatar and Emirates FIRs, and over Gulf of Oman waters in the Muscat FIR west of 58 degrees east. Arrivals and departures may be flown with sufficient mitigation. Avoidance of Iran, Iraq and Lebanon runs to 30 September.
WATCH	13 September: the Iran–GCC meeting on Hormuz shipping was postponed and an Iranian vessel was struck off Qeshm. Omani foreign minister Badr Albusaidi said the Salalah meeting set for 14 September was postponed in the interests of consensus; CNBC reported it was postponed after the pipeline attack. Bahrain had already declined to attend. Separately, Iranian state media said one crew member was killed and four wounded when a commercial vessel was struck off Qeshm island early on Sunday.
NEW	14 September: Brent is near \$108 this morning. Brent traded 3.19 per cent higher at \$107.95 at 08:05 UAE time and WTI at \$103.19, per The National; Brent touched \$110 intraday. Saudi crude production was 6.2m barrels a day in August against 10.9m in February. Bab el-Mandeb remains open to traffic and the Houthis say navigation is safe and orderly.
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.
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. Gulf of Oman approaches to Fujairah and Khor Fakkan are handled with the same care as the strait, we are reviewing Salalah and Arabian Sea approaches against the zone the IRGC says it will chart, and Djibouti, Berbera and Port Sudan approaches are checked against the Bab el-Mandeb picture before each sailing. Every booking is re-screened against the package in force, and airspace confirmed, before it is released. 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

Mokha is contested. Our routing is unchanged.

THE FIGHT FOR MOKHA AND THE YEMENI SHORE

Yemeni government forces, with Saudi air support, attacked Houthi positions at Mokha and Dhuhab on 13 September in an attempt to retake the port, per Al Jazeera. The Houthis fired into southern Saudi Arabia the same day, per the AP. Two days after a local official said the Houthis had completed their takeover of the Bab el-Mandeb area and Mayyun island, the Yemeni shore is contested. Separately, the East-West pipeline is into a fourth day shut: the Abqaiq-Yanbu line, about 7m barrels a day, suspended late on 11 September after drone attacks traced to Maysan province in Iraq.

Bab el-Mandeb is open to traffic. We move cargo, not crude, so the pipeline reaches our clients through bunker cost, not routing.

DARK TRANSITS AND CHARTER DUE DILIGENCE

Kpler put the ten-day average to 3 September at 13 crossings a day; IMF PortWatch has averaged 7 a day since March. Neither is a full count. 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 US strikes on three Iranian tankers, an IRGC claim of attacks on six more ships, anti-ship missiles fired at US warships, Houthi attacks on Saudi energy facilities on 8 September, the Houthi capture of Mokha and Perim, the shutdown of the East-West pipeline, and a strike on an Iranian vessel off Qeshm on 13 September that Iranian state media said killed one crew member. Bab el-Mandeb cover was last assessed by Marsh at 0.5 per cent of hull value; we expect it to be re-quoted this week. We expect no easing this month.

RISKS OUTSIDE THE HORMUZ NEGOTIATION

Three run on their own clocks. In Iraq the national security adviser 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 the Mokha and Dhuhab front is active, with government and Saudi aircraft attacking Houthi positions on 13 September, and the declared embargo on vessels calling at Saudi ports stands. Gulf airspace has a date: the EASA avoidance runs to 30 September. None of the three is addressed by the corridor framework or by the restricted zone Tehran says it will declare.

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 Salalah meeting set for 14 September was postponed on 13 September in the interests of consensus, per Omani foreign minister Badr Albusaidi; CNBC reported it was postponed after the pipeline attack, and Bahrain had already declined to attend. A source told Tasnim an Iran–Oman agreement on routes would have been tabled, but that the strait will not reopen unless Washington meets Iran's conditions. Until that sequence runs, every destination is served by the routes on page 5.

BOTTOM LINE

Mokha is contested. Government and Saudi aircraft attacked Houthi positions there and at Dhuhab on 13 September. Bab el-Mandeb is open.

Brent is near \$108. \$107.95 on 14 September, per The National, having touched \$110. Bunker and surcharges follow with a lag.

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

Houthi attacks on Saudi energy sites	08 SEP
IRGC to chart zone to the Arabian Sea	09 SEP
Houthis seize Mokha, reach Hanish islands	10 SEP
Houthis reach Perim; hold Red Sea coast	11 SEP
Saudi Arabia shuts East-West pipeline	11 SEP
Iranian vessel struck off Qeshm; one killed	13 SEP
Iran–GCC Hormuz meeting postponed	13 SEP
Gov't and Saudi air attacks at Mokha, Dhuhab	13 SEP
Brent near \$108; touched \$110 intraday	14 SEP

► SUPPLY-CHAIN IMPACT

What the Mokha front 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. The record every renewal is priced against now includes US strikes on three Iranian tankers on 5 September, an IRGC claim of attacks on six more ships the same evening, anti-ship ballistic missiles fired at two US warships on 4 September, Houthi attacks on Saudi energy facilities on 8 September, the Houthi capture of Mokha and Perim, drone strikes on the East-West pipeline from Iraqi territory, and a strike on an Iranian vessel off Qeshm on 13 September. Marsh last assessed Bab el-Mandeb cover at 0.5 per cent of hull; expect a re-quote. One clean, insured, incident-free transit is what moves this line.

AIR — AIRSPACE AND ROUTING

Airspace advice is unchanged and carries a date. EASA's bulletin runs to 30 September: avoid Gulf waters within Bahrain, Kuwait, Qatar and the UAE and Gulf of Oman waters in the Muscat FIR west of 58 degrees east, and continue to avoid Iran, Iraq and Lebanon. Dubai, Abu Dhabi and Sharjah are open. Abha, Jizan and Najran remain closed after the 8 September attacks; Jeddah, Riyadh and Dammam are working. KLM has suspended Dubai, Riyadh and Dammam through 24 October. Kuwait stays closed to overflights. GPS jamming remains the most consistent operational problem, producing holds and longer routings rather than cancellations.

IRAQ — GROUND AND BORDER SECURITY

Baghdad says weapons consolidation will begin after the coalition leaves on 30 September — page 2. The risk to our lanes is on the ground: road security, checkpoint behaviour and throughput at Trebil. We run Iraq with tighter convoys, earlier pre-clearance and a held Aqaba alternate. Umm Qasr is normal.

SANCTIONS SCREENING — VESSELS AND COUNTERPARTIES

The measures reach counterparties rather than routes, so the work lands on booking. Four checks matter: the nominated vessel's call history, since most Hormuz crossings by late August were dark or unknown by route 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. 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.
- **An attack on a commercial vessel transiting Bab el-Mandeb, or a declared Houthi closure of the strait.** Either would move Djibouti, Berbera and Port Sudan onto Cape or Gulf of Aden approaches only.
- **Published coordinates for the Iranian zone, or a detention under the transit warning.** The IRGC describes a zone from Chabahar into the Arabian Sea. Charted, it would reach Salalah and Duqm approaches.

HOLDING STEADY

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

THE WEEK IN THREE NUMBERS

Yanbu loading cover **5–7 days**

ME crude exports vs baseline **-39%**

Brent, since 1 Sep **+17%**

Yanbu stock cover per analysts cited by Reuters. TankerTrackers puts August Middle East exports 39 per cent below the January–February baseline.

► DELIVERY OPTIONS BY DESTINATION

Primary lane and live alternate for every destination

Each market below was re-tested this morning. Three lines moved: the Yemeni Red Sea coast, Horn of Africa approaches, bunker cost. Every destination remains serviceable.

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.	Southern energy sites hit 8 Sep; Jeddah, Yanbu and King Abdullah unaffected. No Saudi-flag Red Sea legs.
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 region; unaffected to date.	Lowest-risk routing in the region. IRGC zone said to reach the Arabian Sea; Salalah approaches under review.
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 inland. Bab el-Mandeb approaches checked per sailing.
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	Kpler put the ten-day average to 3 September at 13 crossings a day, against roughly 100 before the war; US officials claim 40 ships on 1 September. The Joint Maritime Information Center rates the risk severe, citing drifting or uncharted mines. On 5 September US forces struck three Iranian tankers and the IRGC said it attacked six ships. On 9 September it said it will publish coordinates for a restricted zone running from Chabahar into the Arabian Sea. War risk 3–10% of hull value, six P&I clubs withdrawn. Treat as closed until a Gulf voyage is quoted.
Salalah CT OMAN	OPERATIONAL	Primary Move One Cape hub. CT and GCT fully operational, no security incidents, pre-book slots. The zone the IRGC describes would extend into the Arabian Sea; no coordinates published, Salalah calls unaffected today.
Red Sea / Bab-el-Mandeb	SECOND FRONT	Open to traffic, with the eastern shore contested. A local official said on 11 Sep the Houthis had completed their takeover of the Bab el-Mandeb area and Mayyun island; on 13 Sep Yemeni government and Saudi aircraft attacked Houthi positions at Mokha and Dhubab in an attempt to retake the port, per Al Jazeera. Houthi politburo member Hazem al-Assad said navigation in the Red Sea and Bab el-Mandeb is safe and orderly. Andreas Krieg told NBC News that holding Mokha, Dhubab and Perim would not give control of the whole strait. The embargo on Saudi port calls stands. Cape routing remains our default, 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; two more were killed on 2 September. TankerTrackers puts August Middle East crude exports 39 per cent below the January–February baseline of 18.5m barrels a day. Sharjah feeder and the Saudi landbridge remain active.
Fujairah UAE	ADVISORY	Operational, and now on the strike side of the chokepoint: US forces struck Iranian tankers near Jask and in the Gulf of Oman on 5 September. Landside operations are unaffected. GPS spoofing Nav Warning 01/2026 active. DP World is accelerating Fujairah facilities designed to bypass the strait. East-coast calls run under the same approach controls we apply to the strait.
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 and no port damage was reported; no attack on Jordan has been reported since, and the fighting since 4 September has been at sea. 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 and unaffected by the 8 Sep attacks further south. 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 and the Jeddah FIR is open; Abha, Jizan and Najran remain closed, and the Houthis struck energy sites and an air base in the southern region on 8 Sep. 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. Rezaei said on 7 September that the route agreed with Oman will be announced in days — Oman remains 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

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; 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.

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.

► 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.** About 13 crossings a day on Kpler's ten-day average to 3 September against a pre-war 100, cover pulled, a US blockade of Iranian ports in force, and both governments striking commercial tankers since 5 September. Iran warns that vessels transiting without permission will be detained or confiscated, and the IRGC says it will publish coordinates for a restricted zone running from Chabahar into the Gulf of Oman and the Arabian Sea. 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 open to traffic, with the Yemeni shore contested and government air attacks at Mokha and Dhubab on 13 Sep, eight Saudi tankers struck since 22 Jul, and a 14-nation coalition yet to escort anything. We do not route through Mokha, and Djibouti, Berbera and Port Sudan approaches are confirmed per sailing. 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. Bab el-Mandeb is open to traffic. We move cargo, not crude, so the pipeline reaches our clients through bunker cost, not routing. Route no payment, and no reply to an Iranian transit filing demand, without desk authorisation.

SURCHARGES & EQUIPMENT

BUNKER / EFS·EBS

Brent traded 3.19 per cent higher at \$107.95 a barrel at 08:05 UAE time on 14 September and touched \$110 intraday, per The National — up about 21 per cent in four weeks. The move followed the East-West pipeline shutdown. 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

Hormuz unchanged this edition: 3–10% of hull value against a pre-crisis 0.25% — roughly \$3–10m on a \$100m tanker — with six P&I clubs withholding Gulf cover. Bab el-Mandeb was last assessed at 0.5% by Marsh and is expected to be re-quoted. 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. Hold locked agreements, keep Cape bookings live, and re-evaluate lane by lane 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.

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 24 October and Lufthansa plans three weekly Frankfurt–Riyadh flights from 10 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.forgrove@moveoneinc.com.

► WATCH POINTS

Five developments we are tracking

01

THE FIGHT FOR MOKHA AND THE YEMENI SHORE

Yemeni government forces, with Saudi air support, attacked Houthi positions at Mokha and Dhubbab on 13 September in an attempt to retake the port, per Al Jazeera, which reported Houthi vehicles hit by the Yemeni army. The Houthis fired into southern Saudi Arabia the same day, per the Associated Press. This follows a local official's statement on 11 September that the Houthis had completed their takeover of the Bab el-Mandeb area and Mayyun island; the Yemeni shore is now contested rather than settled. Fighting has displaced thousands, with families from Al Khawkhah reaching shelter in Aden. Bab el-Mandeb is open to traffic and the Houthis say navigation is safe and orderly. The approaches serving Djibouti, Berbera and Port Sudan are confirmed per sailing. No Move One lane has changed.

02

THE EAST-WEST PIPELINE, FOURTH DAY SHUT

Saudi Arabia suspended the East-West pipeline late on 11 September as a precaution after drone attacks in the Riyadh and Madinah regions caused injuries and damage, per the energy ministry. The Abqaiq-Yanbu line can pump about 7m barrels a day and has been the kingdom's main bypass of the blockaded Strait of Hormuz; Aramco chief executive Amin Nasser said in August it had done more to steady oil markets than the strategic reserve releases. No restart date has been published, satellite imagery shows further damage from a strike on 13 September, per Briefs, and one source told Reuters repairs could take five to six weeks. Yanbu stocks can keep tankers loading for five to seven days, with Egypt's Ain Sukhna and Sidi Kerir adding a few more. We move cargo, not crude, so this reaches our clients through bunker cost and Red Sea loading windows rather than routing. Jeddah, Yanbu and King Abdullah are working.

03

IRAQ — DRONE ATTACKS TRACED TO MAYSAN PROVINCE

The drones that struck the Saudi pipeline came from Maysan province in south-eastern Iraq, per the office of prime minister Ali al-Zaidi, who ordered an investigation and dismissed a provincial commander. No group has claimed responsibility and neither Riyadh nor Baghdad has named a suspect. The Saudi foreign ministry said it will refrain from retaliating for now to give Baghdad time to prevent further attacks. This raises the risk of a Saudi strike inside Iraq, on lanes we run. Weapons consolidation is still due after the coalition leaves on 30 September. We watch two indicators: convoy transit times on the Baghdad and Basra corridors, and clearance throughput at Trebil. If either degrades we shift Iraq volume to the held Aqaba road alternate.

04

HORMUZ TALKS POSTPONED; STRIKES AT SEA CONTINUE

The Iran-GCC meeting on Hormuz shipping, set for Salalah on 14 September, was postponed on 13 September in the interests of consensus, per Omani foreign minister Badr Albusaidi; CNBC reported it was postponed after the pipeline attack. Bahrain had declined to attend, calling for Hormuz to be open without discrimination, fees or permits. A source told Tasnim an Iran-Oman agreement on routes would have been tabled, but that the strait will not reopen until Washington lifts the blockade of Iranian ports and sanctions. Separately, an Iranian commercial vessel was struck off Qeshm island early on 13 September; Iranian state media said one crew member was killed and four wounded. Abha, Jizan and Najran airports remain closed; Jeddah, Riyadh, Dammam and Yanbu are working. Cape routing stays the default on both flanks.

05

FUEL PRICE AND INSURANCE COSTS

Brent traded 3.19 per cent higher at \$107.95 a barrel at 08:05 UAE time on 14 September and touched \$110 intraday; WTI was \$103.19, per The National. That is about 50 per cent above the pre-crisis \$72 and 21 per cent up on the month. The move followed the pipeline shutdown. Saudi crude production was 6.2m barrels a day in August against 10.9m in February. US diesel has passed \$6 a gallon and tanker freight rates are at record highs. Marsh last assessed Bab el-Mandeb cover at 0.5 per cent of hull, against 0.3 per cent before the 20 July embargo; Hormuz is unchanged at 3–10 per cent. Bunker lags crude and surcharges lag bunker: this month's rise will arrive on invoices regardless. Hold locked agreements and keep Cape bookings live.

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

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