

CARGO & LOGISTICS SITUATION REPORT

21 SEPTEMBER 2026 / DAY 206 / EDITION 196

- THREE THINGS THIS MORNING
- 01

A fuel depot at Riyadh’s King Khalid International Airport burned after a Houthi attack on 19 September. Firefighters extinguished a blaze on an Aramco-branded tank, per AFP, and FlightRadar24 placed the airport at its maximum disruption index that day. Our desk check this morning has Riyadh operating normally again. Saudi Arabia says it intercepted a ballistic missile aimed at the capital.
- 02

The US State Department has issued a security alert over the Houthi attacks. It warns of possible flight cancellations and airspace closures across the region.
- 03

Trump says the Houthis have agreed not to fight the United States. He told reporters on 20 September that Washington is in “constant communication” with the group and denied preparing strikes on it. On Iran he said the US is at a “decision-making stage”.

MOVE ONE ROUTING POSTURE

Riyadh airport is operating again. The region stays on high alert.

Every destination and lane on page 6 was re-checked this morning: Gulf ports, Salalah and Khor Fakkan transshipment, Aqaba into Kuwait and Iraq, Muscat and Amman as air contingencies, Djibouti and Berbera. Riyadh King Khalid International is operating normally again after the 19 September depot fire, and Saudi air runs on its usual routing with Jeddah, Dammam and the Aqaba road held behind it. The region is on high alert and we confirm airport and carrier status on every Saudi booking. Everything else stands. Iran restated that the strait remains shut until its conditions are met, tanker hire passed \$1m a day, and Yemen displacement was restated to 125,000. We book no Hormuz transit, pay no fee, and answer no Iranian transit demand, without desk approval.

BRENT CRUDE \$102.40 -\$1.43 in a day Brent this morning, per OilPrice.com, down 1.38 per cent. WTI is \$98.79, down 1.51. OilPrice.com attributes the fall to traders pricing in Iran diplomacy.	EAST-WEST PIPELINE SHUT DAY 10 · NO ARAMCO FIGURE Abqaiq to Yanbu, shut as a precaution late on 11 Sep. Bloomberg reported a half-capacity bypass within days on 16 Sep; no restart has been confirmed since and Aramco has published nothing of its own.	COST TO INSURE ONE TANKER \$3– per crossing 10m 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 6 has a primary lane and a live alternate. Riyadh air has resumed; alternates stay held while the region is on high alert.
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THIS WEEK \$99\$108\$102Brent peaked at \$108.34 on 16 Sep and is \$102.40 this morning.

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▶ CHANGES SINCE LAST EDITION

What moved overnight

BREAKING	19 September: a fuel depot at Riyadh’s King Khalid International Airport was hit. Firefighters extinguished a blaze on an Aramco-branded tank, per AFP, after Saudi civil defence sent phone alerts to Riyadh and Al-Kharj — the first for the capital since July. Saudi Arabia says it intercepted a ballistic missile aimed at Riyadh, the first Houthi attempt on the capital in this escalation, with no casualties. FlightRadar24 placed the airport at its maximum disruption index of 5.0 on the day. Our desk check this morning has Riyadh operating normally again, with the region on high alert. The Houthis said they targeted Riyadh and Aramco facilities at Yanbu in response to a Saudi strike on Sanaa.
NEW	The US State Department has issued a security alert over the Houthi attacks. The alert warns of unforeseen escalation and tells Americans to expect possible flight cancellations and airspace closures. It is an advisory: no Saudi airport has been closed and no carrier we use has suspended Saudi service. The region is on high alert and we confirm airport and carrier status before release.
UPDATE	PortWatch counts 8 transits against an 85-a-day baseline. IMF PortWatch recorded 8 transits on 13 September against a pre-crisis baseline of 85 a day. We carried a MarineTraffic figure of 118 crossings in the week to 13 September last edition. The two counts use different methods and both are AIS-based; we now lead with PortWatch and state the baseline.
UPDATE	Yemen displacement has been restated to 125,000. The World Food Programme, reported by NPR on 20 September, says 125,000 people were displaced in Yemen this month and expects the figure to rise as the front line moves. We carried the UN figure of more than 112,000 across Aden, Hudaydah, Abyan and Taiz on 18 September. The UN says 20 per cent of its Yemen funding need has been met this year.
NEW	CENTCOM has given a figure for the escort operation. Adm. Brad Cooper said on 19 September that the US has escorted one billion barrels and more than 2,000 commercial vessels out of the Gulf in two months. Iran’s military spokesman calls the barrel figure fabricated. Iran’s parliament speaker said on 20 September the strait stays shut until Iran’s conditions are met. Escorted movement is not insurable commercial transit and we book none.
EASING	Brent has fallen to \$102.40, down 1.38 per cent on the day. Per OilPrice.com this morning, against \$108.34 on 16 September. WTI is \$98.79, down 1.51. OilPrice.com attributes the slide to traders pricing in Iran diplomacy; the price fell through the Riyadh attack rather than on it. Tanker hire on the benchmark route separately passed \$1m a day for the first time, per gCaptain — a charter rate, not a war-risk premium.
WATCH	Trump says the Houthis have agreed not to fight the United States. He told reporters on 20 September that Washington is in “constant communication” with the group and denied preparing strikes on it. On Iran he told Fox News the US is at a “decision-making stage” and that Iran could “rot economically” or see its leadership removed without a deal. No US action has followed the Houthi strikes on Saudi Arabia.
UPDATE	Move One posture: unchanged. Every market remains serviceable on the same primary lanes and alternates — destination by destination on page 6. Kuwait is fully operational. Saudi air runs on its usual routing now Riyadh has resumed, with Jeddah, Dammam and the Aqaba road held behind it. Gulf of Oman approaches to Fujairah and Khor Fakkan are handled with the same care as the strait, 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 and airport status 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
NEW	first reported this edition	
UPDATE	revised since last edition	WATCH developing, not yet actionable

► MOVE ONE ASSESSMENT

Riyadh airport hit as Washington holds off on the Houthis.

THE RIYADH ATTACK AND SAUDI AIR

A fuel depot at Riyadh's King Khalid International Airport burned on 19 September; firefighters extinguished a blaze on an Aramco-branded tank, per AFP. Saudi Arabia says it intercepted a ballistic missile aimed at the capital – the first Houthi attempt on Riyadh in this escalation – with no casualties. Civil defence sent phone alerts to Riyadh and Al-Kharj, the first since July. FlightRadar24 placed the airport at its maximum disruption index that day: long delays and cancellations, no closure announced. Our desk check this morning has Riyadh operating normally again. The UN Security Council condemned the continued Houthi attacks on 18 September.

Iran has named no date and no conditions. No Move One lane has changed.

THE US POSITION ON THE HOUTHIS AND IRAN

Trump said on 20 September that Washington is in “constant communication” with the Houthis and that they have agreed not to fight the United States, denying he was preparing strikes. No US action has followed their attacks on Saudi Arabia. On Iran the language runs the other way: he told Fox News the US is at a “decision-making stage” and that Iran could “rot economically” or see its leadership removed absent a deal. The State Department alert warning of possible flight cancellations and airspace closures is the part we act on.

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. Bab el-Mandeb cover was last assessed by Marsh at 0.5 per cent of hull value, against 0.1 per cent for northern Red Sea calls at Jeddah and Yanbu and quotes as high as 3 per cent for southern Saudi ports and Saudi-linked vessels. The Hanish seizure sits inside the southern band and has not yet been re-quoted to us. A US-escorted Saudi crude transit through Hormuz is not the same thing as an insurable commercial transit, and we do not treat it as one.

RISKS OUTSIDE THE HORMUZ NEGOTIATION

Three run on their own clocks. In Yemen the Houthis hold Mokha, Perim and the Hanish islands, strike Saudi territory at will, and the declared embargo on vessels calling at Saudi ports stands. In Iraq the US withdrawal completes on 30 September, and an official with one of the Iran-backed militias told the AP that discussions will cover “regulating weapons, not surrendering them”, with no disarmament by that date. Gulf airspace has a date: the EASA avoidance runs to 30 September, as does the US withdrawal from Iraq. None of the three is addressed by Iran's stated conditions 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, 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 Iran–GCC meeting postponed from 14 September has still not been rescheduled. Ghalibaf's statement restates the closure; it is not a negotiating position we can price. Until that sequence runs, every destination is served by the routes on page 6.

BOTTOM LINE

Riyadh airport is operating normally again. Disrupted on 19 September after a depot fire. The region remains on high alert.

Brent is \$102.40, down 1.38 per cent. Per OilPrice.com this morning, from \$108.34 on 16 September. Bunker and surcharges follow crude with a lag.

No US action against the Houthis. Trump says they have agreed not to fight the United States. Bab el-Mandeb remains open to traffic.

Every destination is serviceable. Same lanes as last week – see page 6. Every booking is re-screened before confirmation.

CRISIS TIMELINE

Houthis seize Mokha, then Perim	10 SEP
Houthis take Greater and Lesser Hanish	14 SEP
Saudi Arabia shuts East-West pipeline	11 SEP
Repair estimate given as three to five weeks	14 SEP
Iran–GCC Hormuz meeting postponed	13 SEP
Aramco reported seeking half capacity	16 SEP
UN puts displacement above 112,000	18 SEP
Riyadh airport fuel depot hit; air resumes	19 SEP
Trump: Houthis agree not to fight US	20 SEP

► SUPPLY-CHAIN IMPACT

What a record charter rate changes

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

Cover runs 3–10% of hull value against a pre-crisis 0.25% — \$3–10m on a \$100m tanker — with six clubs out. The Red Sea market is split by latitude: Marsh last assessed Bab el-Mandeb at 0.5 per cent of hull, Jeddah and Yanbu at about 0.1 per cent, and southern Saudi ports and Saudi-linked vessels at up to 3 per cent. The Hanish seizure sits inside the southern band and has not yet been re-quoted. Separately, charter economics have moved on their own: hire on the benchmark route passed \$1m a day for the first time, per gCaptain. Cover and hire are priced by different markets and both now sit on Gulf-facing quotes.

AIR — AIRSPACE AND ROUTING

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. Jeddah and Dammam are working. Riyadh King Khalid International was at FlightRadar24's maximum disruption index on 19 September and is operating normally again on our desk check this morning. A US State Department alert warns of possible cancellations and airspace closures, and the region is on high alert — confirm airport and carrier status before every Saudi booking. Carrier withdrawals run past the bulletin date: KLM has suspended Dubai, Riyadh and Dammam through 24 October, and British Airways has suspended London–Dubai and London–Abu Dhabi. Kuwait stays closed to overflights. GPS jamming remains the most consistent operational problem.

IRAQ — GROUND AND BORDER SECURITY

A US military official told the AP the withdrawal completes on 30 September, with remaining troops redeployed and air defence systems removed. No group will be disarmed by that date; an Iran-backed militia official said talks will cover “regulating weapons, not surrendering them”. The risk to our lanes is on the ground: road security, checkpoints and throughput at Trebil. We run Iraq with tighter convoys and a held Aqaba alternate.

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; every party in the payment chain, because secondary measures reach banks; any ship-to-ship transfer in the voyage; 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

Benchmark tanker hire	>\$1m/day
ME crude exports vs baseline	-39%
Brent, 21 Sep	\$102.40

Hire rate per gCaptain, a first on the benchmark route. TankerTrackers puts August Middle East exports 39 per cent below the January–February baseline.

► YEMEN — SITUATION AND ACCESS

Yemen — ports, airports, borders and entry routes

Aden port and airport are fully operational. Hodeidah is operational with cargo restrictions. Both land borders Move One uses are open. Two situation lines moved: displacement has been restated to 125,000 and the Taiz–Aden road is reported under missile fire.

ACCESS POINTS

CHECKED 21 SEP

Aden Port GOVERNMENT-HELD	OPERATIONAL	Fully operational. Reefer plug-in and cold-chain handling available. Primary Move One sea entry point for government-held Yemen.
Aden Airport ADE	OPERATIONAL	Operational. Move One holds a cold-chain handling solution at Aden if required, and can move cargo across government and Houthi lines from here. Consignee dependent.
Hodeidah Port HOUTHI-HELD	OPERATIONAL — RESTRICTED	Operational with cargo restrictions and limited cargo options. Served by feeder services from Jeddah. Onward inland access runs Bajel to Manakha to Sanaa.
Shahin crossing OMAN — YEMEN	OPEN	Open. The road entry point for all Move One cargo landed at Salalah, Muscat or Dubai.
Al-Wadiah crossing SAUDI ARABIA — YEMEN	OPEN	Open. Supports overland trucking from Jeddah Port into government-held Yemen, including Aden.

MOVE ONE ENTRY ROUTES

AIR • SEA • ROAD

Salalah & Muscat OMAN — AIR GATEWAY	IN USE	Air freight lands in Oman and is then trucked overland into Yemen through the Shahin crossing. There is no direct flight into Yemen on this route.
Dubai UAE — AIR GATEWAY	IN USE	Air freight lands in Dubai, transits Oman by road and enters Yemen at Shahin. Again a road entry, not a flight into Yemen. Out-of-gauge air freight is supported through the Oman and Dubai gateways.
Jeddah Port SAUDI ARABIA — SEA GATEWAY	IN USE	Overland trucking into government-held Yemen including Aden, and feeder services to Hodeidah for Houthi-held areas.
Inland & customs	SUPPORTED	Road transport permissions arranged with security services for inland movement, plus customs processing and document guidance for SCMCHA, SBOD for medicines, and duty exemption letters.

SITUATION

TAIZ AND THE ADEN ROAD Faisal al-Asali of the Protection of Freedoms of Taiz told NPR on 20 September that the roads from Taiz south to Aden are under missile fire and that many people cannot leave the city. He also reported heavy strikes on Mokha since the Houthi capture. Saudi and Yemeni government aircraft have been striking Mokha and other west-coast positions.	DISPLACEMENT The World Food Programme puts displacement at 125,000 this month and expects it to rise as the front line moves, per NPR on 20 September. The UN reported more than 112,000 across Aden, Hudaydah, Abyan and Taiz on 18 September, and says 20 per cent of its Yemen funding need has been met this year. IOM counts about 3,000 arrivals in Djibouti.
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Yemen is serviceable today, in both government-held and Houthi-held areas. Government-held destinations run through Aden port and airport, or overland from Jeddah and Al-Wadiah. Houthi-held destinations run through Hodeidah on Jeddah feeders, or across the line from Aden where the consignee allows it. Air cargo enters Yemen by road from Oman and Dubai. The Taiz–Aden road is under fire and is not in use; Aden-bound cargo runs from Al-Wadiah or by sea. A full Yemen brief is issued separately.

► DELIVERY OPTIONS BY DESTINATION

Primary lane and live alternate for every destination

Each market below was re-tested this morning. One line moved: Riyadh King Khalid International has resumed normal operations. The region is on high alert and 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 and DMM working. RUH operating normally again after the 19 Sep depot fire. Abha, Jizan and Najran closed.	Jeddah via Cape; Red Sea legs a desk decision per voyage.	Region on high alert — confirm airport and carrier status per booking. JED, DMM and Aqaba road held behind RUH. Yanbu loadings suspended.
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.	US withdrawal completes 30 Sep; militias say weapons stay. 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. 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 8 transits on 13 September against a pre-crisis baseline of 85 a day. Straits counted 376 AIS-visible vessels holding position away from berth in the Gulf watch box at 14:49 UTC on 20 September, excluding ships within 25km of a working port. Iran's parliament speaker said the same day that the strait will not reopen until Iran's conditions are met. Charter economics have moved with the closure: hire on the benchmark route passed \$1m a day for the first time, per gCaptain. War risk is unchanged at 3–10% of hull value with six P&I clubs withdrawn. Treat as closed until a commercial 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 held by the Houthis — Mokha, Perim and the Hanish islands. Military spokesman Yahya Sarea has said navigation is safe for all companies except Saudi ships, and the embargo on Saudi port calls stands. Windward reports 461 of 466 Saudi-flagged vessels sheltering inside Saudi territorial waters. No attack on a commercial vessel in the strait has been reported. Al Makha port is damaged and closed to humanitarian and commercial movement, per OCHA. 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 a loading point for cargo that never transits: Windward reports VLCCs loading at Fujairah and Sohar via ship-to-ship transfer while a Suezmax runs Hormuz. 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 after attacks the Saudi UN mission says injured 73 civilians. King Fahd Causeway open. Yanbu is loading from stocks held in the west while the East-West pipeline is shut, with repairs estimated at three to five weeks; expect tighter loading windows. 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

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.** 8 transits on 13 September on IMF PortWatch data against a pre-crisis 85 a day, cover pulled, a US blockade of Iranian ports in force, and both governments striking commercial tankers since 5 September. Saudi crude moving under US escort is not an insurable commercial transit. Iran warns that vessels transiting without permission will be detained, and the IRGC says it will publish coordinates for a restricted zone from Chabahar into 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, carrying extra Iraq volume; Khor Fakkan (UAE) secondary. Hold these bookings: we release Cape capacity in order once a Gulf transit is quoted.
- **Red Sea — second front open.** MARAD 2026-006 expires 22 Sep 2026 — confirm renewal before booking after that date. Bab-el-Mandeb is open to traffic. The Houthis hold Mokha, Perim and the Hanish islands, and say navigation is safe for all companies except Saudi ships. Al Makha port is damaged and closed. 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. Route no payment 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. Carrier withdrawals now run past that date: KLM has suspended Dubai, Riyadh and Dammam through 24 October, British Airways has suspended London–Dubai and London–Abu Dhabi with a Dubai return projected for 25 October at reduced frequency, and Virgin Atlantic and Luxair are out of Dubai into 2027. 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.

SURCHARGES & EQUIPMENT

BUNKER / EFS·EBS

Brent is \$102.40 this morning, per OilPrice.com, down 1.38 per cent on the day and down from \$108.34 on 16 September; WTI is \$98.79. The fall does not reach your invoice either: bunker follows crude with a lag, so the rise since late August is still arriving.

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, against about 0.1% for Jeddah and Yanbu and up to 3% for southern Saudi ports; the Hanish seizure sits inside the southern band and has not yet been re-quoted. Charter hire is separate and has passed \$1m a day. A quoted, insurable commercial Hormuz transit is the confirmation that the strait has reopened — an escorted state cargo is not.

RATE STRATEGY

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 figures specific to your lane.

► WATCH POINTS

Five developments we are tracking

01

RIYADH AIRPORT — RESUMED, REGION ON ALERT

A fuel depot beside Riyadh's King Khalid International Airport burned on 19 September; firefighters extinguished a blaze on an Aramco-branded tank, per AFP. Saudi Arabia says it intercepted a ballistic missile aimed at the capital, the first Houthi attempt on Riyadh in this escalation, and reported no casualties or significant damage. FlightRadar24 placed the airport at its maximum disruption index of 5.0 that day — long delays and multiple cancellations. No closure was announced and the terminal was not reported damaged. Our desk check this morning has Riyadh operating normally again, and Saudi air is running on its usual routing with Jeddah, Dammam and the Aqaba road held behind it. The region remains on high alert: this was the first Houthi attempt on the capital, the Houthis also claimed an attack on Aramco facilities at Yanbu, and we confirm airport and carrier status on every Saudi booking before release.

02

THE US HAS NOT ACTED AGAINST THE HOUTHIS

Trump said on 20 September that Washington is in “constant communication” with the Houthis and that they have agreed not to fight the United States, denying reports he was preparing strikes after being returned early from Camp David. He made a similar statement on 12 September. No US action has followed the Houthi strikes on Riyadh and Yanbu. Saudi Crown Prince Mohammed bin Salman has pressed for US military action against the group, per NBC News on 11 September. The operational read is that the Houthi-Saudi exchange is running without a US party to it, which removes one escalation path and leaves Saudi airports and energy sites exposed to the next round.

03

US LANGUAGE ON IRAN HAS HARDENED

Trump told Fox News on 20 September that the United States is at a “decision-making stage” on Iran, that “very big things” would happen, and that Iran could “rot economically” or see its leadership removed without a deal. He told Axios on 17 September he faced a “big decision” on whether to act against the Iranian government, and on 16 September said he hoped the war was near its end and had spoken with Tehran directly. The statements have not been reconciled. CENTCOM commander Adm. Brad Cooper said on 19 September that the US has escorted one billion barrels and more than 2,000 commercial vessels out of the Gulf in two months; Iran's military spokesman calls the barrel figure fabricated. Iran's parliament speaker says the strait stays shut until Iran's conditions are met.

04

THE STATE DEPARTMENT ALERT

The US State Department has issued a security alert over the Houthi hostilities, warning of potential for unforeseen escalation, urging increased vigilance, and telling Americans to expect possible flight cancellations and airspace closures. This is the actionable item on this page. No Saudi airport has been closed, no carrier we use has suspended Saudi service, and the EASA avoidance bulletin is unchanged and runs to 30 September. We confirm airport and carrier status on every Saudi air booking before release, and we hold Jeddah, Dammam and the Aqaba road as alternates. Separately, MARAD advisory 2026-006 expires on 22 September — confirm renewal before booking Red Sea transits after that date.

05

PIPELINE, PRICE AND YEMEN DISPLACEMENT

The East-West line is in day 10 of its shutdown with no restart confirmed and nothing published by Aramco; the Bloomberg half-capacity report of 16 September, the Reuters finding of two damaged pumping stations, and Andy Lipow's months-of-work assessment all still stand unreconciled. Brent is \$102.40 this morning, down 1.38 per cent and down from \$108.34 on 16 September, per OilPrice.com, which attributes the slide to traders pricing in Iran diplomacy; tanker hire on the benchmark route separately passed \$1m a day for the first time, per gCaptain. In Yemen the World Food Programme puts displacement at 125,000 this month, restating the UN's 112,000 of 18 September; the Taiz-Aden road is under missile fire and Al Makha port is damaged and closed.

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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