

11<sup>th</sup> March 2026

**Strait of Hormuz Closure – Emergency Freight Increase and Operational Update  
Between Worldwide and  
UAE, Qatar, Saudi Arabia (Dammam and Jubail), Bahrain, Kuwait, Iraq and Oman (Sohar)**  
From Maersk Logistics & Services International A/S

Dear Customer,

Due to the escalation of security risks in the Middle East region and the effective closure of the Strait of Hormuz, vessels are currently unable to safely transit the area. As a result, service flows across the Middle East corridors have been significantly disrupted.

In order to safeguard cargo and maintain continuity of service, we have implemented contingency measures across the affected routes, including alternative routings and operational adjustments. As such, it has been necessary to implement an emergency freight increase to cover these constraints and increased operating costs.

### **Operational Update**

With immediate effect we suspend any new bookings between worldwide and the Upper Gulf markets of UAE, Bahrain, Qatar, Iraq, Kuwait, and Saudi Arabia (Dammam and Jubail only) until further notice.

Suspension is applicable for LCL, Buyer's consolidation and Maersk Ocean Forwarding services carried by Maersk Logistics and Services International A/S. This above suspension applies to cargo originating from, destined for, or transshipping through these countries.

As of **02 March 2026**, this freight increase will be payable by the freight paying party for **all ports**.

- All bookings that have not yet shipped
- Cargo already on the water but not yet discharged or loaded to/from UAE, Qatar, Saudi Arabia (Dammam and Jubail), Bahrain, Kuwait, Oman, and Iraq.
- Shipments not yet loaded to/from the above destinations
- Applicable for all future bookings from 02 March 2026 (exception for Oman, which is 03 March 2026)
- Not applicable to cargo that is only transshipping through these ports
- Export cargo will be exempt from the Emergency Freight Increase if the **vessel's last departure from any of the impacted ports occurred before 27 February 2026**. If the vessel called multiple impacted its rotation; the determining factor will be the **final sailing date from the last impacted port**.

### **Emergency Contingency Surcharge – ECS**

Attached is the Emergency Contingency Surcharge overview on trade basis. (Refer document ECS surcharge Overview shared separately)

### **Emergency Bunker Surcharge – EBS**

This surcharge covers the impact of fuel availability, cost and mix outside of what is covered in our Fossil Fuel Fee (FFF); this means we are better positioned to have the necessary access to fuel and the ability to move it to necessary locations. EBS will be applied as below from 25<sup>th</sup> March 2026 onwards;



Scope	Direction	20DRY	40DRY/HDRY	LCL W/m
All Long Hauls	Headhaul	200 USD	400 USD	USD 10
All Long Hauls	Backhaul	100 USD	200 USD	USD 5

Due to the ongoing instability in the Strait of Hormuz, the Carrier hereby notifies that an increase to ocean freight rates will be applied under individual service contracts. This adjustment is made pursuant to Clause 22 of the Carrier's

House Bill of Lading, which permits the modification or termination of the contract of carriage under specified circumstances.

Freight levels for these shipments will be updated to reflect the increased operational costs arising from the closure of Strait of Hormuz.

In accordance with its contractual rights under **Clause 22**, the Carrier will implement this increase with immediate effect.

The revised ocean freight rates will apply to all shipments currently in the Carrier's possession or control.

We are continuing to monitor the situation closely and remain committed to keeping you informed of further developments. Your local Maersk Logistics & Services representative is available to discuss the impact on your shipments and support alternative planning where required.

We appreciate your understanding and continued partnership during this period of heightened disruption.

**Looking for more information?**

We will continue to keep you updated on the situation, via our [Red Sea / Gulf of Aden / Hormuz Strait situation page](#). Should you have further questions please do not hesitate to reach out to your local Maersk representative. Our teams are on hand to support with your planning, should you need any assistance.

Yours sincerely,

Maersk Logistics & Services International A/S



11<sup>th</sup> March 2026

**Strait of Hormuz Closure – ECS surcharge Overview**  
**UAE, Qatar, Saudi Arabia (Dammam and Jubail), Bahrain, Kuwait, Iraq and Oman (Sohar)**  
From Maersk Logistics & Services International A/S

Trade lane	Trade	11-03-2026 Version 1		
		Emergency Contingency Surcharge (ECS)		
		Actual vessel sailing date 02nd March 2026		
		20 DRY	40DRY/HDRY	LCL per W/m
Middle East Jordan to North Europe (E3W - IME to NEUR)	E3W	600	600	15
Middle East Red Sea (Jeddah, King Abdullah) to North Europe (E3W - IME to NEUR)	E3W	600	600	15
Oman (excluding Sohar) to North Europe (E3W - IME to NEUR) (Effective 6th Mar, earlier this was part of the Middle East Gulf)	E3W	2400	3800	95
Oman (excluding Sohar) to West Coast South America / Caribbean / Central America Effective 6th March		3300	4500	113
Oman (excluding Sohar) to East Africa - effective 6th March		1800	3000	75
Oman (excluding Sohar) to East Coast North America - effective 6th March		1800	3000	75
Oman (excluding Sohar) to East Coast South America effective 6th March		3300	4500	113
Oman (excluding Sohar) to Far East effective 6th March		1800	3000	75
Middle East Red Sea (Jordan, Jeddah & King Abdullah) to Far East effective 6th March		1800	3000	75
Oman (excluding Sohar) to India, Bangladesh, Sri Lanka, Nepal, Maldives, Pakistan and Middle East Red Sea (Jordan, Jeddah & King Abdullah) - effective 6th March		1800	3000	75
Oman (excluding Sohar) to Mediterranean - effective 6th March		2400	3800	95
Oman (excluding Sohar) to Oceania - effective 6th March		1800	3000	75
Oman (excluding Sohar) to South Africa - effective 6th March		1800	3000	75
Oman (excluding Sohar) to West Africa - Effective 6th March		2450	3650	91
Oman (excluding Sohar) to West Coast North America - effective 6th March		1800	3000	75
Middle East Red Sea (Jordan, Jeddah & King Abdullah) to India, Bangladesh, Sri Lanka, Nepal, Maldives, Pakistan and Oman (excluding Sohar) - effective 6th March		1800	3000	75
IBS ( India, Bangladesh, Sri Lanka, Nepal, Maldives) and Pakistan into Middle East Red Sea ports (Jordan, Jeddah, and King Abdullah) - effective 6th March		1800	3000	75
IBS ( India, Bangladesh, Sri Lanka, Nepal, Maldives) and Pakistan into Oman (excluding Sohar) - effective 6th March		1800	3000	75
Middle East Red Sea (Jordan, Jeddah & King Abdullah) to East Coast North America - effective 6th March		1800	3000	75
Middle East Red Sea (Jordan, Jeddah & King Abdullah) to West Coast North America- effective 6th March		1800	3000	75
Middle East Red Sea (Jordan, Jeddah & King Abdullah) to Oceania - effective 6th March		1800	3000	75
Middle East Jordan to West Africa - effective 6th March		2450	3650	91
Middle East Red Sea (Jordan, Jeddah & King Abdullah) to South Africa - effective 6th March		1800	3000	75
Nepal, South and East India to North Europe (E3W - IME to NEUR)	E3W	900	1,000	25
Sri Lanka & Maldives to North Europe (E3W - IME to NEUR)	E3W	900	1,000	25
Bangladesh to North Europe (E3W - IME to NEUR)	E3W	1,100	1,400	35
Middle East Gulf to North Europe (E3W - IME to NEUR) including Oman (but Sohar only)	E3W	600	800	20
North West India and Pakistan to North Europe (E3W - IME to NEU)	E3W	500	500	13
Middle East Gulf to Mediterranean (E4W - IME to MED) including Oman (but Sohar only)	E4W	600	800	20
Middle East Jordan to Mediterranean (E4W - IME to MED)	E4W	600	600	15
Middle East Red Sea (Jeddah, King Abdullah) to Mediterranean (E4W - Med to MED)	E4W	600	600	15
North West India and Pakistan to Mediterranean (E4W - IME to MED)	E4W	600	800	20
Nepal, South and East India to Mediterranean (E4W - IME to MED)	E4W	900	1,000	25
Sri Lanka & Maldives to Mediterranean (E4W - IME to MED)	E4W	900	1,000	25
Bangladesh to Mediterranean (E4W - IME to MED)	E4W	1,100	1,400	35
Middle East/Indian Subcont. to North America (M3W - IME to NAM East Coast) excluding Oman (but including Sohar) and Middle East Red Sea	M3W	0	0	-
Middle East/Indian Subcont. to West Africa (W2MW - IME to WAF) excluding Oman and Middle Red Sea	W2MW	400	300	8
UAE, Qatar, Oman (only Sohar) to West Africa (W2MW - UAE to WAF)	W2MW	650	650	16
Middle East Gulf (Dammam, Al Jubail , Bahrain, Kuwait, Yemen) to West Africa (W2MW - IME to WAF)	W2MW	650	650	16
Middle East Red Sea (Jeddah, King Abdullah) to West Africa (W2MW - IME to WAF)	W2MW	700	900	23
Pakistan/Indian Subcont. to Middle East/Indian Subcont. (F4R - IME to IME) - excluding Middle East Red Sea and Oman (but including Sohar)	F4R	0	0	-



		11-03-2026 Version 1		
		Emergency Contingency Surcharge (ECS)		
Trade lane	Trade	Actual vessel sailing date 02nd March 2026		
		20 DRY	40DRY/HDRY	LCL per W/m
Middle East Red Sea (Jordan, Jeddah & King Abdullah) to East Africa (Z3ME to EAF)*	Z3ME	300	600	15
Middle East (excl. Red Sea ports but including Sohar/Oman)/Indian Subcontinent to Sudan (Z3ME)	Z3ME	1,000	1,000	25
Middle East (excl. Red Sea ports but including Sohar/Oman)/Indian Subcontinent to Djibouti, Somalia, Ethiopia (Z3ME - IME to HOA)	Z3ME	300	600	15
South Africa to Europe (S3N - SAF to EUR)	S3N	0	0	-
Middle East/Indian Subcont. to South Africa and Islands (S5S - IME to SAI) - including Oman (Sohar only) and excluding Middle East Red Sea	S5S	0	0	-
Oceania to Europe/Red Sea ports (O4N - OCE to EUR/IME)	O4N	0	0	-
North America to East Africa (Z1AE)	Z1AE	0	0	-
Latin America to East Africa (Z1AE)	Z1AE	0	0	-
Europe to East Africa (Z4S - EUR to EAF) - ECS removed for Kenya and Tanzania	Z4S	0	0	-
Europe to East Africa (Z4S) - ONLY EUR to Sudan and Djibouti	Z4S	0	0	-
Europe to Indian Ocean Islands (Z5EI - EUR to IOI)	Z5EI	0	0	-
West Coast South America/Caribbean /Central Americas to Middle East/Indian Subcont. (B1N - CAM/CAR/WCSA to IME) Removal of ECS for Aqaba and King Abdullah terminal from 21 Feb	B1N	300	600	15
East Coast South America to Middle East/Indian Subcont. (X5LM - ECSA to IME)	X5LM	300	600	15
North West India and Pakistan to West Cost South America/Caribbean/Central America (B1S - IME to CAM.CAR.WCSA)	B1S	400	200	5
South and East India to West Cost South America/Caribbean/Central America (B1S - IME to CAM.CAR.WCSA)	B1S	600	600	15
Sri Lanka & Bangladesh to West Cost South America/Caribbean/Central America (B1S - IME to CAM.CAR.WCSA)	B1S	600	400	10
Middle East Gulf to West Cost South America/Caribbean/Central America (B1S - IME to CAM.CAR.WCSA) (excluding Oman but including Sohar effective 6th Mar)	B1S	1500	1500	38
Middle East Red Sea (Jordan, Jeddah & King Abdullah) to West Cost South America/Caribbean/Central America (B1S - IME to CAM.CAR.WCSA)	B1S	700	800	20
North Europe to Middle East/Indian Subcont. (Except Red Sea ports) (E3E - NEUR to IME)	E3E	300	600	15
North Europe to Middle East/Indian Subcont. (Only to Red Sea ports) (E3E - NEUR to IME) *	E3E	300	600	15
North Europe to Middle East/Indian Subcont. (E3E - ONLY: EUR to SAJED SAKAP JOAHZ and OMSLV)	E3E			-
Mediterranean to Middle East/Indian Subcont. (Except RedSea ports) (E4E - MED to IME)	E4E	300	600	15
Mediterranean to Middle East/Indian Subcont. (Only to RedSea ports) (E4E - MED to IME) *	E4E	300	600	15
Mediterranean to Middle East/Indian Subcont. (E4E - ONLY: EUR to SAJED SAKAP JOAHZ and OMSLV)	E4E	0	0	-
North America to Middle East/Indian Subcont. (M3E - NAM to IME)	M3E	0	0	-
Europe/Middle East to Oceania (O4S - EUR/IME to OCE) ** excluding Oman (but including Sohar) and Middle East Red Sea	O4S	50	100	3
West Africa to Middle East/Indian Subcont. (W2WM - WAF to IME)	W2WM	0	0	-
North West India and Pakistan to East Coast South America (X5ML - IME to ECSA)	X5ML	400	0	-
South and East India to East Coast South America (X5ML - IME to ECSA)	X5ML	600	400	10
Sri Lanka & Bangladesh to East Coast South America (X5ML - IME to ECSA)	X5ML	600	400	10
Middle East Gulf to East Coast South America (X5ML - IME to ECSA)	X5ML	1,500	1,500	38
Middle East Red Sea (Jeddah, King Abdullah, Jordan) to East Coast South America (X5ML - IME to ECSA)	X5ML	200	300	8
East Africa to Europe (Z4N - EAF to EUR)	Z4N	0	0	-
Indian Ocean Islands to Europe (Z5IE - IOI to EUR)	Z5IE	0	0	-
East Africa into Middle East Red Sea (Jordan, Jeddah & King Abdullah) - (Z3EM from EAF)*	Z3EM	0	0	-
East Africa into Oman(Excluding Sohar)- (Z3EM from EAF)*	Z3EM	0	0	-
East Africa to Middle East/Indian Subcont (Z3EM - EAF to IME)	Z3EM	0	0	-
South Africa and Islands to Middle East/Indian Subcont. (S5N - SAI to IME)	S5N	0	0	-
East Africa to North America (Z1EA)	Z1EA	0	0	-
Europe to South Africa (S3S - EUR to SAF) - Only to Mozambique locations	S3S	0	0	-
North Europe to Far East Asia (E1E - NEUR to FEA)	E1E	0	0	-
Mediterranean to Far East Asia (E2E - MED to FEA)	E2E	0	0	-
East Coast North America to Far East Asia (P3W - USEC to FEA)	P3W	0	0	-



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Yours sincerely,

Maersk Logistics & Services International A/S