



## Customer Advisory

Date: 7<sup>th</sup> April 2026

Dear Valued Customers

### **Subject: Notice of end of voyage and/or deviation and/or delay and/or transshipment under ESL bill of lading terms**

In view of the current security situation in the Arabian Gulf which in our judgment is likely to give rise to considerable risk of damage and/or delay and/or disadvantage to the Vessel/Goods and/or those on board, under the terms of our contract of carriage, for all cargo shipped on the following Vessel: **ESL DANA VOY V-02607**, whether located ashore or at sea, we hereby give notice under Clause 8 (Liberties) of the Bill of Lading that ESL will exercise their right to stop the Vessel in **Sohar, Oman** and discharge and/or tranship the cargo, with all risk and cost to be for the Merchant.

(I) **FOR CARGO TO ABU DHABI, AJMAN, UMM AL QAIWAIN AND SHARJAH:**

The affected cargo will be discharged at the port of **SOHAR, OMAN** and moved to a bonded freezone and this shall constitute due fulfilment of the contract. A mandatory surcharge of **USD 1,250 per TEU** (to be paid by the “Merchant”) will apply to all affected shipments, without exception, to cover deviation costs and/or all operational costs in Sohar, Oman.

Any storage or other arrangements, and any ancillary charges, costs and expenses involved in dealing with the cargo following discharge are for the sole account of the Merchant.

(II) **FOR CARGO TO JEBEL ALI:**

The affected cargo will be discharged at the port of **SOHAR, OMAN** and moved to a bonded freezone. A mandatory surcharge of **USD 1,250 per TEU** (to be paid by the “Merchant”) will apply to all affected shipments, without exception, to cover deviation costs and/or all operational costs of the transshipment in Sohar, Oman.

Pursuant to the current operational necessity, all cargo originally destined for **JEBEL ALI** will be moved via truck to **JEBEL ALI**. This is a mandatory arrangement applicable to all impacted containers and is subject to trucking and transit coordination surcharge of **USD 2,350 per container** (to be paid by the “Consignee”).

Any storage or other arrangements, and any ancillary charges, costs and expenses involved in dealing with the cargo following discharge are for the sole account of the Merchant.



**(III) FOR CARGO TO DAMMAM AND RIYADH:**

Cargoes destined for the ports of **DAMMAM** and **RIYADH** will be discharged at the port of **SOHAR, OMAN** and moved to a bonded freezone and trucked to Jebel Ali thereafter.

Said cargo will be delivered to Dammam via a feeder from Jebel Ali to Dammam and delivered as per the Place of Final Delivery as per the Bill of Lading.

A mandatory surcharge of **USD 3,600 per 20” and USD 4,850 per 40’** (to be paid by the “Merchant”) will apply to all affected shipments, without exception, to cover deviation costs and/or all operational costs of the transshipment in Sohar, Oman and Jebel Ali, UAE.

Feeder charges from Jebel Ali to Dammam shall be **USD 400 PER TEU** (to be paid by the “Consignee”).

Any storage or other arrangements, and any ancillary charges, costs and expenses involved in dealing with the cargo following discharge are for the sole account of the Merchant

**(IV) FOR ALL OTHER ARABIAN GULF PORTS:**

Cargoes destined for all other ports in the **UPPER GULF** ports will be discharged at the port of **SOHAR, OMAN** and moved to a bonded freezone and this shall constitute due fulfilment of the contract.

A mandatory surcharge of **USD 1,250 per TEU** (to be paid by the “Merchant”) will apply to all affected shipments, without exception, to cover deviation costs and/or all operational costs in Sohar, Oman.

Any storage or other arrangements, and any ancillary charges, costs and expenses involved in dealing with the cargo following discharge are for the sole account of the Merchant.

**(V) SOHAR**

Cargoes destined for **SOHAR** will be discharged at **Sohar** and a mandatory surcharge of **USD 1250 per TEU** (to be paid by the “Merchant”) will apply to all affected shipments, without exception, to cover deviation, costs, delay and/or all operational costs.

Any storage or other arrangements, and any ancillary charges, costs and expenses involved in dealing with the cargo following discharge are for the sole account of the Merchant.

**(VI) FOR ALL CARGO TO THE RED SEA**

For those cargoes destined for the Red Sea on the above-mentioned vessel, which will be forwarded to its final destination (POD) under the bills of lading, we hereby give notice that the carriage of these cargoes will be delayed due to the above situation and will require alternate transshipment arrangements as a result of the ongoing situation, in which case this will be at the Merchant’s risk and cost.

A mandatory surcharge of **USD 1,750 per TEU** (to be paid by the “Merchant”) will apply to all affected shipments, without exception, to cover deviation costs, delay and/or all operational costs of the transshipment in Nhava Sheva, India and forwarding to POD.



Customers are kindly requested to contact their local ESL representative to obtain details and to confirm instructions for local recovery arrangements.

Should customers wish to have their cargo forwarded to an alternative destination by ESL, please contact your local ESL representative, who can further assist you.

ESL sincerely appreciates your understanding and cooperation during this time. For further clarification, please contact your local ESL representative.

Thank you.