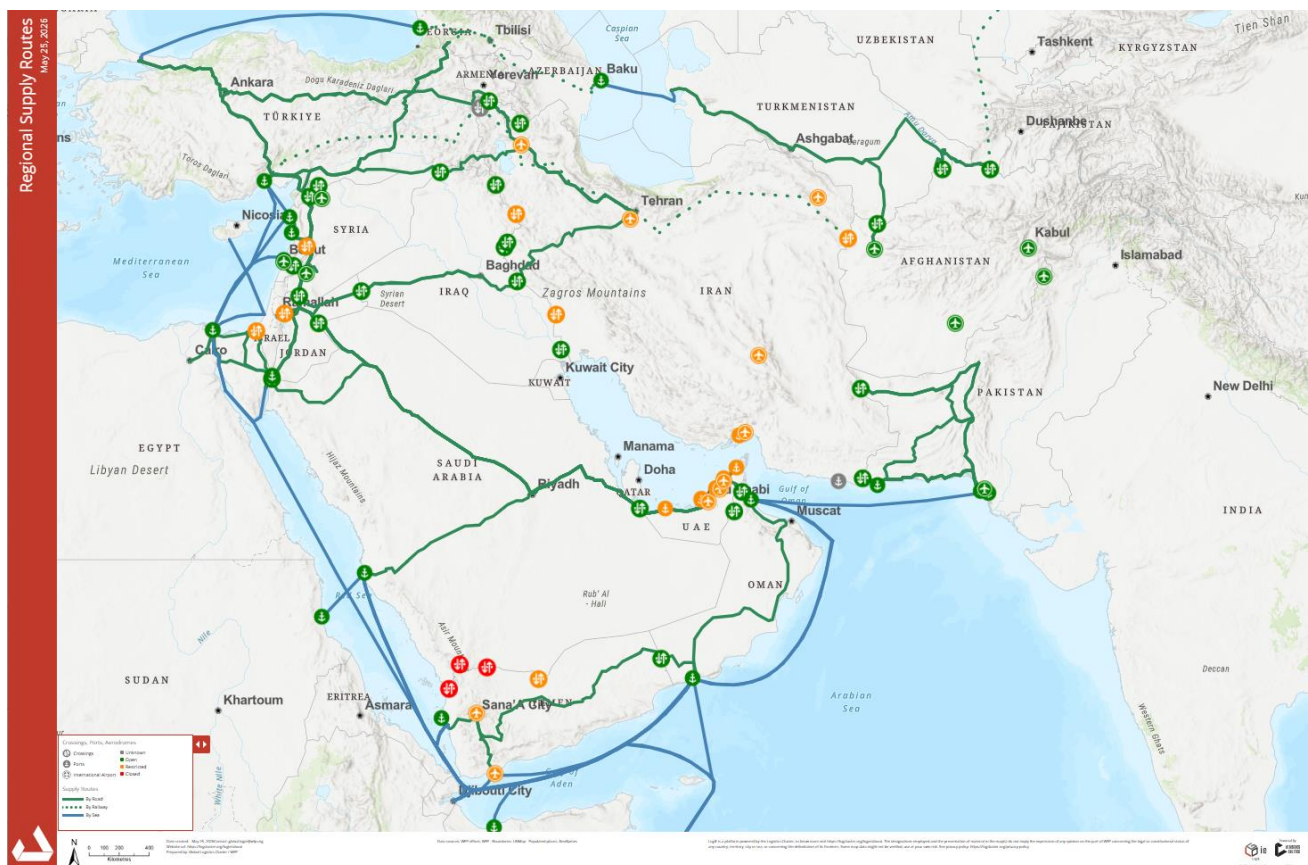


The humanitarian consequences of the crisis in the Middle East have intensified since February 2026. The effects of the situation extend across the region, with primary humanitarian operational impacts across Afghanistan, Lebanon, the Occupied Palestinian Territory, Syria, and Iran, creating supply chain and market disruptions in neighbouring countries and regions, including humanitarian responses in East Africa. Regional transport corridors, airspace, ports, border crossings, and fuel supply chains have been disrupted, resulting in complex cross border logistics challenges. This Supply Route Snapshot provides an overview of the current supply routes used by partners to continue operations in the region and provides key logistics information and analyses on the primary and secondary affected countries.



Key Situation Updates

On 12 May 2026, the Islamic Revolutionary Guard Corps Navy announced that the scope of the Strait of Hormuz was expanded from the coasts of Jask and Sirik to beyond Greater Tunb Island.¹ On 20 May 2026, the Iran Persian Gulf Strait Authority (PGSA) announced the establishment of a regulated maritime area within the Strait of Hormuz, extending eastward from Kuh-e Mubarak in Iran to waters south of Fujairah, United Arab Emirates (UAE), and westward from

¹ [New York Times](https://www.nytimes.com)

Qeshm Island to Umm al-Quwain, UAE.² Media outlets have reported the implementation of a multi-tiered mechanism for clearing vessels through the Strait.³

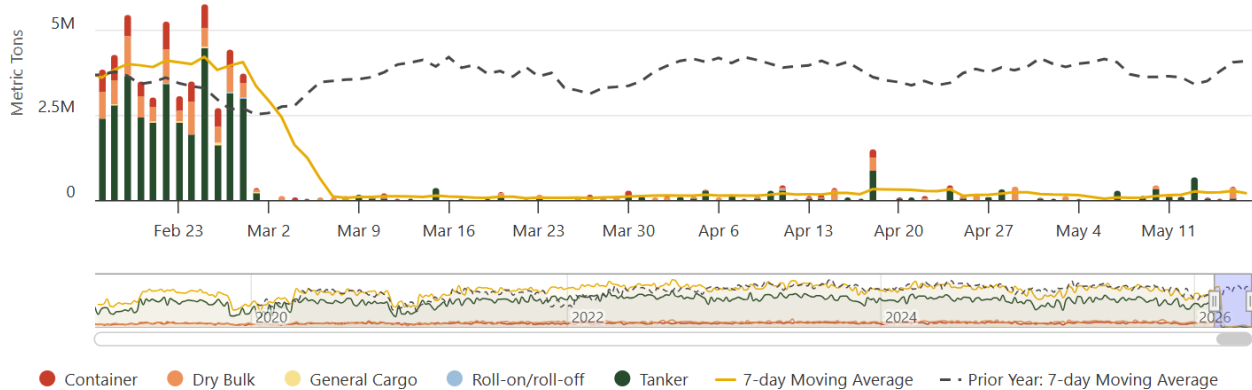
Continued conflict has been reported in Lebanon between 15 and 18 May, despite the announcement of the ceasefire extension on 15 May.⁴ Alternative multimodal supply routes into Afghanistan remain complex due to the inaccessibility to the Persian Gulf and continued border crossing closures with Pakistan. Access to Syrian ports has become increasingly important for neighboring countries, including Iraq, to transport oil and other goods.⁵

Shipping & Port Access

The Strait of Hormuz remains effectively closed to commercial shipping. Media outlets have reported very limited controlled transits occurring under military escort arrangements. Following escorted transits, pre-conflict levels of traffic have not resumed, and the corridor remains largely unused by commercial operators that continue to avoid the corridor due to security risks, unclear rules of passage, and high insurance costs.

Due to decreased visibility and the limitations of maritime tracking data, estimates differ on the number of ships that have been able to transit the strait, though all estimates remain low. On 19 May 2026, InchCape Shipping Services reported that 12 vessels crossed the Strait of Hormuz,⁶ Windward Maritime AI reported a total of 7 ships transiting,⁷ and the International Maritime Organization (IMO) estimated a total of 4 transits.⁸

Transit Trade Volume - Strait of Hormuz – February to May 2026



Sources: UN Global Platform; IMF PortWatch (portwatch.imf.org)

² [PGSA on X](#); [Safety4Sea](#)

³ [Reuters](#); [Euronews](#); [Aljazeera](#); [New York Times](#)

⁴ [OCHA](#)

⁵ [New York Times](#)

⁶ [InchCape Shipping](#)

⁷ [Windward](#)

⁸ [IMO](#)



Note: The below table reflects the status of ports at the time of writing. While several ports are reported as “operational,” actual port activity may be constrained, and vessel calls remain limited due to a range of factors (e.g. cost increases, access uncertainty, and operational risks).

Country	Port Access and Operational Information ⁹
UAE	Fujairah, Khor Fakkan, Jebel Ali, Hamriya, Khalifa, Mina Zayed, and Sharjah Ports are reportedly operational, but are under sustained pressure due to rerouted volumes driving higher call volumes, extended berthing waits, and constrained accessibility due to the closure of the Strait of Hormuz. Extended waiting times at Jebel Ali Port for breakbulk/bulk/ro-ro cargo have been reported. Some ocean carriers are calling Khor Fakkan for inbound cargo and export shipments are reviewed on a case-by-case basis. There are reports of increased calls and berthing wait times for certain vessel classes at this port. Continued reports of premium pricing and multimodal handling for Gulf cargo.
Kuwait	All ports are reported as being fully operational, but access is constrained due to the closure of the Strait of Hormuz.
Oman	All ports are reported as being fully operational, including Salalah and Sohar. Sohar and Duqm Ports are experiencing elevated container and tanker activity as these ports are primary diversion/transshipment options in the current routing context. Container yard congestion, sequencing delays, and stretched feeder vessel/truck capacity reported in Sohar, Duqm, and Salalah Ports. The “Green Corridor” between the UAE and Oman remains open as a multi-modal shipping lane for simplified clearance of containers destined for Jebel Ali Port, goods entering the local market, and re-export shipments moving from Dubai to international destinations. ¹⁰ Transit medical cargo can be transported from Dubai through Oman directly to the port or airport of departure for air or sea freight, without requiring approval from the Oman Ministry of Health, provided the shipment is consigned from origin to the final destination. ¹¹
Iran	The impact of the crisis on commercial port terminals and the current level of accessibility at Iranian ports cannot be confirmed as liner carriers are not currently operating within the Persian Gulf.
Saudi Arabia	All ports are reportedly operational. Accessibility to eastern ports is constrained due to the closure of the Strait of Hormuz.
Qatar	Hamad Port, Doha Port, Al Ruwais Ports are reportedly operational. Al Ruwais Port is restricted to small craft only, including dhows and barges. Accessibility to all Qatar ports is constrained due to the closure of the Strait of Hormuz.
Lebanon	All ports remain operational and accessible.
Egypt	All ports and the Suez Canal are operational. However, transit volumes through the canal are reportedly reduced as carriers are mostly rerouting through the Cape of Good Hope. Red Sea Ports of Sokhna and Safaga are impacted by the security situation in the Red Sea. Mediterranean ports (Alexandria, Damietta, Port Said) are experiencing increased volumes.
Jordan	Aqaba Port is operational and accessible. Partners have reported throughput pressure and container yard congestion due to surge demand and the security situation in the Red Sea.
Iraq	Iraq ports (UQR ports North & South, KAZ) are operational. Accessibility to all Iraq ports is constrained due to the closure of the Strait of Hormuz.

⁹ As container vessels are not currently transiting through the Strait of Hormuz, the operational status of all seaports in the Persian Gulf cannot be definitively confirmed.

¹⁰ [Dubai Customs Notice No. \(04/2026\)](#) and [\(06/2026\)](#)

¹¹ UNHRD



Yemen	Hodeida Port capacity to handle large vessels is reduced. Aden Port remains a functional gateway, though infrastructure constraints persist despite ongoing rehabilitation efforts. Vessel waiting times are extended. Yemen remains a high-risk area with volatile operational status. Insurers caution that conditions can change rapidly, and war-risk pricing can be prohibitive depending on voyage specifics, limiting commercial carrier availability, though there is existing container service. Reports of an electricity crisis in Yemen, resulting in an unreliable power supply. Most mainline carriers are avoiding Red Sea through traffic due to security concerns to the Bab el-Mandeb Strait but are still delivering in the Red Sea through feeder operators.
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Sources: [InchCape Shipping Services](#), partner reports, World Food Programme, media outlets

Airspace Status & Air Cargo Capacity Updates

The below table includes countries with ongoing humanitarian operations, regional operational hubs, and regional aviation hubs. Restrictions can include rerouting, controlled corridors, and operational constraints.

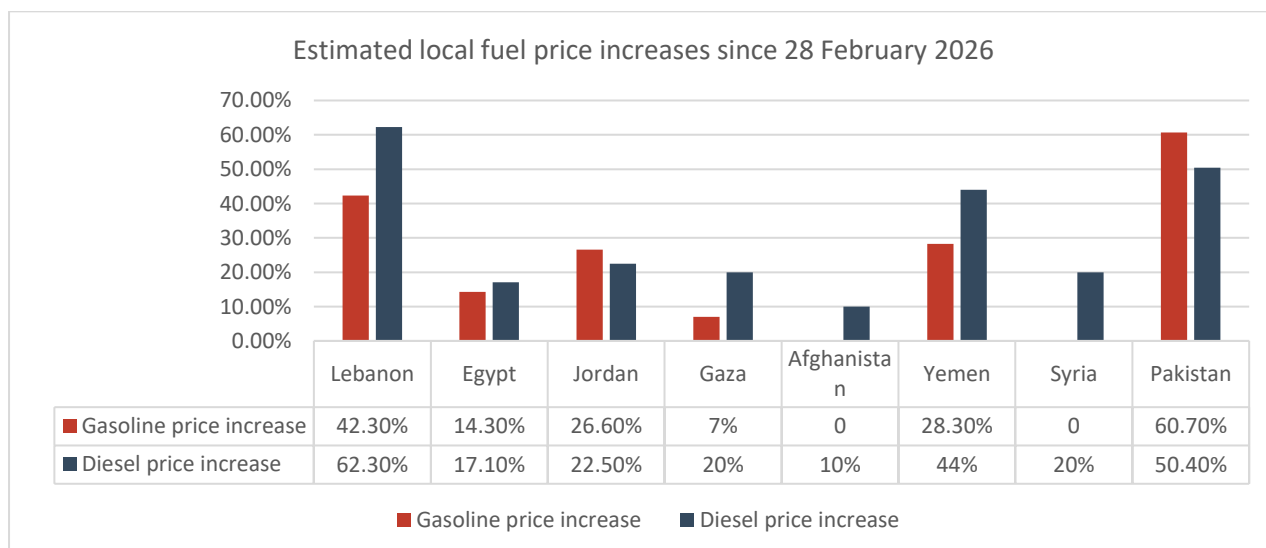
Country	Status	Description
Iran	RESTRICTED	Airspace is partially open. Most major airlines are not operating in Iranian airspace.
Syria	OPEN	Syrian airspace is open. Damascus and Aleppo airports are open and have adequate cargo handling capacity. Deir Ezzour and Qamishli airports are scheduled to reopen in June.
Lebanon	OPEN	Airspace is open, but humanitarian and commercial access remains limited due to reduced schedules. Regional airlines are operating, including Middle East Airlines (MEA), Fly Dubai, and Qatar Airways.
Yemen	RESTRICTED	<p>Commercial flights are restricted and the number of airlines operating into Yemen is very limited. Flights are maintained primarily by specialized domestic and regional operators like Yemenia Airways and Air Djibouti who operate in the south. There are no commercial flights in the north of the country. Chartered flights to the north to deliver humanitarian cargo are possible. Four additional airlines in Yemen operate on a very limited basis. Air cargo handling capacity in Aden airport is sufficient; Sana’a airport can receive large aircraft, but cargo handling facilities may be limited due to infrastructure damage.</p> <p>UNHAS Yemen operates from Djibouti and Amman into Aden, Sana’a, Mukalla, and Seiyun, as aircraft cannot be based inside Yemen. UNHAS Yemen no longer operates out of in Addis Ababa due to funding constraints. Flights to Sana’a are available once per week due to the UN pause, and multiple times per week to Aden. UNHAS Yemen transports light cargo only (including medicine).</p>



Afghanistan	RESTRICTED	Afghanistan’s airspace is open with restrictions and Kabul airport is receiving cargo flights; occasional short-notice restrictions have been reported over Eastern Afghanistan. Charter flights into Kabul continue to operate successfully. UNHAS operates special flights to and from Islamabad subject to operational feasibility and required approvals for medical evacuations, security relocations, and chartered missions. The availability of Jet A1 fluctuates but is currently normal; prices increased roughly 40% since the onset of the Middle East crisis.
Iraq	OPEN	Regional operators are operating on limited schedules, including Air Arabia, Emirates, Fly Dubai, Egypt Air, Royal Jordanian, Turkish airlines, MEA, Qatar Airways.
Israel	OPEN	Airspace is open. Flights on regional carriers are regularly departing from/arriving in Israel.
Egypt	OPEN	Egypt airspace remains open.
Jordan	OPEN	Jordan airspace remains open.
Pakistan	OPEN	Pakistan airspace is open. Mahan air operates between Karachi and Tehran.
United Arab Emirates	OPEN	Subject to intermittent restrictions due to security protocols. Air freight operations at DXB, AUH, SHJ, and DWC are functioning. Dubai Airports maintain 24/7 cargo operations. Airlines including Emirates and Ethiad are operating; additional international airlines are <u>reportedly</u> scheduled to resume operations in the coming months.
Qatar	OPEN	Airspace is open. International and regional carriers are gradually resuming schedules.

Source: Ops Group, Safe Airspace, Notamify, Flight Radar 24, World Food Programme/UNHAS, partner reports, media outlets

Fuel Prices as of May 2026



Multi-Modal Supply Corridors: Middle East

This section provides an overview of key multimodal supply corridors supporting humanitarian and commercial flows into Afghanistan, Syria, Lebanon, Yemen, and Iran, reflecting the current operating environment across the region. It highlights the primary routes, modalities, and access points being utilised, as well as emerging constraints affecting movement, cost, and lead times.

Given the relatively static operating context, these corridors remain critical for maintaining supply continuity. However, they are subject to ongoing adjustments due to capacity limitations, administrative procedures, and evolving logistical conditions. The analysis aims to support operational planning and decision-making by identifying viable routing options, associated risks, and potential bottlenecks across these priority corridors.

Corridors into Afghanistan	
“Lapis Lazuli” multimodal route	
Mode	Sea + overland (road & rail)
Primary Routing (Origin → Destination)	Mersin (Türkiye) seaport → overland via Georgia → Azerbaijan → Turkmenistan and/or Uzbekistan → Afghanistan
Border Crossing Point(s)	Mersin Port, Turkey BCPs between Turkey & Georgia, Georgia & Azerbaijan TBC Turkmenbashi Port Torghundi or Aquina (AFG/Turkmenistan) or Termez (AFG/Uzbekistan)
Current Status	Active
Indicative Lead Time	15–20 days
Notes / Current Constraints	Current viable option for northbound access into Afghanistan.
Northern Corridor (Gulf-Turkey + Lapis Lazuli) route	
Mode	Overland (multi-country trucking) + onward via Lapis Lazuli (road & rail)
Primary Routing (Origin → Destination)	UAE → Saudi Arabia → Jordan → Syria → Türkiye → onward through Lapis Lazuli routing into Afghanistan
Border Crossing Point(s)	Al Ghuwaifat/Batha (UAE/KSA) Al-Omari/Al Hadithah (Jordan/KSA) Nasib-Jaber (Jordan/Syria) Cilvegözü-Bab Elhawa (Turkey/Syria) BCPs between Turkey & Georgia, Georgia & Azerbaijan TBC Torghundi or Aquina (AFG/Turkmenistan) or Termez (AFG/Uzbekistan)
Current Status	Active but slow / constrained
Indicative Lead Time	> 42 days
Notes / Current Constraints	Long lead times due to multiple borders, permissions, and route constraints. Lead times increased from ~10 days (via Iran) to ~75 days (via northern routings); cost increases ~1300% per 40ft container (additional).
China–Central Asia rail to Termez	
Mode	Overland (rail)
Primary Routing (Origin → Destination)	China → Kazakhstan → Uzbekistan → Termez
Border Crossing Point(s)	Termez (AFG/Uzbekistan)
Current Status	Active
Indicative Lead Time	~3.5 weeks



Notes / Current Constraints	More predictable than long overland corridors but dependent on rail availability and transshipment handling.
Western Corridor via Iran	
Mode	Sea + overland (rail)
Primary Routing (Origin → Destination)	Mersin (Türkiye) seaport → Iran → Afghanistan (via Islam Qala across to Rahzanak by rail)
Border Crossing Point(s)	Mersin Port, Turkey Gürbulak (Turkey/Iran) Islam Qala (Iran/Afghanistan)
Current Status	Active
Indicative Lead Time	30 days
Notes / Current Constraints	The Islam Qala BCP is not closed; commercial flows continue and humanitarian movements are possible but the corridor has been assessed as high risk due to regional insecurity.
Southern/Western Corridors via Iran - disrupted	
Mode	Sea + overland (road)
Primary Routing (Origin → Destination)	Bandar Abbas Port into Iran transit routing into Afghanistan
Border Crossing Point(s)	Bandar Abbas Port Islam Qala or Zaranj/Abrisham bridge (Iran/Afghanistan)
Current Status	Disrupted / effectively paused
Indicative Lead Time	Previously 15-30 days
Notes / Current Constraints	Regional crisis continues to limit practical usability of overlanding through Iran. The Islam Qala BCP is not closed; commercial flows continue, and humanitarian movements are possible but the corridor has been assessed as high risk due to regional insecurity.
Southern corridor via Pakistan - disrupted	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Pakistan corridor (southern access) into Afghanistan
Border Crossing Point(s)	Chaman/Spinboldak or Torkham/Jalalabad
Current Status	Constrained / effectively paused
Indicative Lead Time	Previously 10 days
Notes / Current Constraints	Constrained since Oct 2025; containerized cargo accumulating at ports/warehouses in Karachi (approximately 800 containers). There have been recent developments on the establishment of a humanitarian corridor into Afghanistan though the held containers have not yet been transported.
Air cargo from India & Istanbul	
Mode	Air
Primary Routing (Origin → Destination)	New Delhi, India → Kabul, Afghanistan Istanbul, Türkiye → Kabul, Afghanistan
Current Status	Active
Indicative Lead Time	1 day
Notes / Current Constraints	Partners have reported the New Delhi route as a relatively lower cost option in comparison with other air cargo routes. Airlink/Turkish airways offers an airbridge from Istanbul to Kabul for core relief items.

Corridors into Syria	
Gulf–Jordan–Syria Corridor (via KSA)	
Mode	Overland (road)
Primary Routing (Origin → Destination)	UAE → Saudi Arabia → Jordan → Syria
Border Crossing Point(s)	Al Ghuwaifat/Batha (UAE/KSA) Al-Omari/Al Hadithah (KSA/Jordan) Nasib/Jaber (Syria/Jordan)
Current Status	Active
Indicative Lead Time	8–10 days
Notes / Current Constraints	If routing also transits Oman, lead time increases to 10–11 days.
Türkiye / Caucasus → Northwest Syria	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Türkiye → Syria
Border Crossing Point(s)	Cilvegözü–Bab alHawa (Turkey/Syria)
Current Status	Active
Indicative Lead Time	1-2 days
Notes / Current Constraints	Short haul corridor for northwest Syria.
Lebanon–Syria Corridor	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Lebanon → Syria
Border Crossing Point(s)	Al Masnaa / Jdidet
Current Status	Active
Indicative Lead Time	1-3 days
Notes / Current Constraints	The lead time for this route is largely dependent on border congestion.
Iraq–Syria Corridor	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Iraq → Syria
Border Crossing Point(s)	Al Waleed / Al Tanf or Rabiaa / Al-Ya'rubiyyah
Current Status	Active
Indicative Lead Time	2 days
Notes / Current Constraints	-
Jordan–Syria Corridor	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Jordan → Syria
Border Crossing Point(s)	Nasib–Jaber (Syria/Jordan)
Current Status	Active
Indicative Lead Time	2 days depending on border congestion and customs clearance
Notes / Current Constraints	Shortest and most direct corridor from Jordan.
Europe–Syria (Mediterranean)	
Mode	Sea
Primary Routing (Origin → Destination)	European ports → Syria
Border Crossing Point(s)	Tartous or Latakia ports
Current Status	Active
Indicative Lead Time	3-4 weeks

Notes / Current Constraints	Tartous and Latakia ports remain operational.
Gulf–KSA–Jordan–Syria Corridor	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Dubai → Saudi Arabia → Jordan → Syria → Damascus/Homs/Aleppo/Latakia
Border Crossing Point(s)	Al Ghuwaifat/Batha (Dubai/KSA) Al Omari/Al Hadithah (KSA/Jordan) Nasib/Jaber (Syria/Jordan)
Current Status	Active
Indicative Lead Time	8-10 days
Notes / Current Constraints	Long-haul Gulf–Syria overland route
Strait of Hormuz maritime routes - Disrupted	
Mode	Sea
Current Status	Largely inaccessible
Operational Impact / Notes	Limited impact on Syria operations as Latakia and Tartous remain fully operational via Mediterranean access.
Red Sea → Jordan → Syria corridor - Disrupted	
Mode	Sea + Overland (road)
Current Status	Limited / constrained
Operational Impact / Notes	Maritime access via the Red Sea is possible but constrained and not commonly used for Syria-bound cargo.

Corridors into Lebanon

Gulf–Syria–Lebanon Corridor	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Dubai → Saudi Arabia → Jordan → Syria → Lebanon
Border Crossing Point(s)	Al Ghuwaifat/Batha (Dubai/Saudi) Al Omari/Al Hadithah (Saudi/Jordan) Nasib/Jaber (Syria/Jordan) Al Masnaa / Jdidet (Lebanon/Syria)
Current Status	Active
Indicative Lead Time	6-8 days
Notes / Current Constraints	--
Gulf–Aqaba–Egypt–Lebanon (RORO option)	
Mode	Overland (road) + Sea
Primary Routing (Origin → Destination)	Dubai → Saudi Arabia → Jordan → Aqaba Port → RORO ferry to Nuweiba Port → overland to Al Arish Port (bulk/break bulk, not containerized cargo) or Port Said (for containerized cargo) → Port of Beirut
Border Crossing Point(s)	Al Ghuwaifat / Haditha (UAE/KSA) Haql / Al Durra (KSA/Jordan) Nuweiba Port (Egypt) Port of Beirut (Jordan)
Current Status	Active
Indicative Lead Time	7–8 days
Notes / Current Constraints	Multimodal option, bypasses Syrian overland routes
Egypt – Suez – Jordan – Syria – Lebanon Corridor	
Mode	Overland (road) + Sea



Primary Routing (Origin → Destination)	Cairo, Egypt → Suez Canal → Nuweiba Port, Egypt → Ferry to Aqaba Port, Jordan → Overland through Jordan → Syria → Lebanon
Border Crossing Point(s)	Nuweiba Port, Egypt Aqaba Port, Jordan Nasib-Jaber (Syria/Jordan) Al Masnaa / Jdidet (Lebanon/Syria)
Current Status	Active
Indicative Lead Time	NA
Notes / Current Constraints	--
Türkiye–Syria–Lebanon Corridor	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Türkiye → Syria → Lebanon
Border Crossing Point(s)	Cilvegözü–Bab alHawa (Turkey/Syria) Al Masnaa / Jdidet BCP (Lebanon/Syria)
Current Status	Active
Indicative Lead Time	~2–2.5 days (TBC)
Notes / Current Constraints	Transshipment required at LEB/SYR border per Turkish transporter requirements; lead time subject to border congestion and humanitarian prioritization.
Jordan–Syria–Lebanon Corridor	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Jordan → Syria → Lebanon
Border Crossing Point(s)	Nasib / Jaber (Syria/Jordan) Al Masnaa / Jdidet Yabus (Lebanon/Syria)
Current Status	Active
Indicative Lead Time	1-3 days depending on customs clearance
Notes / Current Constraints	Transshipment likely required at each BCP.
Mediterranean Maritime Routes	
Mode	Sea
Primary Routing (Origin → Destination)	Mediterranean Ports → Lebanon
Border Crossing Point(s)	Port of Beirut
Current Status	Active
Indicative Lead Time	Variable dependent on origin port
Notes / Current Constraints	Port operations ongoing

Corridors into Iran

Eastern Corridors through Pakistan	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Gwadar Port → Gabd Port Qasim → Lyari → Ormara → Pasni → Gabd Port Qasim → Khuzdar → Dalbandin → Taftan Gwadar → Turbat → Hoshab → Panjgur → Nagg → Besima → Khuzdar → Lakpass → Dalbandin → Nokundi → Taftan Gwadar → Lyari → Khuzdar → Lakpass → Dalbandin → Nokundi → Taftan Port Qasim → Gwadar → Gabd
Border Crossing Point(s)	Gabd (southern border with Iran) and Taftan (northern border with Iran)

Current Status	Active
Indicative Lead Time	Gwadar Port – Gabd corridor = two to three hours (compared to 16 to 18 hours from Karachi). Use of the Gwadar–Gabd route could reduce transport costs by 45% to 55% relative to shipments departing from Karachi.
Notes / Current Constraints	The six designated routes link Pakistan’s main ports, Karachi, Port Qasim and Gwadar, with two Iranian border crossings, Gabd and Taftan, passing through Balochistan via Turbat, Panjgur, Khuzdar, Quetta, and Dalbandin. Indian-origin goods cannot be transited via these routes (a separate Pakistan Ministry of Commerce order issued in May 2025 bans the transit of goods from India through Pakistan by any mode and remains in force) ¹²
Turkiye Corridors	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Ankara, Istanbul, or Mersin, Turkiye → Tehran, Iran
Border Crossing Point(s)	Dilucu or Ibrahim Khalil BCPs
Current Status	Active
Indicative Lead Time	Through Dilucu Border Gate = 1 week - 10 days depending on customs clearance at the Iran/Turkiye border
Notes / Current Constraints	Transshipment reportedly not required at Dilucu Border Gate
Jordan - Iraq Corridor	
Mode	Overland (road)
Primary Routing (Origin → Destination)	Amman, Jordan → Iraq → Tehran, Iran
Border Crossing Point(s)	Trebil/Al Karamah (Jordan/Iraq) Zurbatiya / Mehran (Iraq/Iran)
Current Status	TBC (Active in April 2026)
Indicative Lead Time	14 days from Amman to Tehran
Notes / Current Constraints	

Corridors into Yemen

Hodeida – Sana’a Corridor	
Mode	Maritime + overland (road)
Primary Routing (Origin → Destination)	Hodeida Port, Yemen → final delivery points within North of Yemen
Border Crossing Point(s)	Hodeida Port, Yemen
Current Status	Operational, but limited. Operational for the commercial sector.
Indicative Lead Time	Depending on final delivery point. Customs clearance periods vary. 1 day lead time overland between Hodeida to Sana’a
Notes / Current Constraints	Due to UN pause in the North, INGOs manage delivery. No international shipping carriers are calling into Hodeida Port.
Aden Port to Inland Yemen	
Mode	Maritime + overland (road)
Primary Routing (Origin → Destination)	Aden Port → final delivery points within Yemen
Border Crossing Point(s)	Aden Port, Yemen

¹² [Aljazeera](#)

	IRG/SBA clearance point ¹³
Current Status	Operational. Operational for humanitarian and commercial sector.
Indicative Lead Time	At least 1.5 weeks between Aden Port and Sana'a
Notes / Current Constraints	Due to UN pause in the North, INGOs manage onward delivery from Aden port.
Salalah Port to Sana'a – Operational	
Mode	Maritime + overland (road)
Primary Routing (Origin → Destination)	Salalah Port, Oman → Sana'a, Yemen
Border Crossing Point(s)	Salalah Port, Oman Al-Ghaidha / Shahan (Oman / Yemen) IRG/SBA clearance point
Current Status	Operational
Indicative Lead Time	Overland from Salalah to Sana'a = at least 3 weeks
Notes / Current Constraints	This route connects Yemen to humanitarian supply depots in Dubai via the overland Green Corridor between the UAE and Oman.
Jeddah Corridor – Not operational	
Mode	Maritime + overland (road)
Primary Routing (Origin → Destination)	Jeddah Port, Saudi Arabia → final delivery points within Yemen
Border Crossing Point(s)	Jeddah Port Al-Wade'a (Yemen/Saudi Arabia) IRG/SBA clearance point
Current Status	No reports of partners using this entry point due to bureaucratic impediments.
Indicative Lead Time	Minimum of 3 weeks from Jeddah
Notes / Current Constraints	INGOs manage onward delivery from the port. This route could connect to the overland route from Dubai humanitarian hubs to Jeddah.
Air cargo into Aden – Restricted	
Mode	Air
Primary Routing (Origin → Destination)	Regional hubs to Aden International Airport
Current Status	Restricted
Notes / Current Constraints	Aden airport has adequate cargo handling capacity and currently receives commercial cargo flights from Yemeni Airways and Air Djibouti. UNHAS operates from Amman and Djibouti to Aden but only carries light cargo.
Air cargo into Sana'a – Not operational	
Mode	Air
Primary Routing (Origin → Destination)	Regional hubs to Sana'a International Airport
Current Status	Not operational due to airspace restrictions. No commercial carriers operate in Sana'a. UNHAS operates a limited flight schedule between Aden and Sana'a and can carry light cargo.
Notes / Current Constraints	Strong impact on the medical supply chain.

¹³ Internationally Recognised Government of Yemen (IRG); Sana'a Based Authorities (SBA)



Supply corridors into Gaza: there are no functioning OPT seaports. All Gaza-bound sea cargo is routed through Ashdod and Haifa Ports in Israel, Al-Arish and Port Said Ports in Egypt, and Aqaba Port, Jordan. The Ashdod container yard has reported congestion and extended dwell times for humanitarian cargo since early March; it is currently the main corridor for humanitarian cargo, followed by Egypt and Jordan. The Cyprus Maritime Corridor into Ashdod Port via a UNOPS mechanism is operating intermittently and handles limited tonnage.

The information presented in this Snapshot is based on inputs provided by humanitarian partners, complemented by publicly available media reporting and market information. All data reflects the situation at the time of compilation and is subject to change as the operational context evolves.

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