

DAILY MIOC INTELLIGENCE BRIEF

MARCH 10, 2026



IMO: 8762653
RISK INDICATOR: DARK ACTIVITY
RISK TYPE: SMUGGLING



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EPIC FURY Daily Analysis - DAY 10 - EXECUTIVE SUMMARY



Critical Blockade of the Strait of Hormuz: Roughly 66 commercial vessels only were recorded passing through the waterway over a nine-day period, a fraction of normal volume. Today's reports show that the US Navy successfully escorted an Oil Tanker through the straight, perhaps this will show a gradual increase of transits in the next days



Severe Impact on Iraqi Oil Production: Iraq has been most acutely affected, with oil production plummeting from 4.3 million to 1.3 million barrels per day (bpd). Exports have fallen by at least 800,000 bpd, primarily due to the closure of the Al-Basra Offshore Terminal and the inability to navigate the Strait



Aramco's "Catastrophic" Warning: Saudi Aramco CEO Amin Nasser has warned that a prolonged halt in the Strait would have "catastrophic consequences" for the global economy. He noted that while Aramco is utilizing the East-West pipeline to mitigate some losses, global oil inventories are at a five-year low, leaving little room for sustained disruption.



Energy Panic Across Asia: The disruption has triggered an "energy panic" in Asia, particularly in China, where major refineries have reduced capacity or declared force majeure due to feedstock shortfalls. Asian nations are aggressively seeking alternative crude sources from Africa and Latin America to stabilize their industrial sectors



Selective Passage and Targeted Shipping: Reports indicate that while international shipping companies avoid the Strait, some Iranian tankers continue to transit. Conversely, the IRGC has reportedly blocked U.S. and British vessels, while new reports suggest specific "China-linked" ships may be attempting to navigate the area under different security conditions



Launch of "Operation Muhafiz-ul-Bahr": The Pakistan Navy has initiated a dedicated maritime security mission to safeguard national shipping and protect Sea Lines of Communication (SLOCs). Under this operation, Pakistani warships have begun providing direct military escorts to merchant vessels - specifically those operated by the Pakistan National Shipping Corporation (PNSC) - to ensure the secure delivery of critical energy supplies to Karachi amid the escalating regional conflict



Paralysis of Dry Bulk and Commodity Trade: Dry bulk transits through the Strait have plummeted by **91%**, with approximately **280 bulk carriers** currently stranded or "entrapped" within the Gulf. This shutdown has severed the supply of minor bulks, including **18% of global iron ore pellet exports** (primarily from Iran and Bahrain) and nearly **10% of global primary aluminum production**, forcing benchmark aluminum prices to record highs on the London Metal Exchange

EPIC FURY Daily Analysis - HORMUZ



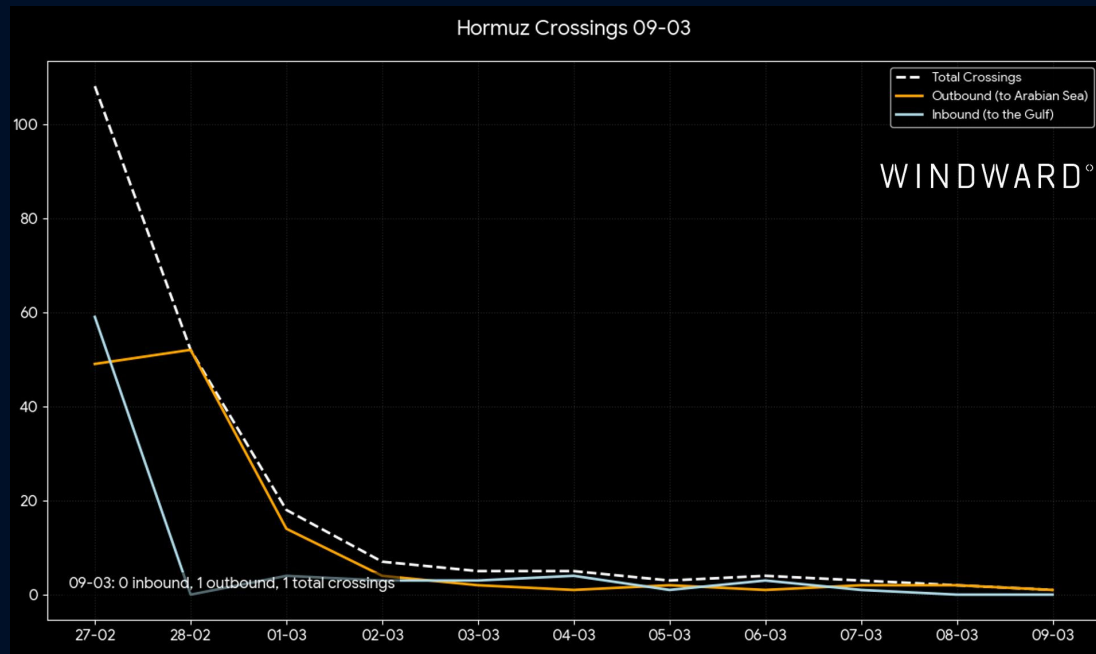
March 9, 2026 marks a 50% decrease in vessels crossing the Hormuz Strait from the previous day with 1 cross

Corsage Breakdown by Subclass:

- Other / Unknown: 1

Corsage Breakdown by Flag:

- Iran: 1



EPIC FURY Daily Analysis - BAB-EL MANDEB



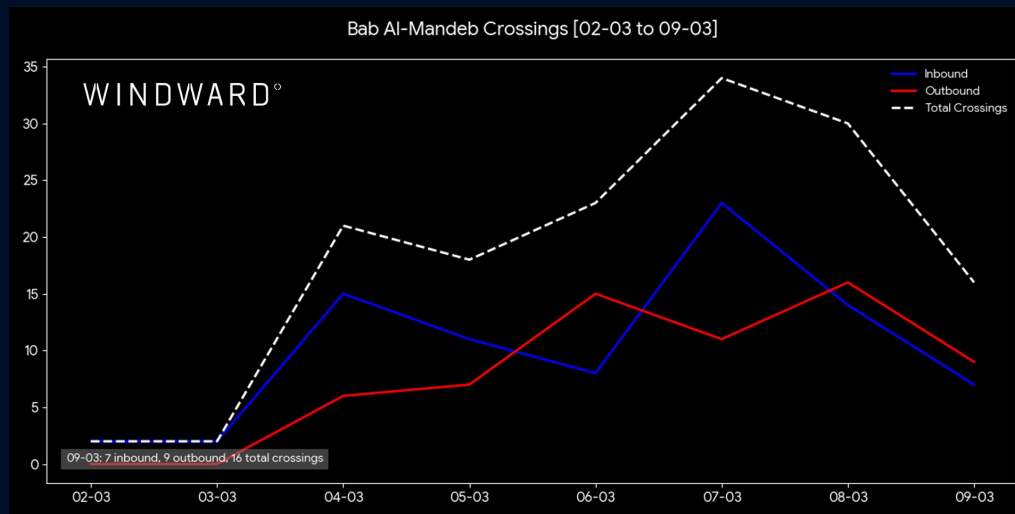
March 9, 2026, indicates a decreasing volume of AIS-transmitting strait crossings with a total of 16 transits, a 46.7% decrease compared to the previous day. The majority of these vessels crossed out of the Red Sea.

Corsage Breakdown by Subclass:

- Crude Oil Tanker: 4
- Container Vessel: 4
- Bulk Carrier: 3

Corsage Breakdown by Flag:

- Liberia: 4
- Marshall Islands: 4
- Singapore: 3



EPIC FURY Daily Analysis - SUEZ CANAL



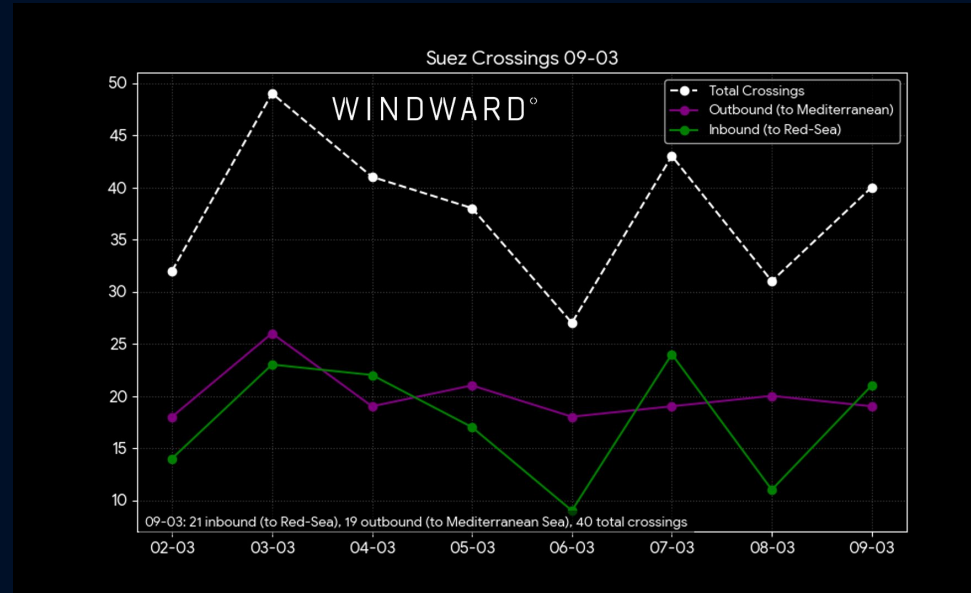
March 9, 2026 marks a 29.03% increase in vessels crossing the Suez Canal from the previous day with 40 crossings.

Corsage Breakdown by Subclass (Top 3):

- Bulk Carrier: 9
- Crude Oil Tanker: 6
- General Cargo: 6

Corsage Breakdown by Flag (Top 3):

- Panama: 6
- Liberia: 4
- Marshall Islands: 4





EPIC FURY Daily Analysis - CAPE OF GOOD HOPE



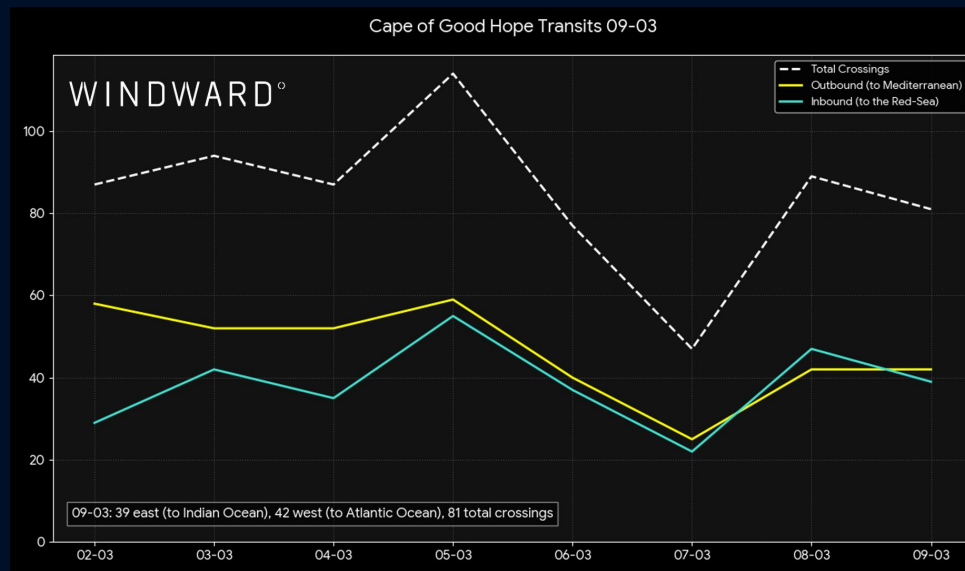
March 9, 2026 marks a 8.99% decrease in vessels crossing the Cape of Good Hope from the previous day with 81 crossings.

Corsage Breakdown by Subclass (Top 3):

- Bulk Carrier: 40
- Container Vessel: 14
- Crude Oil Tanker: 6

Corsage Breakdown by Flag (Top 3):

- Liberia: 18
- Marshall Islands: 18
- Panama: 12





EPIC FURY Daily Analysis - PORT TRANSHIPMENT DELAYS



Transshipment delays spikes at several key Gulf hubs.

In-Gulf:

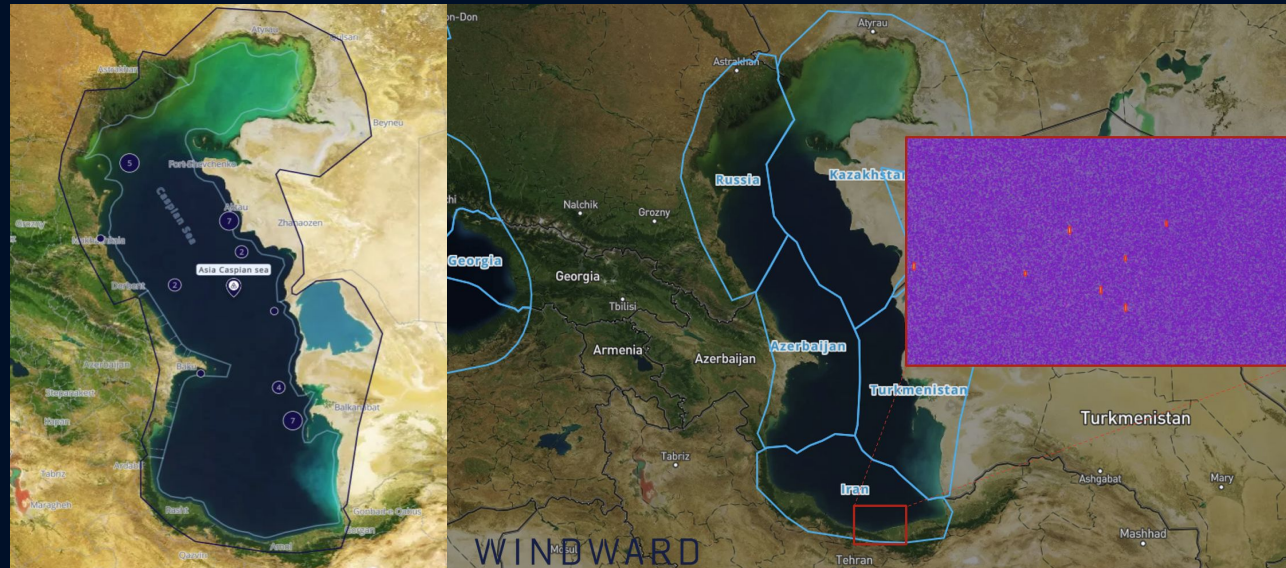
- Dammam, Saudi Arabia: 12 late-departure cases (Infinity% day-on-day, +1580.0% vs 7-day average); 2 transshipment rollovers (Infinity% day-on-day, +40.0% vs 7-day average).

Outside-Gulf:

- Karachi, Pakistan: 2 late-departure cases (+100.0% day-on-day, +27.27% vs 7-day average); 2 port-of-loading rollovers (+100.0% day-on-day, +180.0% vs 7-day average); 2 transshipment rollovers (+100.0% day-on-day, +100.0% vs 7-day average); 2 transshipment-delay cases (+100.0% day-on-day, +55.56% vs 7-day average).
- Salalah, Oman: 2 late-departure cases (+100.0% day-on-day, -53.33% vs 7-day average); 2 port-of-loading rollovers (+100.0% day-on-day, +0.0% vs 7-day average); 11 transshipment rollovers (+1000.0% day-on-day, +54.0% vs 7-day average); 9 transshipment-delay cases (+350.0% day-on-day, -77.34% vs 7-day average).
- Sohar, Oman: 2 port-side rollovers (Infinity% day-on-day, Infinity% vs 7-day average); 2 transshipment-delay cases (Infinity% day-on-day, +600.0% vs 7-day average).



- Emergence of alternative Iranian oil export routes: Following the onset of Operation Epic Fury and the subsequent closure of the Strait of Hormuz, multiple Russian tankers have been detected operating without AIS near Iranian ports in the Caspian Sea. These non-transmitting Russian tankers may suggest a utilization of the northern Caspian corridor to export oil and bypass the blocked southern maritime chokepoints.



Russian Tankers Going Dark in the Past 10 Day (Left), Dark Vessels Off the NEKA Oil Terminal, Iran, March 6th, 2026



- Through January and the first three weeks of February, Iraqi crude departures maintained a remarkably stable cadence of 22–26 million barrels per week across 24–32 cargo liftings. The week of February 23 registered the highest volume at 28.4M bbl, likely reflecting last-minute loadings as the threat materialized. The collapse then becomes immediate and severe.
- Iraqi southern Gulf terminals - which handle the vast majority of the nation's crude exports, are experiencing operational paralysis, with 3 out of 10 March days recording zero crude departures.
- The destination data reveals a two-tier impact pattern. Tier 1 - South Korea and Greece have received zero Iraqi crude barrels in March, representing a complete supply severance. Tier 2 - India and China, Iraq's two largest customers, are experiencing 80–93% volume declines versus January baselines. U.S.-bound cargoes show relative resilience (8M→5.6M→3.3M bbl trend) - likely due to VLCCs already en route before the conflict that have continued their voyages.

FIG 1 - WEEKLY IRAQI CRUDE DEPARTURES (BBL)



IRAQI CRUDE: TOP DESTINATION COUNTRIES, MONTHLY VOLUME COMPARISON (BBL)



EPIC FURY Daily Analysis - SAUDI & UAE CRUDE PIVOT



Saudi Facility Closures:

The primary driver for the current market volatility and rerouting is the forced closure of major Saudi Arabian offshore and coastal facilities due to the Hormuz crisis

Production Offline: Approximately 2.0–2.5M b/d of Saudi offshore output - specifically from the Safaniya, Marjan, Zuluf, and Abu Safa fields - is currently offline

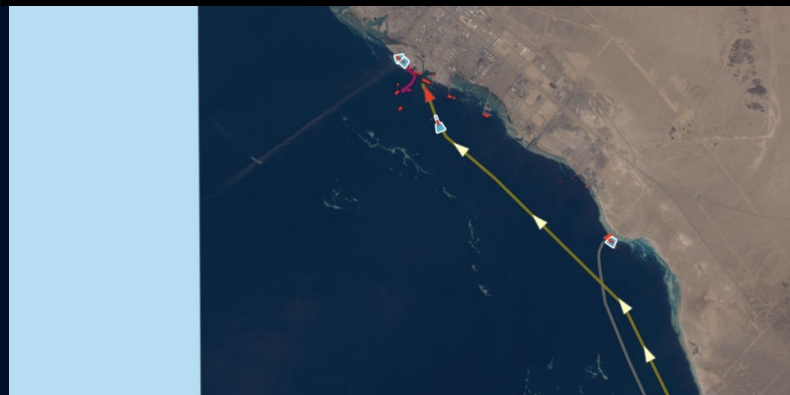
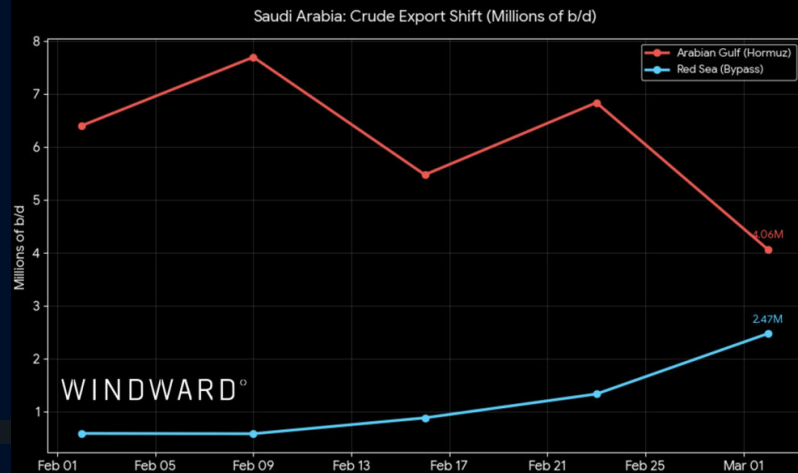
Infrastructure Impact: This represents roughly 20% of total Saudi production. The loss of these specific grades, combined with security threats to the Ras Tanura and Juaymah terminals, has necessitated an emergency shift to western export routes to maintain global seaborne supply.

1. Saudi Arabia: Rerouting via Petrolina to Egypt

- **Persian Gulf Decline:** Exports via the Strait of Hormuz dropped to **4.06M b/d**, down from a pre-crisis baseline of **6.64M b/d** (a **39% reduction**).
- **Petrolina Bypass (KSA):** Saudi Arabia has pivoted its onshore Arab Light volumes to the **7M b/d capacity East-West Pipeline**, resulting in Red Sea (Yanbu) exports surging **330%** to **2.47M b/d** in early March.
- **Yanbu Tanker Density:** Windward RSI detected 4 crude tankers at Yanbu on March 4th. It is a significant anomaly, representing more than double the pre-crisis single-day peak, signaling that Red Sea terminals are now operating at maximum berth capacity.
- **Destination Shift:** In a major strategic pivot, **100% of crude loaded at Saudi Red Sea ports** in the week of March 2nd was destined for **Egypt (Suez/Sumed)**. This indicates that Saudi Arabia is using its bypass pipeline to move oil into the Mediterranean via the Sumed pipeline, bypassing the entire Arabian Peninsula to reach global markets.

2. UAE: Fujairah as the Sole Lifeblood

- **Hormuz Exit Decline:** Crude exports from inside the Gulf fell to **1.63M b/d**, a sharp decline from the **2.45M b/d** January average.
- **ADCOP Bypass (UAE):** The UAE has transitioned its primary export outlet to the **1.5M b/d capacity ADCOP pipeline**, with Fujairah now handling **1.01M b/d** (a **38% share** of total UAE seaborne crude) to avoid the blockaded Strait.
- **Destination Shift:** UAE exports from Fujairah have pivoted away from Northeast Asia (Japan/Korea) toward Southeast Asian hubs and regional neighbors. The March 2nd week saw **90%** of Fujairah crude heading to **Singapore, Thailand, and Malaysia**, potentially for storage or refining in safer regional waters.





EPIC FURY Daily Analysis - DEFENSIVE TACTICS



A total of **36 vessels** currently transmitting AIS in the Gulf have modified their "Destination" field to broadcast specific nationality data

1. Fleet Breakdown by Nationality

- **China (30 Vessels):** The largest group. Messages are highly standardized, emphasizing both ownership and personnel

Top Messages: CHINESE CREW OWNER, CHINA OWNER & CREW, CHINESE VSL AND CREW

- **Iraq (5 Vessels):** Focused on ownership identity

Top Messages: IRAQI OWNER, IRAQI PORTS.

- **Turkey (1 Vessel):** Represented by a tanker vessel

Message: TRIST-TURKISH CREW.

2. Vessel Profiles

The fleet is primarily composed of cargo and tanker vessels:

• Classes & Subclasses:

- **Cargo (22):** Dominated by **Bulk Carriers** (13) and **Container Vessels** (4), with **Vehicles Carriers** (2) and **Heavy Load Carriers** (1)
- **Tankers (11):** Includes **Crude Oil Tankers** (5), **Chemical/Oil Tankers** (5), and **LPG Tankers**.

• Flag Distribution:

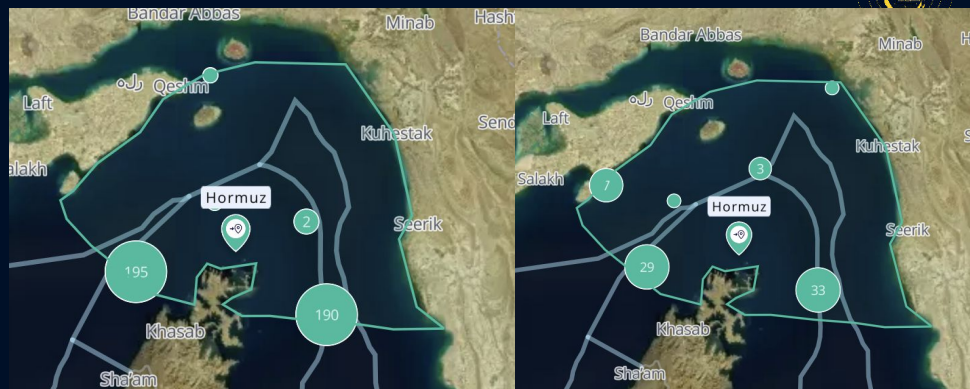
- *Top Flags:* **Panama** (11), **Liberia** (6), **Hong Kong** (5), and **Norway** (3).



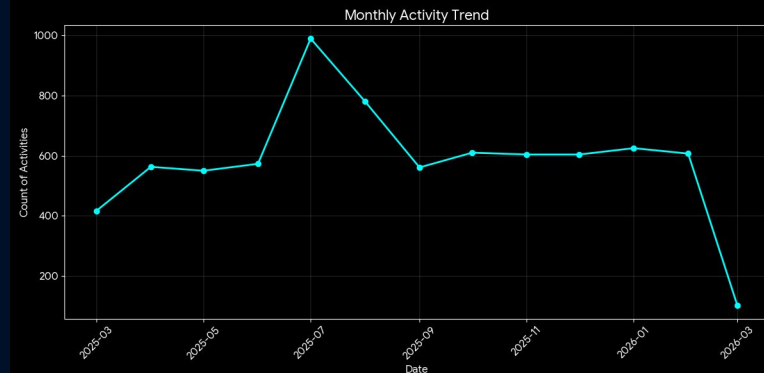
Massive Transit Collapse: Windward data shows that Bulk Carriers transits through the Strait of Hormuz dropped by 44% since EPIC FURY

Effects of the Dry Bulk Export Collapse

- **Industrial Metals Squeeze:** The blockade has halted exports from a region that accounts for roughly 18% of global seaborne iron ore pellet exports, creating severe bottlenecks for industrial metal supply chains.
- **Aluminum Price Spikes:** The conflict threatens nearly a tenth of the world's primary aluminum supply, which has already driven benchmark prices on the London Metal Exchange to record highs
- **Fertilizer Shortages:** Because the Gulf is a massive global fertilizer hub, the sudden restriction of Iranian urea and other bulk exports is severely tightening global agricultural supplies
- **Guaranteed Market Volatility:** Even though the dry bulk sector has a smaller footprint in the Gulf compared to oil and gas tankers, the targeted loss of these critical commodities guarantees prolonged volatility across international markets



Hormuz Strait Transits by Bulk Carriers 10-day Period Prior to EPIC FURY (Left), and During EPIC FURY (Right)



A sharp decrease in Bulk Carriers Crossing the Strait, Windward



Maintaining a persistent tactical advantage requires the transition from static monitoring to active orchestration. The Windward Maritime Intelligence Operations Center (MIOC) provides this bridge, functioning as an operational center that integrates multi-sensor intelligence - including EO, SAR, RF, HUMINT, and ADINT - with Agentic AI to Detect → Collect → Analyze threats and pre-operational indicators in real time. To move beyond data visualization and into proactive mission support, please reach out to your Windward point of contact. We are prepared to discuss aligning our Ongoing Intelligence Analysis or Ad-Hoc Forensic Deep Dives with your specific theater requirements.

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