

DAILY MIOC INTELLIGENCE BRIEF

MARCH 24, 2026



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



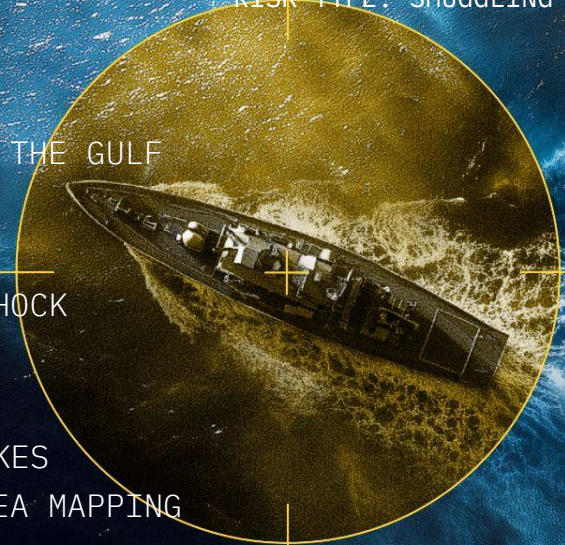
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EPIC FURY Daily Analysis - GULF OVERVIEW



AIS Transmitting Foreign Vessels

- **Total Vessel: 592**
Cargo: 325 / Tanker: 267

Breakdown By Subclass:

1. **Bulk Carrier: 149**
2. **LNG & LPG: 37**
3. **Oil Products Tanker: 71**
4. **Crude Oil Tanker: 67**
5. **Container Vessel: 38**
6. **Other: 230**

Top Flag Registries (Non-Gulf Country Registries)

23/04		24/04	
1.	Panama: 124	1.	Panama: 124
2.	Liberia: 81	2.	Liberia: 78
3.	Marshall Islands: 72	3.	Marshall Islands: 72
4.	Comoros: 52	4.	Comoros: 52
5.	Saint Kitts and Nevis: 29	5.	Saint Kitts and Nevis: 25
6.	Singapore: 25	6.	Singapore: 24
7.	Hong Kong: 19	7.	India: 19
8.	Barbados: 17	8.	Malta: 17
9.	Togo: 17	9.	Barbados: 17
10.	Malta: 16	10.	Hong Kong: 17

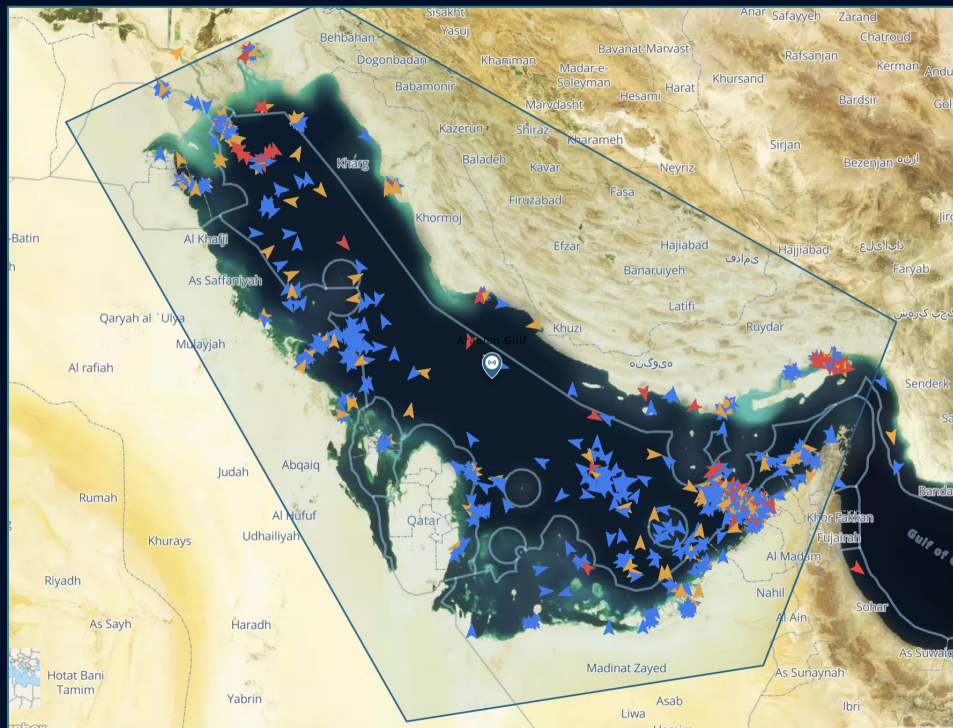


Figure - AIS Transmitting Vessels' Recent Positions, Arabian Gulf, Windward



TOP 5 COMPANIES LOCATIONS

Marshall Island	112
Greece	81
China	76
Singapore	50
Liberia	54

VESSEL ACTIVITIES, DAY-OVER-DAY

Activity	21/03/26	22/03/26	23/03/26	24/03/26
Port Calls	267	252	261	247
Dark Activities	402	353	347	318
Anchoring (Over 12 Hours)	227	104	159	95
ID & Location Tampering	13	13	12	12

EPIC FURY Daily Analysis - HORMUZ

Transits / Static in the Strait:
March 24, 2026

- **1** AIS Transmitting Vessels Exited the Gulf (Compared to 4 in the previous day)
- **3** AIS Transmitting Vessel Entered the Gulf (Compared to 1 in the previous day)
- **2** (Inbound & Outbound) Maintained a route of transiting the Strait north of the Larak Island
- **2** >50 Meter Indian flagged cargo vessels entered the Gulf while not reporting AIS "Hugging" the Omani coast

Vessels Breakdown:

- **Outbound:** 1 Panama Flagged LPG Tanker
- **Inbound:** 2 Cargo Vessels (India), 1 Tanker (Panama)

As of March 24, 2026 - 0215 GMT, the Hormuz commercial shipping lanes remain empty. While at least 10 vessels over 180 meters were observed North of the Larak Island, possibly in preparation for transit

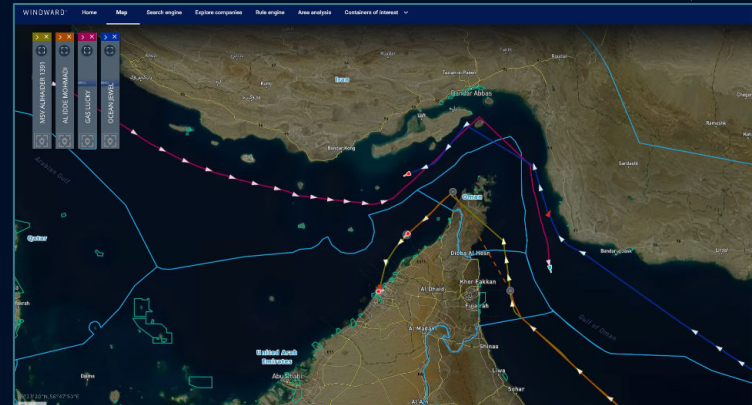


Figure - AIS Transmitting Vessels Transiting Hormuz, March 24. Windward

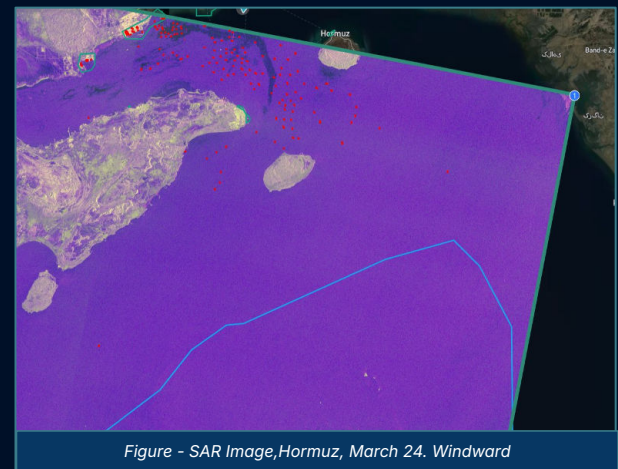


Figure - SAR Image, Hormuz, March 24. Windward



EPIC FURY Daily Analysis - IRANIAN FLOATING STORAGE



BLUF:

- While Iranian export of crude seems relatively steady, data shows a decline in offshore crude buffer (Floating Storage cargo).
- This raises questions about the sustainability of Iran's export levels; if this trend continues, it has the potential to create a vulnerability that may affect its long-term reliability as a supplier to China

Analysis:

- At least seven VLCC ship-to-ship transfers were identified in the EOPL hub (Malaysia/Singapore) on March 23, 2026.
- 129 tankers linked to Iranian crude are currently sailing "dark" (AIS disabled).
- Since January 1, floating storage has plummeted by ~40 million barrels, while in-transit volumes have surged by ~50 million barrels.
- While total "cargo on water" remains stable (140-160M bbls), exports are being maintained by depleting stored 'floating' reserves.
- If the trend persist, floating storage could be depleted mid-May.

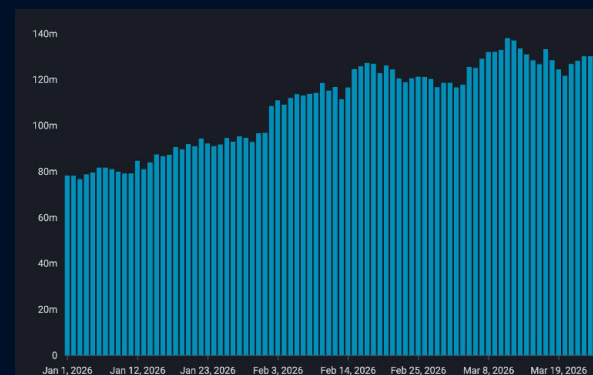


Figure - Iranian In-Transit Surge, Vortexa

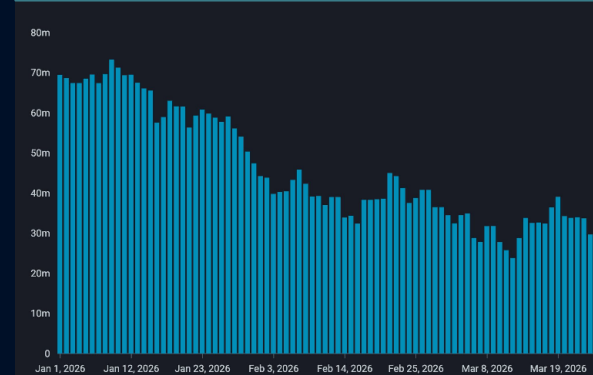


Figure - Iranian Floating Storage Decline, Vortexa



Gulf → East Sub-Saharan Africa: Fertilizer Collapse

- 224 bulk carriers are currently trapped in the Gulf (including gulf flagged vessels);
- Of them 22 normally serve the dedicated Gulf → East Africa fertilizer lane.
- 19 of the 22 vessels (86%) have effectively stopped sailing to East Africa since March 1 - implying a lane-specific shortfall of roughly 1.6M MT/year relative to pre-crisis flows.
- At the same time, Qatar's LNG force majeure has forced major urea producers in India, Pakistan, and Bangladesh to shut or curtail plants, cutting off East Africa's main secondary fertilizer source just as Gulf exports are blocked.
- The result is a dual supply shock: primary Gulf flows physically blocked at Hormuz and backup South Asian production offline, leaving East Sub-Saharan importers with no realistic near-term alternative for replacing lost tonnage.

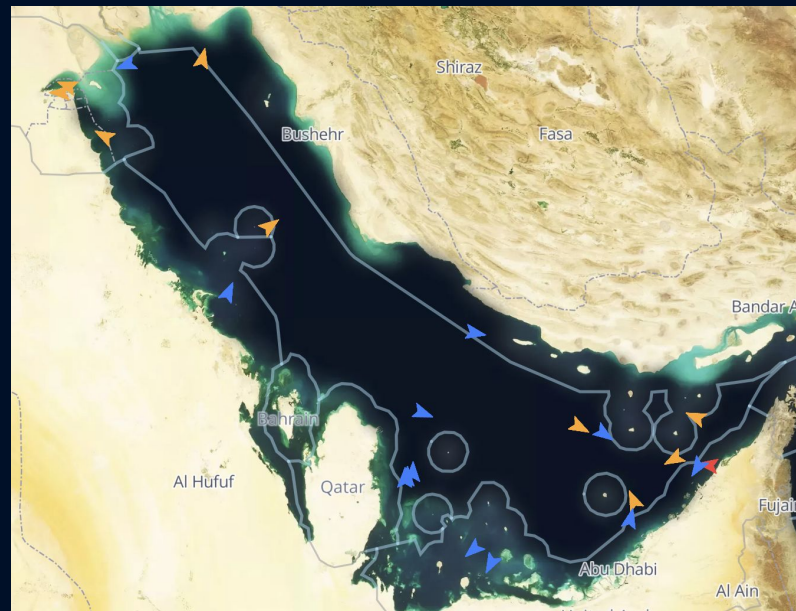


Figure - 22 Bulk carriers on the East Africa lane currently in the Gulf



EPIC FURY Daily Analysis - PORT EXCEPTIONS

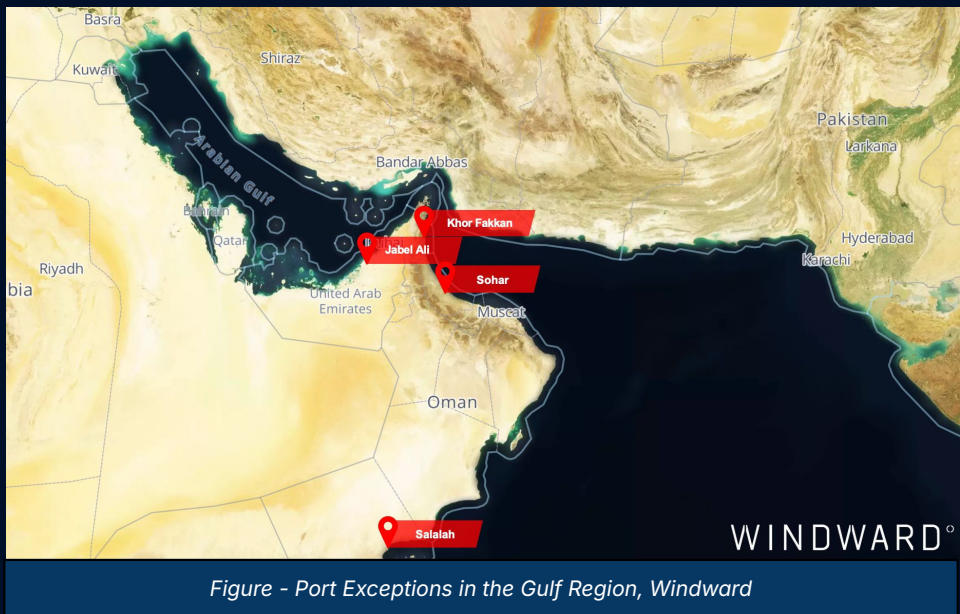


Inside the Gulf:

- **Jebel Ali, United Arab Emirates:** 9 transshipment rollovers (0-baseline from previous day, +320% vs 7-day average); 10 transshipment-delay cases (+42.86% from previous day, +250% vs 7-day average)

Outside the Gulf:

- **Khor Fakkan, United Arab Emirates:** 67 port-of-destination changes (0-baseline from previous day, +202.58% vs 7-day average).
- **Salalah, Oman:** 36 port-of-destination changes (+800% from previous day, +313.11% vs 7-day average).
- **Sohar, Oman:** 8 port-of-destination changes (0-baseline from previous day, +1766.67% vs 7-day average)



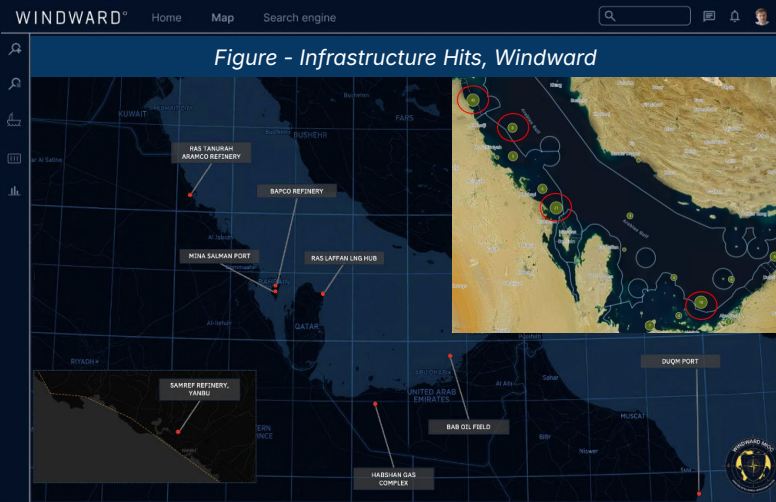
*POD changes - Destination changes to reported port



EPIC FURY Daily Analysis - MILITARY & SECURITY



- Number of Attacked (Hit & Miss)
Vessels: 20 - Confirmed by the Joint Maritime Information Center (JMIC)
- Infrastructure Hits: 10 Oil, Gas, and Port Facilities
- Military or Law Vessels: 114 Military or Law Vessels are deployed currently in the Arabian Gulf and the Gulf of Oman. Among them, 69 are Fire Fighting vessels, When Examining these vessels' slow speed operations (over 12 hours) since the beginning of EPIC FURY, we can notice these hubs are correlating with the position of attacked vessels and oil/gas production facilities



! GLOBAL Daily Analysis - PRIMORSK & UST-LUGA STRIKES



- Following the Ukrainian attack on Ust-Luga and Primorsk, earlier this week, both ports suspended their oil production
- As of March 24, reports show that Ust-Luga has resumed oil production while Primorsk is still suspending its operations - Open Sources show that there is still an active fire in the Primorsk port (following a severe damage of 4-6 Oil Tanks - Based on Windward Remote Sensing Intelligence Analysis)
- Ust-Luga Indeed was observed with no active fires
- Despite the resumption of Ust-Luga Oil production, both port haven't exported any oil on March 24, 2026

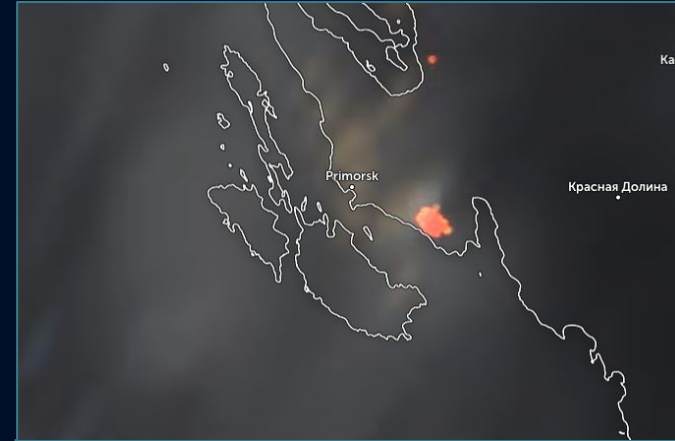


Figure - Active Fire, Primorsk, March 24, 2026. Zoom Earth



Figure - Ust-Luga and Primorsk Departures of Oil, Past 7 days. Vortexa

! GLOBAL Daily Analysis - CHINA EXPANDS ITS UNDERSEA MAPPING



- DONG FANG HONG 3 (IMO 9801110), a Chinese research vessel operated by Ocean University Of China, exhibits operational patterns consistent with dual-use undersea mapping operations supporting China's "Transparent Ocean" military oceanographic surveillance program. Vessel conducted extensive survey operations across South China Sea, Philippine Sea, Northwest Pacific, and Indian Ocean (March 2024-March 2026), with 7 dark activity periods totaling 155.9 hours concentrated in strategic zones near Hainan Island military facilities and deep ocean areas critical to submarine warfare
- Analysis identifies 4 additional Chinese research vessels with matching profiles operating in parallel across disputed waters and strategic maritime zones, collectively demonstrating a systematic, state-directed undersea mapping program with clear military applications in submarine navigation, detection, and concealment.
- Fleet operations align precisely with Modern Diplomacy reporting on China's deep-sea mapping initiative to enhance blue-water submarine capabilities. The coordinated deployment pattern, dark activity concentration in military-sensitive areas, and operational tempo shifts suggest mission coordination beyond civilian academic research



Figure - DONG FANG HONG 3, Operations over the past year. Windward

COMPARATIVE VESSELS:

1. TAN SUO ER HAO : Currently active Philippine Sea, 327+ hours dark activity, operations at contested Hai Yang Shi You 981 platform
2. DA YANG HAO : Indian Ocean expeditionary operations, COMRA state enterprise affiliation, Pacific expedition to Fiji/Cook Islands
3. ZHANG JIAN : High MAV SCS Risk, Mariana Trench deep-ocean research, 79+ hours dark activity near Hainan
4. SHI YAN 6 : Indian Ocean deployment via Mauritius, no dark activity (different operational model)

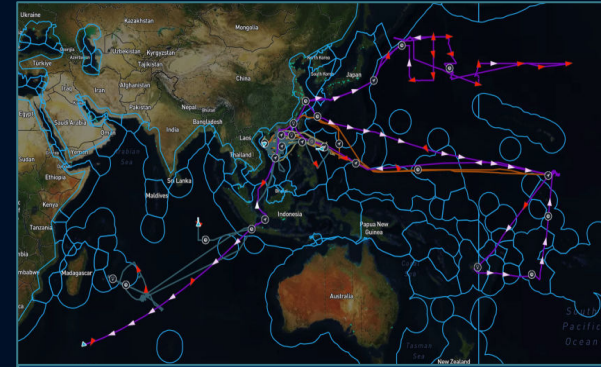


Figure - 4 Additional Vessels Exhibiting similar Pattern of Operations over the past year. Windward



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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