

DAILY MIOC INTELLIGENCE BRIEF

MARCH 29, 2026



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



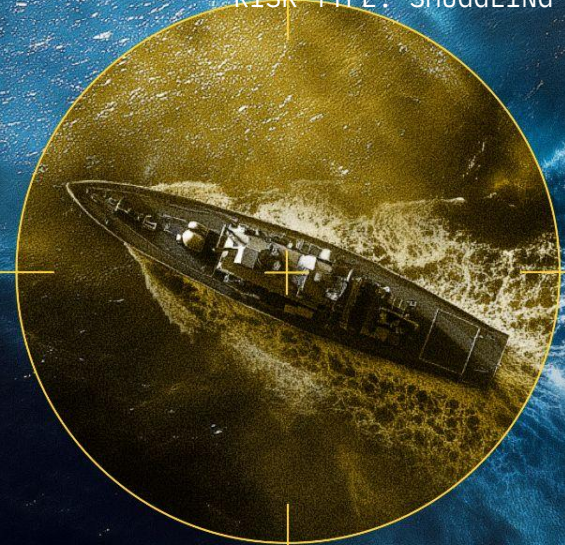
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EXECUTIVE SUMMARY



Three major oil export hubs are under pressure

- Hormuz is effectively closed under selective IRGC-controlled transit, Ust-Luga has been hit for the fifth time in seven days, and Yanbu is operating at maximum capacity as the main alternative route while facing growing Houthi threats.

The volumes at risk are significant

- Hormuz moved ~9,227M barrels over the past 12 months (~21M bbl/day), mainly to China, India, Japan and South Korea.
- Ust-Luga moved ~536M barrels (~1.15M bbl/day), including ~803K bbl/day to Asia and ~175K bbl/day to Europe.
- Yanbu is now exporting ~7M bbl/day via the East-West Pipeline, with 52 VLCCs en route.

If all three are disrupted, the shock would be global

- Combined export losses could reach ~27.15M bbl/day, or nearly \$3B in oil value per day. Rerouting via the Cape of Good Hope would add 10–14 days and ~\$1.8M–\$2.0M per tanker voyage, creating a wider cost burden of an estimated \$10–14B per year.

The fallout could be immediate

- Brent could jump from above \$100 to \$150–\$200/bbl within days, while IEA strategic reserves may cover only 40–50 days of partial relief. That would strain aviation, shipping, fertilizers, food production, and manufacturing, likely trigger aggressive competition for remaining supply from West Africa, the US Gulf Coast, Norway, and Libya, accelerate LNG/pipeline/renewable investment, shift long-term oil trade influence away from the Middle East, and sharply raise the risk of direct military intervention and broader great-power escalation.

EPIC FURY Daily Analysis - HORMUZ

Transits / Static in the Strait:
March 29, 2026

- 2 AIS Transmitting Vessels Exited the Gulf (2 Bulk Carriers)
- No AIS Transmitting Vessel Entered the Gulf.

Vessels Breakdown - [See Annex 1](#)

As of March 28, 2026 - 1417 GMT, the Hormuz commercial shipping lanes remain empty. While at least 9 vessels over 200 meters were observed North of the Larak Island, possibly in preparation for transit



Figure - AIS Transmitting Vessels Transiting Hormuz, March 25. Windward

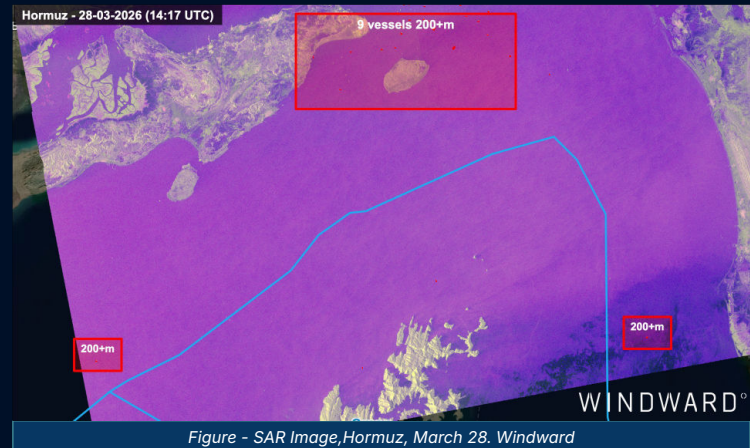


Figure - SAR Image, Hormuz, March 28. Windward

EPIC FURY Daily Analysis - IRANIAN OIL



Oil-on-Water:

- Iran's floating storage inventory is currently estimated at ~174.2 million barrels, comprising 158.6 Mbbbl of crude, 13.9 Mbbbl of CPP, and 7.3 Mbbbl of DPP.

28-03 Fuel-Oil Departure:

- **Vessel:** the BLOOMING DALE (IMO: 9125724) is a 120 m product oil tanker sailing under a fraudulent Aruba flag (OFAC-sanctioned).
- **Voyage:** The vessel loaded at Bandar Abbas, Iran, at Shahid Rajai Terminal, and reportedly departed on March 28, 2026. EO imagery from March 28 at 07:02 UTC possibly shows a 120 m vessel at the terminal, supporting the reported loading activity. The vessel is currently en route to Fujairah.
- **Cargo:** The shipment is assessed as about 53.1k barrels of fuel oil loaded in Bandar Abbas, Iran, bound for Fujairah.

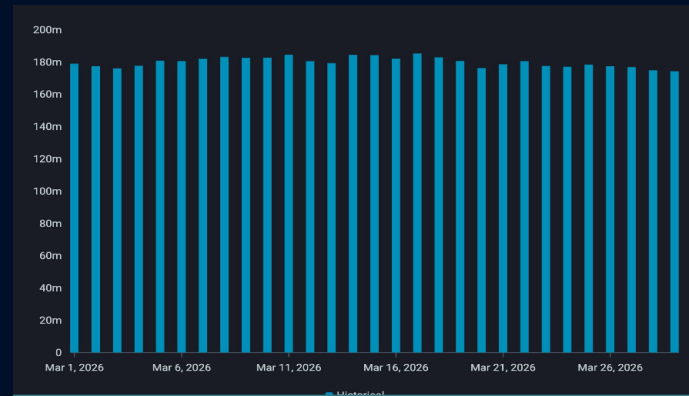


Figure - Iranian Crude-on-Water, Vortexa

KHARG ISLAND:

- RSI image analysis (EO) of Kharg as of March 29, 2025 (07:31 GMT) shows 5 tankers currently loading oil.
- Based on vessel size, this includes 3 VLCCs, 1 suezmax, and 1 aframax, with total volume currently loading assessed at about 7.7M barrels (~6M bbl on the VLCCs, ~1M bbl on the suezmax, and ~700K bbl on the aframax).

Kharg - 29-03-2026 (07:31 UTC)



Figure - Kharg Island, 29 March, 2026. Windward

EPIC FURY Daily Analysis - RUSSIAN OIL



Russian oil on water - total 237.75M bbl:

- Crude/Condensate - ~115.9M barrels
- Clean Petroleum Products - ~51.37M barrels
- Dirty Petroleum Products - ~28.07M barrels

Top destinations (share of flows)

- India - 32.7%
- China - 25.5%
- Turkey - 7%
- Singapore - 6%

Arrivals (29-03):

- China - 1.33M barrels
- Turkey - 1.33M barrels
- India - 723.6K barrels
- Algeria - 183.8K barrels
- Benin - 118.1K barrels
- Georgia - 26.3K barrels



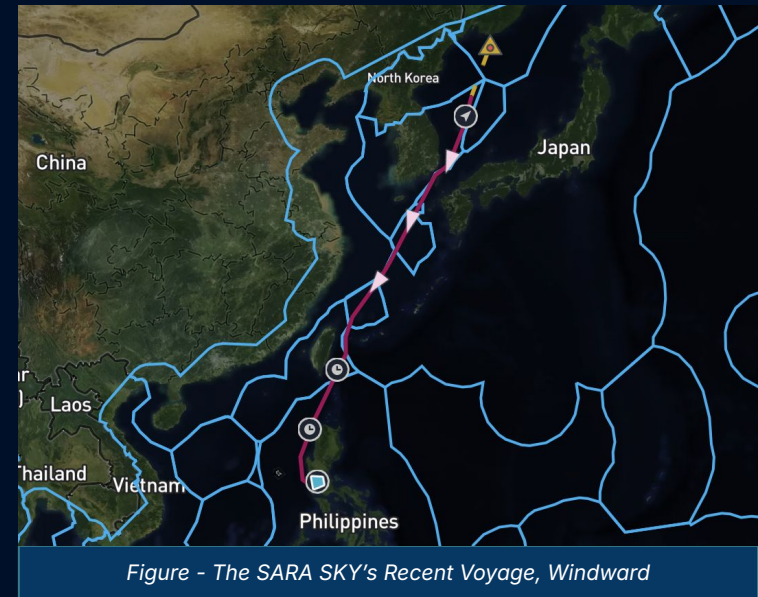
Figure - Russian Oil-on-Water, 12 Months, Vortexa

Name	Daily avg. quantity	Daily Trend
China	35.8%	1.33m
Turkey	35.8%	1.33m
India	19.5%	723.6k
Algeria	5.0%	183.8k
Benin	3.2%	118.1k
Georgia	0.7%	26.3k

Figure - Russian Oil Arrivals 29-03-2026, Vortexa

Russian Crude Shipment to the Philippines

- **Vessel:** the SARA SKY (IMO: 9402328) is a Sierra Leone-flagged, 244 m crude oil tanker.
- **Voyage:** The vessel loaded at Port Kozmino, Russia on March 14, 2026, departed on March 15, 2026, and arrived at Petron Bataan Refinery SBM, Philippines on March 25, 2026. This appears to be the first Russian crude shipment to the Philippines since the start of the Ukraine war.
- **Cargo:** The shipment consisted of about 758.4k barrels of ESPO blend crude.
- **Assessment:** Although the trade has been framed in the context of OFAC General License 134, the waiver applies to cargo already on the water until March 12, while this cargo loaded on March 14. As such, this shipment appears to fall outside the waiver window, highlighting that Russia is operating in an increasingly constrained oil market.





EPIC FURY Daily Analysis - PORT EXCEPTIONS

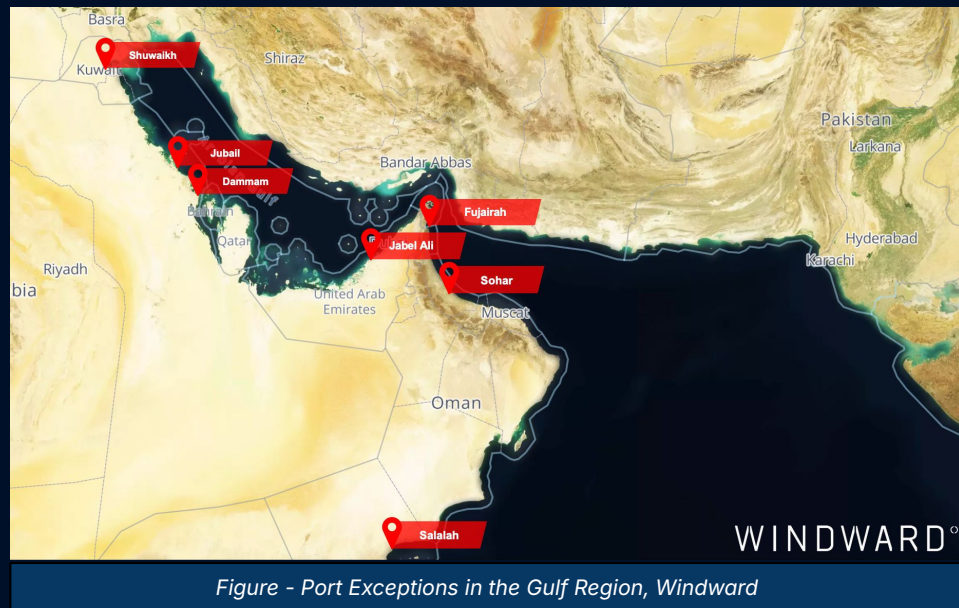


Inside the Gulf:

- **Jebel Ali, UAE:** 4 transshipment (TSP) rollovers (+75% vs 7-day AVG); 5 TSP-delay cases (+66.67% from previous day, -10.26% vs 7-day AVG); 4 TSP-changed cases (+33.33% from previous day, +250% vs 7-day AVG).
- **Ad Dammam, Saudi Arabia:** 8 TSP rollovers.
- **Jubail, Saudi Arabia:** 14 TSP rollovers.
- **Shuwaikh, Kuwait:** 4 TSP-changed cases (+300% from previous day, +600% vs 7-day AVG).

Outside the Gulf:

- **Fujairah, UAE:** 22 port-of-destination changes (+46.67% from previous day, +258.14% vs 7-day AVG).
- **Salalah, Oman:** 18 TSP rollovers (+260% from previous day, +3.28% vs 7-day AVG); 11 TSP-delay cases (-52.17% from previous day, -33.04% vs 7-day AVG); 4 port-of-destination changes (-55.56% from previous day, 66.27% vs 7-day AVG).
- **Sohar, Oman:** 4 TSP-delay cases (+300% from previous day, +833.33% vs 7-day average).



ANNEX 1 - VESSELS TRANSITED THE STRAIT OF HORMUZ



Vessel Name	IMO / MMSI	Flag	Subclass	Reported Destination
JIA XIANG DA	9287962	Panama	Bulk Carrier	OWN CHINA AND CREW
SATURN	1025071	Togo	General Cargo	SIRIK



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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