

# DAILY MIOC INTELLIGENCE BRIEF

MARCH 30, 2026



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



## TABLE OF CONTENTS

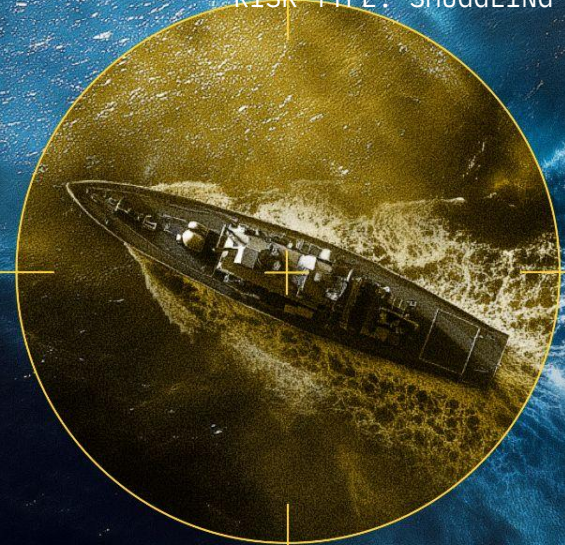
---

- 🚨 EPIC FURY Daily Analysis - HORMUZ
- 🚨 EPIC FURY Daily Analysis - SHAHID RAJAEI
- 🚨 EPIC FURY Daily Analysis - IRANIAN OIL
- 🚨 EPIC FURY Daily Analysis - UST-LUGA
- 🚨 EPIC FURY Daily Analysis - RUSSIAN OIL
- 🚨 EPIC FURY Daily Analysis - PORT EXCEPTIONS
- 🌐 EPIC FURY Daily Analysis - MEDIA
- 🚨 EPIC FURY Daily Analysis - ANNEX 1

IMO: 8762653

RISK INDICATOR: DARK ACTIVITY

RISK TYPE: SMUGGLING



# STRAIT OF HORMUZ AND MARITIME CHOKEPOINTS

March 29, 2026

KEY METRICS — TODAY

01 - SITUATIONAL OVERVIEW

VESSELS IN GULF

647

Active vessels tracked

↓ -28 vs yesterday

INBOUND CROSSINGS

1

1 AIS · 0 Dark

↓ -2 vs yesterday

OUTBOUND CROSSINGS

2

2 AIS · 0 Dark

↓ -5 vs yesterday

DARK ACTIVITY EVENTS

318

AIS-off events

↓ -8% vs yesterday

VESSELS ATTACKED

21

Since conflict start

↑ +1 this week

FLEET COMPOSITION — 647 VESSELS IN GULF

04 - FLEET INTELLIGENCE



149

BULK CARRIERS



71

PRODUCT TANKERS



67

CRUDE TANKERS



38

CONTAINER SHIPS



37

LNG / LPG



230

OTHER

FLAG REGISTRY — TOP COUNTRIES



1

→ INBOUND TODAY

Northern corridor via Larak Island

AIS: 1

DARK: 0

1

AIS VISIBLE

0

DARK / NO AIS

1

VESSEL CLASSES

9

STAGED LARAK

TANKER

Tanker - AIS Active

Curaçao Fraudulent  
CC: Unknown

Source: Windward AI - March 29, 2026

windward.ai

2

← OUTBOUND TODAY

Departing via controlled corridor

AIS: 2

DARK: 0

2

AIS VISIBLE

0

DARK / NO AIS

1

VESSEL CLASSES

Active

IMAC CORRIDOR

CARGO

General Cargo - AIS Active

Panama  
CC: Unknown

CARGO

General Cargo - AIS Active

Togo  
CC: Unknown

Source: Windward AI - March 29, 2026

windward.ai

# EPIC FURY Daily Analysis - HORMUZ



Transits / Static in the Strait:

March 30, 2026

- 3 AIS Transmitting Vessels Exited the Gulf
- 3 AIS Transmitting Vessel Entered the Gulf

Vessels Breakdown - [See Annex 1](#)

CSCAL - Ultra Large Container Vessels

- AIS Status: CSCAL ARCTIC OCEAN confirmed AIS outbound transit. CSCAL INDIAN OCEAN's signal was lost ~6.6 nm south of its sister ship just before the crossing. Together moving a combined volume of over 36,000 TEU
- Satellite imagery (30-03 02:14 UTC) confirms two ~400m vessels navigating in close proximity
- Data for both vessels lists Port Klang, Malaysia, as the reported destination



Figure - AIS Transmitting Vessels Transiting Hormuz, March 30. Windward

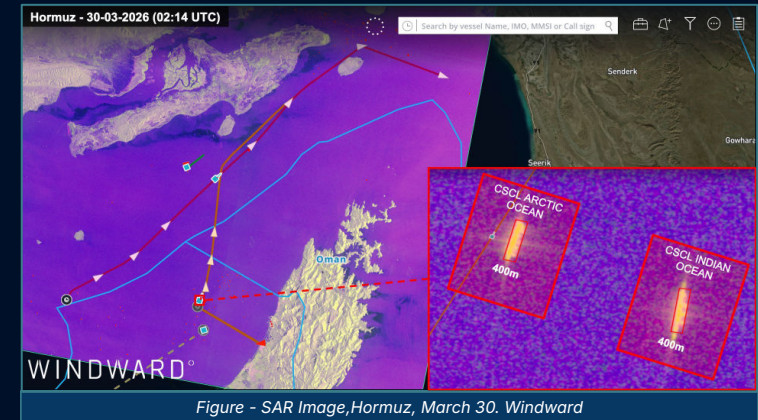


Figure - SAR Image, Hormuz, March 30. Windward

## Key Findings:

- 24 AIS-dark vessels across all three terminal zones, assessed to be in active operations under Iran-controlled access through Hormuz

### Oil Terminal (2 tankers, 180–250 m):

- Based on the two fuel-oil exports lifted from this berth since 01-03, the tankers are likely loading dirty petroleum products (fuel oil) for export; combined lift assessed at ~700 K bbl
- Assessment: EXPORT

### Bulk Terminal (8 vessels, 150–190 m):

- Discharging an estimated 375,000–500,000 tonnes of grain, corn, and agri-inputs (~\$80–120M landed value at war-inflated freight rates).
- Iran's selective transit system explicitly prioritises inbound food
- Assessment: IMPORT — Iran has no significant dry bulk export commodity at Bandar Abbas, but is a structural grain importer currently in a documented food emergency (Caspian grain from Russia help northern provinces but cannot replace Gulf deep-water imports)

### Container Terminal (14 vessels, 150–300 m):

- Active bilateral China–Iran trade; estimated 55,000–90,000 TEU in motion (~\$220–360M trade value)
- Smaller feeders (150–225 m) are likely dual-cycling: discharging Chinese manufactured goods, machinery, chemicals; loading Iranian petrochemicals, minerals, dried goods, while larger 300 m units are predominantly discharging
- Assessment: MIXED, import-dominant - China is Iran's dominant trade partner supplying manufactured goods inbound; Iran's export basket is smaller in volume and faces compressed demand under sanctions and wartime conditions

# EPIC FURY Daily Analysis - IRANIAN OIL



## Oil-on-Water:

- Iran's Cargo-on-Water is currently estimated at ~184 million barrels (~10 million barrels more than on the previous day), comprising 163 Mbbl of crude & condensates, 13.22 Mbbl of CPP, and 7 Mbbl of DPP.

## Oil Departures:

- Data shows 3 documented departures of Crude Oil Tankers leaving the Kharg Island on March 29, 2026
- Estimated volume of oil loaded: ~4.7 Million Barrels
- All 3 Vessels were Dark (Non-AIS transmitting) throughout the operations in the Gulf
- All 3 Vessels were maintaining a route between Dark operations in the Gulf and Dark Operation off Malaysia in the past year

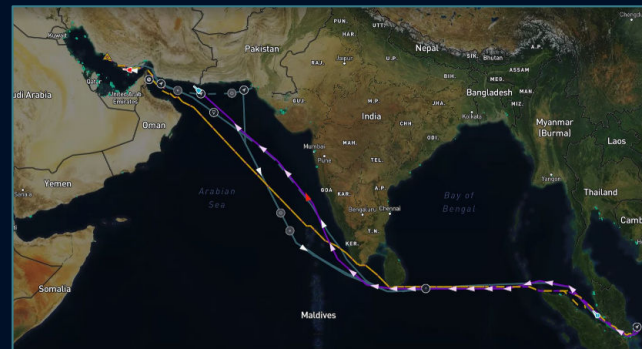


Figure - Route of the 3 Vessels departed the Kharg Island Loaded with Iranian Oil, March 30. Windward

Vessel Name	IMO	Flag	Status
YULIN	9231224	Nicaragua	Sanctioned
HERO2	9362073	Iran	Sanctioned
DIAMOND II	9218478	Iran	Sanctioned

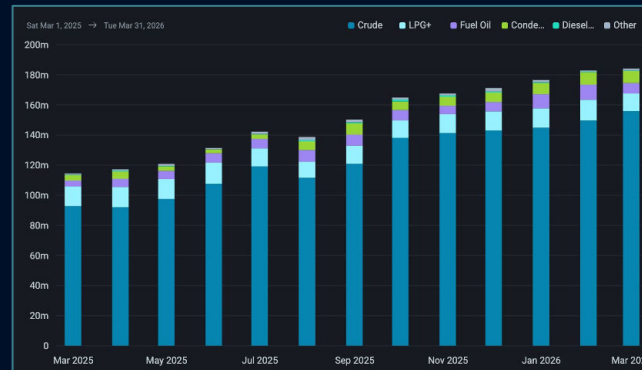


Figure - Iranian Crude-on-Water, Vortexa

# EPIC FURY Daily Analysis - UST-LUGA



- Ust-Luga: Sustaining its fifth UAV attack in seven days, with operations severely disrupted
- Ust-Luga Russia's Baltic export terminal shipped approximately 536 million barrels over the past 12 months, averaging 1.15 million bbl/day. Of that, 343 million barrels (803,000 bbl/day) flowed to Asian markets - primarily India, Singapore, and China - while 73 million barrels (175,000 bbl/day) were destined for European buyers. Five UAV strikes in seven days have now placed the terminal's operational continuity in serious doubt
- Over the course of the past 7 days, export of oil have been recorded only once (Total of 730K barrels)
- March 2026, records the lowest exports from Ust-Luga in at least 12 Months



Figure - Ust-Luga Departures, Past 7 Days. Vortexa

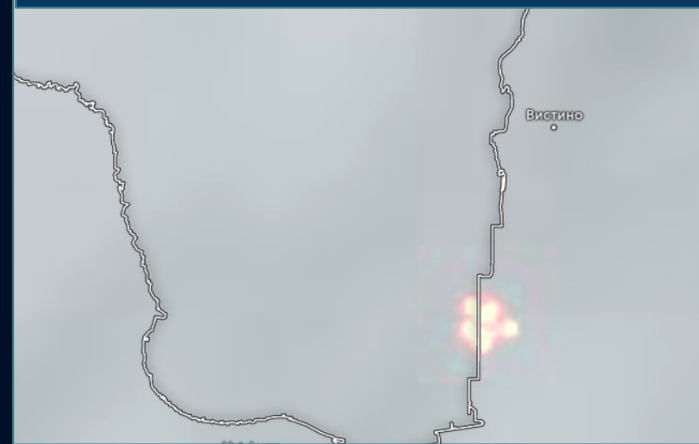


Figure - Active Fire, Ust Luga Port, March 30. Zoom-Earth

# EPIC FURY Daily Analysis - RUSSIAN OIL

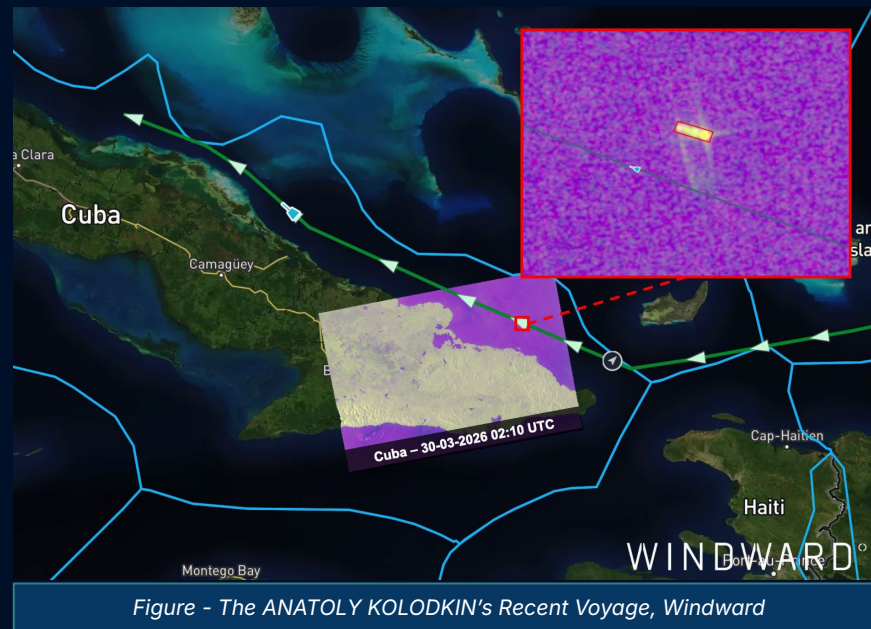


## First Crude Shipment to Cuba since 20 December, 2025

- Vessel: ANATOLY KOLODKIN (IMO 9610808) | Russian Flag
- Voyage: Primorsk, Russia (08 Mar) → Matanzas, Cuba (1 April) | 23-day transit
- Quantity: ~749.5k bbl (Urals Crude)

## Strategic Context

- This represents the first documented crude import to Cuba since 20 December 2025, marking a critical resumption of supply following the loss of Venezuelan and Mexican volumes.
- Beyond AIS tracking, the vessel has been detected via SAR image analysis, confirming its location despite a history of identity manipulation.
- Sanctions & Risk: The vessel is a confirmed "Dark Fleet" asset (OFAC/EU sanctioned). It has a documented history of IMO spoofing and flag hopping, though it maintained a continuous AIS signal during this high-profile delivery.





# EPIC FURY Daily Analysis - PORT EXCEPTIONS



## Gulf:

- **Jebel Ali, UAE:** 4 transshipment rollovers (0% from previous day, +40% vs 7-day average); 6 transshipment-delay cases (+20% from previous day, -4.55% vs 7-day average).
- **Port Khalid, UAE:** 2 port-of-destination changes (0-baseline from previous day, +180% vs 7-day average).
- **Shuwaikh, Kuwait:** 4 transshipment rollovers (+100% from previous day, +1300% vs 7-day average); 4 transshipment-delay cases (0-baseline from previous day, +1300% vs 7-day average).

## Outside the Gulf:

- **Karachi, Pakistan:** 2 transshipment rollovers (0-baseline from previous day, +133.33% vs 7-day average); 4 port-of-destination changes (+100% from previous day, +460% vs 7-day average).

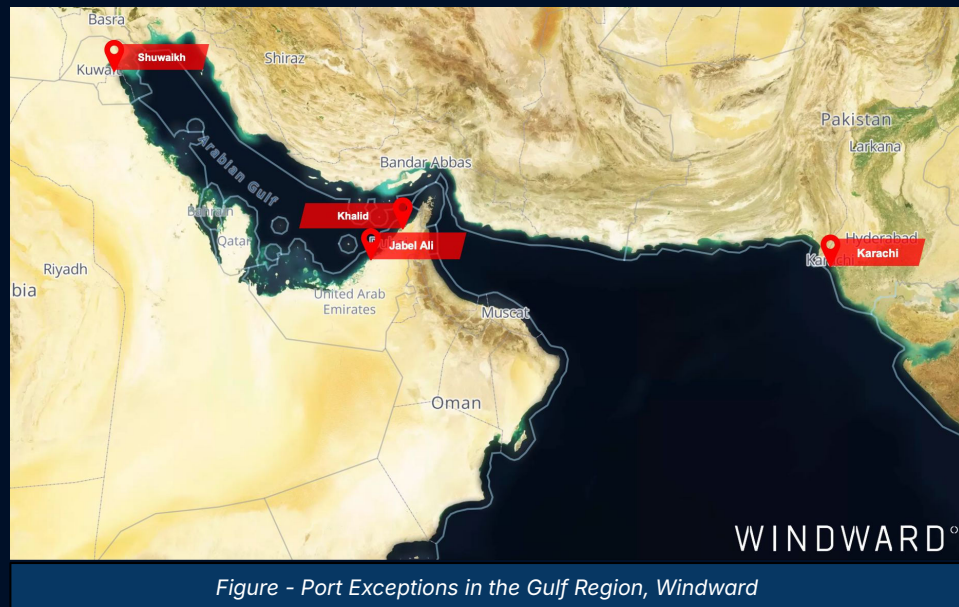






Figure - Port Exceptions in the Gulf Region, Windward



-  Windward Co-Founder & CEO, Ami Daniel - (Podcast) - [A deep dive into one of the most important global trade chokepoints: the Straits of Hormuz](#)
-  Windward Co-Founder & CEO, Ami Daniel - (LinkedIn) - [Houthi Tensions, Rising Threats to Yanbu, Red Sea Shipping, and Regional Trade](#)
-  Windward - (Blog) - [March 29, 2026: Iran War Maritime Intelligence Daily](#)
-  Windward - [Daily Strait of Hormuz & Maritime Choke Points Dashboard](#)

# ANNEX 1 - VESSELS TRANSITED THE STRAIT OF HORMUZ



Vessel Name	IMO	Flag	Subclass	Reported Destination
BEHNAVAZ	9346548	Iran	Container Vessel	Zhuhai (China)
MAC HOPE	9316191	Panama	Bulk Carrier	CHINA OWNER&CREW
RATTA	9185499	Panama	Chemicals Tanker	Nanjing (China)
MERCURY	9084231	Panama	Bulk Carrier	Kakinada (India)
CSCL INDIAN OCEAN	9695157	HongKong	Container Vessel	Port Khalifa (UnitedArabEmirates)
CSCL ARCTIC OCEAN	9695169	HongKong	Container Vessel	Ad Dammam (SaudiArabia)
VALLEY	9157478	Botswana	Tanker	Fujairah (UnitedArabEmirate)



*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.*

## DISCLAIMER

The results presented in this report were produced by the Windward System. While the Windward System is proven to yield outstanding and reliable results, these contain by nature statements, and conclusions based (inter alia) on estimates, predictions, assumptions, and data which are subject to uncertainties beyond the control of the supplier and therefore might possibly include inaccuracies. The user is therefore encouraged to examine the results and consider additional means to augment conclusions in case any action is taken.