Kpler Media Briefing

Middle East Energy and Maritime Disruptions

Flow data as of Saturday, 31 October 2026 (T-2, to reduce day-to-day revision noise)

Prepared Monday, 2 November 2026. Kpler Insight and Kpler platform data, with media reports on weekend developments Kpler Insight has not yet covered

1. Executive summary and key price drivers

Oil flows through the Strait of Hormuz remain well below pre-war levels. Total Hormuz clearance averaged 7,359 kbd over the 7 days to 31 October, about 43% of the pre-war baseline of 17,147 kbd. The latest 4 days are preliminary floors, ranging from 6,344 kbd on 28 October to 9,778 kbd on 30 October. Such readings have typically settled 1.5 to 2 times higher, because each transit is confirmed against more than one source. Bypass routes are offsetting part of the loss. Fujairah and Oman terminal loadings averaged 4,463 kbd over 7 days, about 31% above their pre-war baseline. Kpler Insight reports that Saudi East Coast loadings are continuing, with 9 VLCCs alongside on 28 October. Brent settled above $113/bbl on Friday 30 but slipped below $110/bbl early on Monday after the weekend.

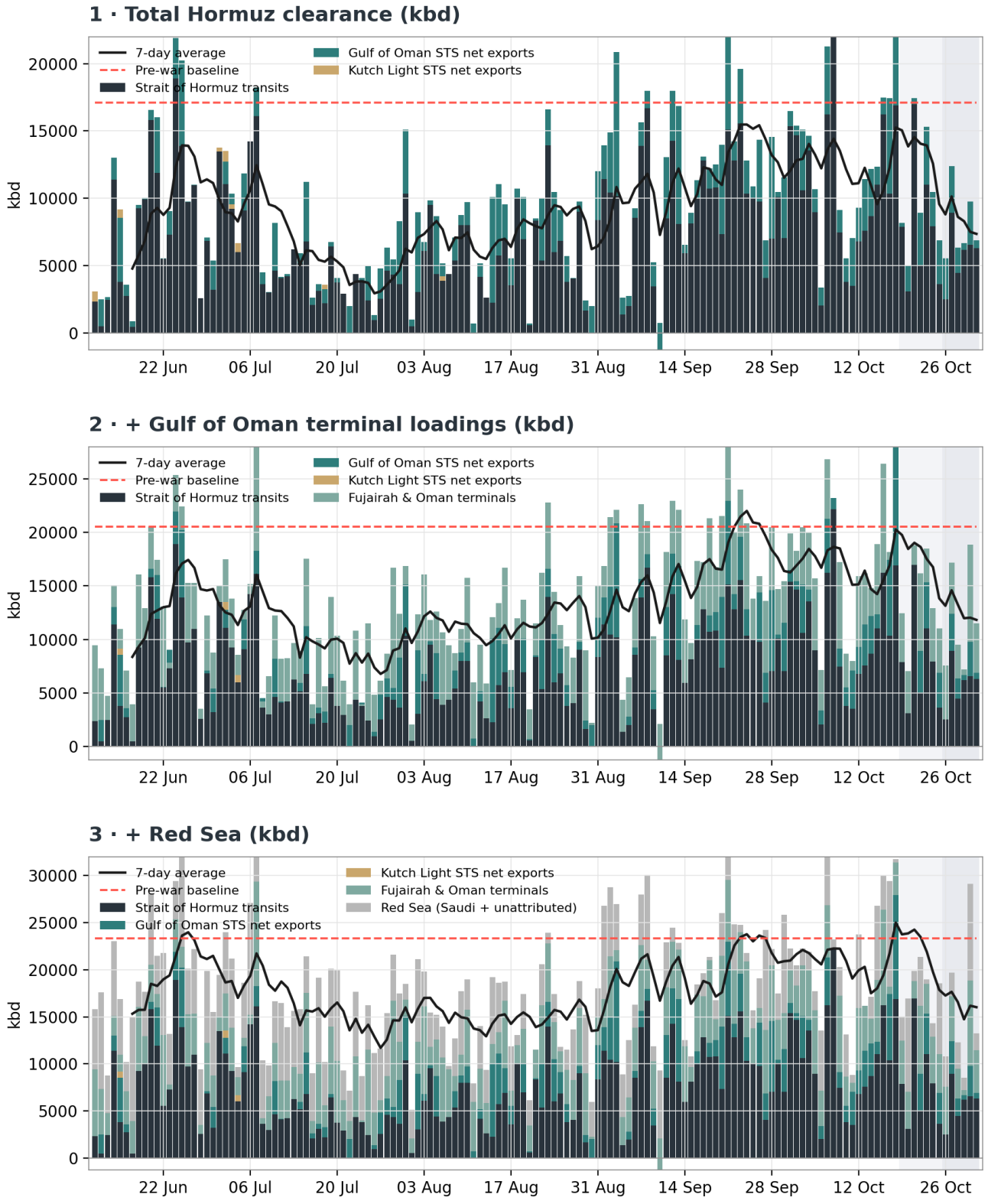
Explore these flows in the new Middle East Flows dashboard in the Kpler terminal. It brings Strait of Hormuz transits, Gulf of Oman ship-to-ship net exports, Gulf of Oman terminal loadings and Red Sea exports together in one view.

Middle East Regional Flows (kbd)

Middle East Regional Flows (kbd)	31 Oct	30 Oct	29 Oct	28 Oct	7-day MA	Pre-War Baseline
Strait of Hormuz Transits	6,305	6,562	6,182	4,470	5,945	17,147
Gulf of Oman STS Net Exports	593	3,215	503	1,874	1,414	0
Kutch Light STS Net Exports	0	0	0	0	0	0
1. Total Hormuz Clearance	**6,898**	**9,778**	**6,685**	**6,344**	**7,359**	**17,147**
Crude	6,000	7,845	6,000	6,002	5,985	13,499
Products	898	1,933	685	342	1,374	3,592
Fujairah & Oman Terminals	4,579	9,051	533	3,133	4,463	3,417
2. + Gulf of Oman Terminals	**11,477**	**18,828**	**7,218**	**9,477**	**11,822**	**20,508**
Crude	10,252	15,211	6,325	8,626	9,819	15,674
Products	1,225	3,617	893	850	2,003	4,834
Red Sea (Saudi + Unattributed)	1,762	10,269	1,281	2,836	4,197	2,804
3. + Red Sea	**13,239**	**29,098**	**8,499**	**12,312**	**16,018**	**23,311**
Crude	11,319	23,911	6,325	11,462	13,146	17,013
Products	1,920	5,186	2,174	850	2,873	6,298
Strait of Hormuz Tanker Crossings	7	8	10	17	11	50
Enter MEG	3	3	5	11	6	25
Exit MEG	4	5	5	6	5	25

Three cumulative measures of confirmed clearance move outward from the strait itself (1) to Gulf of Oman and Fujairah/Oman terminal loadings (2) and then Red Sea volumes (3). Iranian-origin transits are excluded throughout. Figures are oil only, covering Crude/Co, CPP, DPP and Chem/Bio and excluding NGLs and LNG. Source, Kpler.

Middle East Regional Flows, daily series from 11 June to 31 October



Stacked bars are the confirmed components of each cumulative measure; the solid line is the 7-day average and the dashed line the pre-war baseline. Shaded bands mark the provisional (8 to 14 days) and preliminary (last 7 days) recency tiers, which have typically settled 1.5 to 2 times higher as later confirmations land. The late-June peak reflects the evacuation of cargoes stranded by the outbreak of the war. Source, Kpler.

Table and chart methodology and caveats

- Every figure is a confirmed floor and can revise upward at any horizon. The recency tiers mark where revisions concentrate, not where they stop.
- Reported figures are older than 14 days, provisional figures are 8 to 14 days old, and preliminary figures cover the last 7 days. Preliminary figures have typically settled 1.5 to 2 times higher once confirmations land.
- Gulf of Oman, Kutch Light and Red Sea volumes with no confirmed load terminal capture ship-to-ship cargo net of unmatched arrivals, and they carry no origin attribution. The Iranian-origin exclusion therefore applies to strait transits only.
- Pre-war baselines are averages over March 2025 to February 2026 on the same definitions and product-bucket selection.
- Strait crossings are dated by transit, unattributed ship-to-ship cargo by the date it surfaces or departs, and berth loadings by loading date. Daily totals therefore mix event timings, and the 7-day averages absorb most of that noise.

Primary drivers

- Clearance through the strait remains well below the pre-war baseline on a 7-day basis. Fujairah, Oman and Red Sea volumes run above their baselines. Section 2 sets out the detail.
- Escalation risk after the US midterms on 3 November keeps the market on edge. On 1 November, Kpler Insight reported possible new US strikes on Iran as early as 4 November. Gulf allies have reportedly been warned to prepare. Section 3 covers the risks to Gulf transits.
- Media reports describe weekend tanker incidents in the strait and talks on reopening it. Section 3 covers both.
- Freight and insurance risk are rising on the Gulf route, and Gulf of Oman shuttle voyages are taking longer. Section 3 gives the freight and vessel readings.
- Saudi East Coast loadings are recovering but remain below pre-disruption levels, and returning Saudi barrels are pressuring European sour grades. Section 4 covers Saudi export routes and grade effects.
- Diesel and jet fuel remain the tightest parts of the barrel, and cracks stay far above historical levels. Section 5 gives the benchmark moves.

2. Chokepoint and transit metrics

A. Strait of Hormuz

Strait transits excluding Iranian-origin vessels averaged 5,945 kbd over 7 days, about 35% of the pre-war baseline of 17,147 kbd. The latest 4 days, all preliminary, ranged from 4,470 kbd on 28 October to 6,562 kbd on 30 October. Such readings have typically settled 1.5 to 2 times higher as confirmations land.

Gulf of Oman ship-to-ship net exports averaged 1,414 kbd over 7 days, against a pre-war level of 0 kbd. The latest 4 days ranged from 503 kbd on 29 October to 3,215 kbd on 30 October.

Crude averaged 5,985 kbd of clearance over 7 days, against a pre-war level of 13,499 kbd. Products averaged 1,374 kbd, against 3,592 kbd before the war.

Tanker crossings averaged 11 over 7 days, against a pre-war level of 50. The count of 7 on 31 October is the freshest day, and the 3 days before it counted 8, 10 and 17. Many transits are dark, so confirmation takes longer and the latest count is the most likely to change.

Bypass routes continue to offset part of the loss. Fujairah and Oman terminal loadings averaged 4,463 kbd over 7 days, about 31% above the pre-war baseline of 3,417 kbd. The latest 4 days, all preliminary, ranged from 533 kbd on 29 October to 9,051 kbd on 30 October.

Kpler Insight reported on 30 October that Basrah loadings have recovered to around 3 mbd. It also reported that Kirkuk loadings from Ceyhan reached 420 kbd in October, the highest since 2023. On 29 October, Kpler Insight

reported that Upper Zakum crude will flow through an accelerated pipeline to Fujairah from early 2027. That effectively doubles the capacity of ADNOC to bypass Hormuz.

B. Bab el-Mandeb and Red Sea

The 7-day average of Red Sea volumes, at 4,197 kbd, sits about 50% above the pre-war baseline of 2,804 kbd. The latest 4 days, all preliminary, ranged from 1,281 kbd on 29 October to 10,269 kbd on 30 October. The series covers Saudi cargoes and unattributed ship-to-ship volumes with no confirmed load terminal. Daily readings swing widely, and ship-to-ship cargo is dated by the day it surfaces or departs, so recent days can revise upward.

On 29 October, Kpler Insight reported that Asia-bound flows through Bab el-Mandeb have subsided on security concerns. Such flows are now about 250 kbd, against a peak of about 3.4 mbd in June. Egypt's Sidi Kerir is now the main bypass route to Asia, with loadings near 1.5 mbd in October.

3. Maritime risk and fleet status

Kpler Insight reported on 30 October that the US military has warned against unnecessary Hormuz transits. It advised vessels to allow additional transit time ahead of a potential escalation after the US midterms on 3 November. Intensified Iranian attacks have lengthened Gulf of Oman shuttle voyages. VLCC round trips are estimated at 26 days in October, up from 24 days in September.

Kpler Insight also reports that Iran has threatened legal action against Sinokor, which carries nearly 40% of Hormuz crude. That threat adds freight and insurance risk. VLCC rates from the Middle East Gulf to China rose by $1.58/bbl over the week to $36.82/bbl.

On 1 November, Kpler Insight reported possible new US strikes on Iran as early as 4 November. Gulf allies have reportedly been warned to prepare, although no final decision has been announced. Gulf governments are pushing for de-escalation, concerned that Iranian retaliation could again target regional energy infrastructure and shipping.

Media reports say the United Kingdom Maritime Trade Operations centre reported a tanker hit by an unknown projectile in the Strait of Hormuz on 1 November. Iran's Revolutionary Guard also says 2 crude tankers hit mines and caught fire. No maritime authority has confirmed the mine claim.

Kpler flow data run to 31 October, so these events are not yet reflected in the flow panel. Kpler has not confirmed them.

Media reports also say Iran's foreign minister is holding talks with mediators on a 2-day plan to reopen the strait. The US secretary of state has said no decision has been made on new strikes. The US president has said the conflict will end soon.

Kpler classed 34 of the 42 oil tanker crossings recorded from 28 to 31 October as dark or unknown route.

Illustrative Mideast Gulf tanker crossings, 28 to 31 October

Date	Vessel	Type	Direction / state	Cargo	Volume (kb)	Load port	Discharge / next port
31 Oct	MAJRA	VLCC	MEG exit, laden	Crude/Co	2,000	Ras Tanura, Saudi Arabia	Zhoushan, China
31 Oct	KASSAB	VLCC	MEG entry, ballast	None	0	Not applicable	Ras Tanura, Saudi Arabia
30 Oct	TILOS I	Suezmax	MEG exit, laden	Crude/Co	1,018	Al Basrah, Iraq	Mundra, India
30 Oct	VELOS SAPPHIRE	MR	MEG exit, laden	CPP	512	Jubail, Saudi Arabia	Fujairah, United Arab Emirates
29 Oct	SAMOA PROSPERITY	VLCC	MEG exit, laden	Crude/Co	2,000	Ras Tanura, Saudi Arabia	Cochin, India
29 Oct	BLAZE	MR	MEG exit, laden	CPP	182	Jebel Ali, United Arab Emirates	Qingdao, China
28 Oct	SILVERSTONE	VLCC	MEG exit, laden	Crude/Co	2,002	Al Basrah, Iraq	Fujairah, United Arab Emirates
28 Oct	BASRAH ENERGY	VLCC	MEG entry, ballast	None	0	Not applicable	Al Basrah, Iraq

Illustrative sample, not the full crossing log. Source, Kpler, Strait of Hormuz Tanker Crossings dashboard.

Where AIS coverage lapses, Kpler applies a dark-transit methodology, cross-referencing satellite imagery and human intelligence against a binary confirmation standard before attributing a movement. See the full methodology note at the end of this briefing.

4. Critical infrastructure status

Saudi infrastructure, Petroline and Yanbu

Kpler Insight reported on 29 October that Saudi crude exports averaged 6.15 mbd in October to date, against 7.16 mbd in September. East Coast loadings of 3.49 mbd have recovered from the mid-year low. They remain well below the 5 to 6 mbd seen before the March 2026 disruption. Juaymah accounts for about 71% of East Coast exports.

Kpler Insight reports that the Houthis claimed a ballistic missile strike on the Ras Tanura refinery on 27 October. Sentinel-2 imagery from 28 October nonetheless shows 9 VLCCs at Juaymah and Ras Tanura. Ras Tanura had its busiest day for loadings since early 2025.

On 22 October, Kpler Insight reported that Aramco's East-West Pipeline, known as Petroline, resumed operations on 22 September. A drone attack on 10 September had forced a halt. Yanbu weekly exports have averaged about 3 mbd since the restart and topped 4 mbd in the week of 12 October. On 30 October, Kpler Insight reported that Aramco is marketing spot cargoes from Yanbu and Sidi Kerir.

On 29 October, Kpler Insight said returning Saudi barrels are pressuring sour grades in Europe. The Johan Sverdrup premium to Dated Brent has slid to $0.25/bbl, from a record $24/bbl in mid-September.

Indicator	Latest reading
Trigger event	A drone attack on 10 September damaged pumping infrastructure on Petroline. The pipeline itself sustained little damage.
Pipeline status	Petroline resumed operations on 22 September. Yanbu weekly exports have averaged about 3 mbd since the restart and topped 4 mbd in the week of 12 October.
Restoration timeline	On 14 September, Kpler Insight expected repairs to take 4 to 6 weeks. Operations restarted 12 days after the attack.
Estimated export exposure	The pipeline ran an estimated 5.4 to 5.5 mbd before the attack. Kpler Insight estimated that a half rate restart would cut Yanbu exports by 2.5 to 2.7 mbd.
Yanbu terminal inventories	On 14 September, Kpler Insight assessed Yanbu terminal inventories at 9 mb and other west coast refinery inventories at 16.5 mb.
Grade mix effect	Returning Saudi barrels pressure European sour grades. The Johan Sverdrup premium to Dated Brent has fallen to $0.25/bbl from a record $24/bbl in mid-September.
East coast pivot	East Coast loadings averaged 3.49 mbd in October to date, after a September peak of 4.16 mbd. Pre-disruption levels were 5 to 6 mbd.
European cargo cancellations	European refiners that faced term delays or cancellations in September and October were expected to see volumes recover in November.

Sources, Kpler Insight publications dated 14 September, 22 October and 29 October 2026.

5. Refined products and bunker fuel impact

Kpler Insight reported on 30 October that US diesel prices are up 93% since the end of February. Brent is up 60% and US gasoline 65%. Diesel cracks have averaged above $100/bbl for a second straight month. Seaborne clean product exports from the Middle East ran at 1.3 mbd over the first 3 weeks of October. That is about 1 mbd below the Q4 2025 average.

On 1 November, Kpler Insight reported that efforts to ease the diesel shortage are buying some breathing room. The pressure is shifting to jet fuel. Russia has announced plans to lift diesel exports from 123 kbd in October to 534 kbd in November. Jet volumes on water continue to decline, and inventories in the US and ARA are drawing down. The Middle East supplied about 31% of global jet fuel exports before the war.

Kpler Insight also reports that rising conflict risk in Iran threatens European jet imports. Better supply and waning seasonal demand nonetheless keep the outlook for European jet bearish.

On 29 October, Kpler Insight reported that weakening demand and improving supply are pressuring refined products. Geopolitical disruptions limit the downside across the barrel. Asian 180cst and 380cst high sulphur fuel oil cracks have firmed to about $12 to $13/bbl against Brent. Kpler Insight sees slight downside risk for Singapore very low sulphur fuel oil as Al Zour exports resume. Improving bunker demand partly offsets this.

Benchmark	Weekly move	Note
US Gulf Coast gasoline crack	Up $2.3/bbl	Gasoline stocks rose by nearly 4 mb to 209.2 mb, back inside the seasonal range for the first time in 25 weeks.
US RBOB crack	Up $3.6/bbl	The gain came despite a large sell-off late in the previous week.
Northwest Europe gasoline crack	Down $5.3/bbl	Maintenance is winding down and blending demand is drying up.
Mediterranean gasoline crack	Up $0.2/bbl	Little changed as European balances begin to lengthen from November.
Singapore 95R gasoline crack	Down $0.2/bbl	Holds a firm premium over Western cracks while Asian balances stay close to equilibrium.
Singapore HSFO cracks, 180 cst and 380 cst	Firmer, about $12 to $13/bbl against Brent	Tight inflows and drawing floating storage support the market. Iraqi tenders may cap the upside.

Source, Kpler Insight, Refined Products, published 29 October 2026.

6. Sources and notes

This briefing draws on Kpler Insight research and Kpler platform data. As a one-off exception, it also reports weekend developments from media reports because Kpler Insight has not yet published on them.

Kpler Insight citations

- Michelle Brouhard, “Russian Diesel, American Politics, and a New Mole”, Compass, published 1 November 2026. https://terminal.kpler.com/insight/compass/russian-diesel-american-politics-and-a-new-mole
- Reid I’Anson, “Diesel represents a convergence of conflict”, Commodity Geopolitics, published 30 October 2026. https://terminal.kpler.com/insight/research/reports/diesel-represents-a-convergence-of-conflict
- Matt Wright and Panagiotis Krontiras, “Tonnage tightness and Atlantic crude length anchor WoS VLCC rates”, Tankers Weekly, published 30 October 2026. https://terminal.kpler.com/insight/research/reports/tonnage-tightness-and-atlantic-crude-length-anchor-wo-s-vlcc-rates
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- Johannes Rauball, Naveen Das and Muyu Xu, “Physical tightness eases as Saudi’s Yanbu exports recover”, Crude Oil, published 22 October 2026. https://terminal.kpler.com/insight/research/reports/physical-tightness-eases-as-saudis-yanbu-exports-recover
- Homayoun Falakshahi, Ivan Ryabov, Panagiotis Krontiras and Andon Pavlov, “Petroline down, exports pivoting east, key scenarios and where the differentials go”, Market Pulse, published 14 September 2026. https://terminal.kpler.com/insight/research/research-updates/petroline-down-exports-pivoting-east-key-scenarios-and-where-the-differentials-go

Kpler platform data

- Media reports, 30 October to 2 November 2026, used for factual reporting of weekend developments only. Publications are not named, at editorial discretion.
- Kpler Insight search API (reports and short-form content), published-by-date range from 30 October to 2 November 2026. Uses a 48-hour rolling window on Wednesday to Friday editions, extended back to the prior Friday on Monday and Tuesday editions to include weekend publications.
- Kpler internal flow-tracking data, “Middle East Regional Flows” measures (Total Hormuz Clearance and Strait of Hormuz Tanker Crossings panel), flow data to 31 October 2026, compiled by the Insight team.
- Kpler, Strait of Hormuz Tanker Crossings dashboard, illustrative vessel sample, 28 to 31 October 2026.

Standing methodology note, vessel and cargo tracking

Kpler compiles vessel and cargo tracking data from 3 complementary sources. Automatic Identification System (AIS) signals form the backbone, providing real-time position data whenever a vessel's transponder is active. A gap in that signal is informative but not conclusive on its own. Satellite imagery, both optical and synthetic aperture radar (SAR), corroborates vessel presence and laden state at terminals and along transit routes. SAR can see through cloud cover where optical imagery cannot. These streams are supplemented by human intelligence, meaning market sources reporting loading events, ship-to-ship transfer scheduling and port call activity. This intelligence often flags a movement before satellite imagery can confirm it.

The 3 streams are cross-referenced against a binary confirmation standard. An event is recorded only when consistent evidence from more than one source supports it, not through probabilistic attribution or a single source. Where AIS coverage lapses, such as during a dark transit, analysts look for satellite imagery placing a vessel inside a region on one date and outside it on another. They also draw on human intelligence and discharge-side confirmation that corroborates timing and cargo grade. Volumes that cannot be independently verified this way are classified as unknown origin rather than attributed by inference, a deliberately conservative approach that favours accuracy over completeness.

Source, Middle East and Gulf of Oman dark crude exports methodology, Kpler Help Centre. https://help.kpler.com/en/articles/15462913-middle-east-and-gulf-of-oman-dark-crude-exports-methodology