Kpler Media Briefing

Middle East Energy and Maritime Disruptions

Flow data as of Sunday, 1 November 2026 (T-2, to reduce day-to-day revision noise)

Prepared Tuesday, 3 November 2026. Kpler Insight and Kpler platform data only

1. Executive summary and key price drivers

Oil flows through the Strait of Hormuz remain well below pre-war levels. Total Hormuz clearance averaged 7,789 kbd over the 7 days to 1 November, about 45% of the pre-war baseline of 17,147 kbd. The latest 4 days are preliminary floors, ranging from 6,593 kbd on 31 October to 9,563 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 4,240 kbd over 7 days, about 24% above their pre-war baseline. Kpler Insight reported on 1 November that Gulf allies have reportedly been warned to prepare for possible new US strikes on Iran as early as 4 November.

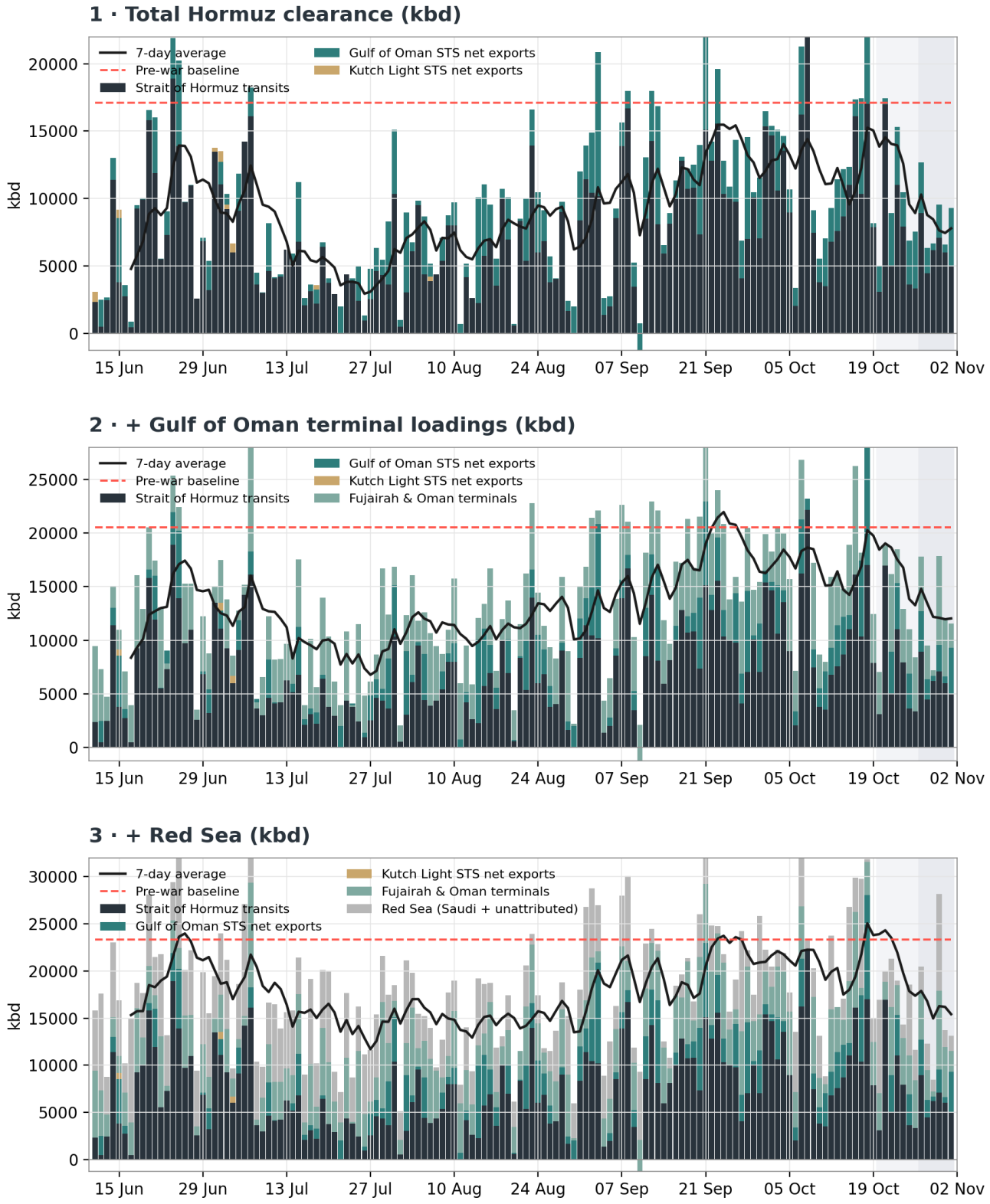
Explore these flows in the new Middle East Flows dashboard in the Kpler terminal. It brings Strait of Hormuz transits, Gulf of Oman ship-to-ship net exports, Gulf of Oman terminal loadings and Red Sea exports together in one view.

Middle East Regional Flows (kbd)

Middle East Regional Flows (kbd)	1 Nov	31 Oct	30 Oct	29 Oct	7-day MA	Pre-War Baseline
Strait of Hormuz Transits	5,000	6,000	7,091	6,182	6,461	17,147
Gulf of Oman STS Net Exports	4,292	593	2,472	503	1,328	0
Kutch Light STS Net Exports	0	0	0	0	0	0
1. Total Hormuz Clearance	**9,292**	**6,593**	**9,563**	**6,685**	**7,789**	**17,147**
Crude	8,776	6,000	7,845	6,000	6,777	13,499
Products	516	593	1,719	685	1,012	3,592
Fujairah & Oman Terminals	2,241	5,357	8,308	518	4,240	3,417
2. + Gulf of Oman Terminals	**11,533**	**11,950**	**17,871**	**7,203**	**12,029**	**20,508**
Crude	8,776	10,252	15,211	6,325	10,075	15,674
Products	2,757	1,698	2,660	878	1,954	4,834
Red Sea (Saudi + Unattributed)	1,617	1,762	10,269	1,281	3,381	2,804
3. + Red Sea	**13,150**	**13,712**	**28,140**	**8,484**	**15,410**	**23,311**
Crude	8,776	11,319	23,911	7,101	12,559	17,013
Products	4,374	2,392	4,229	1,382	2,851	6,298
Strait of Hormuz Tanker Crossings	4	9	10	10	11	50
Enter MEG	1	5	4	5	6	25
Exit MEG	3	4	6	5	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 1 November



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 below half of the pre-war baseline on a 7-day basis, while Fujairah, Oman and Red Sea volumes run above theirs. Section 2 sets out the detail.
- Escalation risk after the US midterms on 3 November keeps the market on edge. Gulf allies have reportedly been warned to prepare for possible new US strikes on Iran as early as 4 November. Section 3 covers the risks to Gulf transits.
- Freight and insurance risk are rising on the Gulf route, and shuttle voyages are taking longer. Section 3 gives the freight and vessel readings.
- Tankers with higher-risk cargo histories now lift a growing share of Gulf crude. Section 3 gives the detail.
- Saudi East Coast loadings are recovering but remain below pre-disruption levels. Section 4 covers Saudi export routes and grade effects.
- Diesel and jet fuel remain the most constrained 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 6,461 kbd over 7 days, about 38% of the pre-war baseline of 17,147 kbd. The latest 4 days, all preliminary, ranged from 5,000 kbd on 1 November to 7,091 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 1,328 kbd over 7 days, against a pre-war level of 0 kbd. The latest 4 days ranged from 503 kbd on 29 October to 4,292 kbd on 1 November.

Crude averaged 6,777 kbd of clearance over 7 days, against a pre-war level of 13,499 kbd. Products averaged 1,012 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 4 on 1 November is the freshest day, and the 3 days before it counted 9, 10 and 10. 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 4,240 kbd over 7 days, about 24% above the pre-war baseline of 3,417 kbd. The latest 4 days, all preliminary, ranged from 518 kbd on 29 October to 8,308 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.

B. Bab el-Mandeb and Red Sea

The 7-day average of Red Sea volumes, at 3,381 kbd, sits about 21% 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 classed 26 of the 33 oil tanker crossings recorded from 29 October to 1 November as dark or unknown route.

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 reported 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.

Kpler Insight reported on 1 November that Gulf allies have reportedly been warned to prepare for possible new US strikes on Iran as early as 4 November. 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.

On 2 November, Kpler Insight reported that a draft proposal is reportedly circulating after 3 days of Qatar-mediated talks. Iran has shortened its proposed Hormuz reopening timeline from 7 days to 2, provided Washington makes concessions first. Tehran wants economic relief first, while Washington wants early nuclear commitments.

On 3 November, Kpler Insight reported that higher-risk tankers loaded 66 mb of Mideast Gulf crude in October. That was about 21% of the 307 mb that cleared, against an average of 5% before the war. Kpler Insight defines these tankers by cargo history. That history includes Russian crude, Venezuelan crude without an identified licence, or cargo tagged EOPL, a zone off Johor known for dark ship-to-ship transfers. The label is not a finding that anyone has breached sanctions, and about 4 in 5 barrels still cleared on other tankers.

Kpler Insight links the rise to high freight from the Mideast Gulf to China. Many owners stayed away from the strait, and rates drew back owners with a higher tolerance for risk.

Illustrative Mideast Gulf tanker crossings, 29 October to 1 November

Date	Vessel	Type	Direction / state	Cargo	Volume (kb)	Load port	Discharge / next port
1 Nov	BRUNEI PROSPERITY	VLCC	MEG exit, laden	Crude/Co	2,000	Ras Tanura, Saudi Arabia	Vadinar, India
1 Nov	VASILISSA	Suezmax	MEG exit, laden	Crude/Co	1,000	Mideast Gulf	Vadinar, India
31 Oct	PLATINUM SHINE	VLCC	MEG exit, laden	Crude/Co	2,000	Ras Tanura, Saudi Arabia	Ningbo area, China
31 Oct	KASSAB	VLCC	MEG entry, ballast	None	0	Panjin, China (last cargo)	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, UAE
29 Oct	BLAZE	MR	MEG exit, laden	CPP	182	Jebel Ali, UAE	Qingdao, China
29 Oct	RAIN CUBIC	VLCC	MEG exit, laden	Crude/Co	2,000	Al Basrah, Iraq	Vadinar, India

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

On 29 October, Kpler Insight reported 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.

The same report says 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. Kpler Insight repeated the Houthi claim on 30 October and noted added uncertainty for regional products cargo availability.

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.

Kpler Insight also reported on 22 October that Aramco has asked European term buyers for bids on spot cargoes from Yanbu and Sidi Kerir. Returning Saudi barrels are pressuring medium sour grades in Europe. The Johan Sverdrup premium to Dated Brent averaged about $6/bbl in October, from $23/bbl in late September.

Indicator	Latest reading
Trigger event	A drone attack on 10 September halted Petroline. On 14 September, Kpler Insight found a pumping station severely damaged and the line itself little affected.
Pipeline status	Operations resumed on 22 September, as reported by Kpler Insight on 22 October. Weekly Yanbu exports have averaged about 3 mbd since the restart.
Restoration timeline	On 14 September, Kpler Insight expected pumping station repairs to take 4 to 6 weeks, with a bypass pipe as a temporary fix. Operations resumed within 2 weeks of the attack.
Estimated export exposure	On 14 September, Kpler Insight put pre-attack Petroline throughput at 5.4 to 5.5 mbd. Its base case saw a restart at about half that rate, cutting Yanbu exports by 2.5 to 2.7 mbd.
Yanbu terminal inventories	On 14 September, Kpler Insight assessed Yanbu terminal inventories at 9 mb, enough for about 3 days of loadings with no piped throughput.
Grade mix effect	On 22 October, Kpler Insight reported that returning Saudi barrels are pressuring medium sour grades in Europe. The Johan Sverdrup premium to Dated Brent averaged about $6/bbl in October, from $23/bbl in late September.
East coast pivot	On 29 October, Kpler Insight reported East Coast loadings of 3.49 mbd in October to date, with Juaymah at about 71%. That remains below the 5 to 6 mbd seen before the March 2026 disruption.
European cargo cancellations	On 22 October, Kpler Insight reported that European refiners with term delays or cancellations in September and October should 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% over the same period. Diesel cracks have averaged above $100/bbl for a second straight month.

Middle East refinery runs in October are on pace for 8.6 mbd, down 1.1 mbd from a year earlier. 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.

On 29 October, Kpler Insight reported that weakening demand and improving supply are pressuring refined products. Geopolitical disruptions limit the downside across the barrel. Clean freight from the Mideast Gulf to Japan has reached very high levels. LR2 tankers shifting to crude this year have trimmed clean vessel availability.

Benchmark	Weekly move	Note
US Gulf Coast gasoline crack	Up $2.3/bbl	US gasoline inventories rose by nearly 4 mb to 209.2 mb, back within 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 at the end of the previous week.
Northwest Europe gasoline crack	Down $5.3/bbl	Maintenance is winding down and blending demand is drying up.
Singapore 95R gasoline crack	Down $0.2/bbl	The crack holds a firm premium over Western cracks.
Singapore HSFO (180 and 380 cst) cracks	Firmer	Cracks firmed to about $12 to $13/bbl against Brent on tight inflows into Singapore and Malaysia.

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

6. Sources and notes

This briefing draws exclusively on Kpler Insight research and Kpler platform data. No external or third-party sources were used.

Kpler Insight citations

- Nhway Khin Soe, Yui Torikata and Emmanuel Belostrino, “Explainer, Higher-risk tankers lift a growing share of Mideast Gulf crude”, News, published 3 November 2026. https://terminal.kpler.com/insight/news/explainer-higher-risk-tankers-lift-a-growing-share-of-mideast-gulf-crude
- Michelle Brouhard, “New Diplomacy Old Issues and a Pivotal US Election”, Compass, published 2 November 2026. https://terminal.kpler.com/insight/compass/new-diplomacy-old-issues-and-a-pivotal-us-election
- 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
- Nhway Khin Soe and Yui Torikata, “Saudi East Coast Crude Loadings Hold Up as Sentinel-2 Imagery Shows Nine VLCCs at Berth a Day After Houthi Strike Claim”, News, published 29 October 2026. https://terminal.kpler.com/insight/news/saudi-east-coast-crude-loadings-hold-up-as-sentinel-2-imagery-shows-nine-vlccs-at-berth-a-day-after-houthi-strike-claim
- Nils Jenson, Ines Goncalves, George Shaw, Emril Jamil and Saarthak Goel, “Supply pressure builds but risks persist”, Refined Products, published 29 October 2026. https://terminal.kpler.com/insight/research/reports/supply-pressure-builds-but-risks-persist
- 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

- Kpler Insight search API (reports and short-form content), published-by-date range from 30 October to 3 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 1 November 2026, compiled by the Insight team.
- Kpler, Strait of Hormuz Tanker Crossings dashboard, illustrative vessel sample, 29 October to 1 November 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