

Kpler Media Briefing

Middle East Energy and Maritime Disruptions

Flow data as of Saturday, 10 October 2026 (T-2, to reduce day-to-day revision noise)

Prepared Monday, 12 October 2026. Kpler Insight and Kpler platform data only

1. Executive summary and key price drivers

Confirmed Total Hormuz Clearance was 4,504 kbd on 10 October, after 7,539 kbd on 9 October. Daily readings swing widely, from 24,140 kbd on 8 October to 4,504 kbd on 10 October. The 7-day average of 11,922 kbd sits about 30% below the pre-war baseline of 17,132 kbd. The latest days are preliminary and have typically settled 1.5 to 2 times higher as confirmations land. Adding Gulf of Oman terminals and the Red Sea lifts the regional 7-day average to 20,166 kbd. That is about 13% below its baseline. Kpler Insight reported on 9 October that tanker attacks reached their highest weekly count this year. Kpler Insight expects dirty tanker rates to stay elevated through the fourth quarter.

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 and Red Sea exports together in one view.

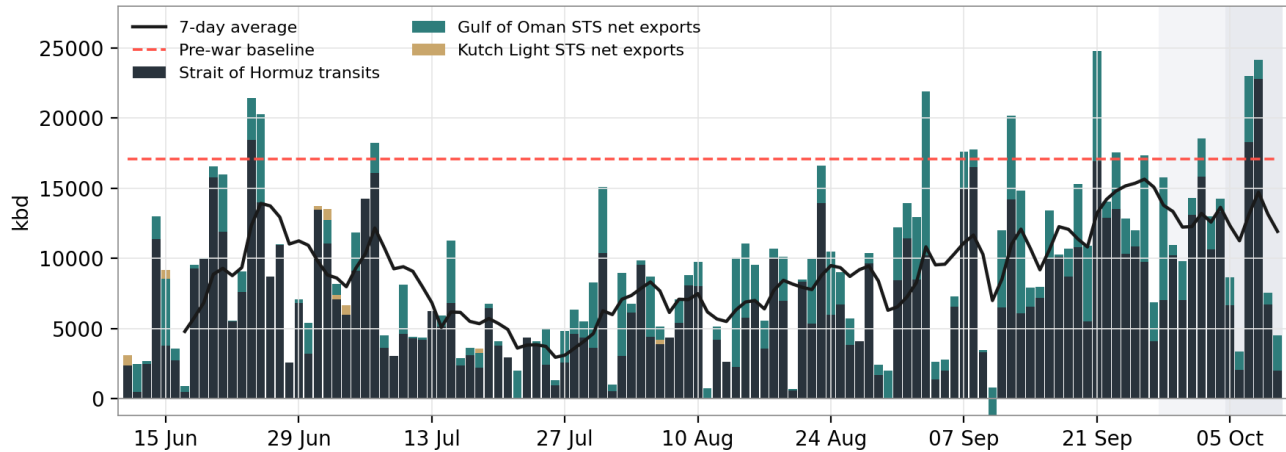
Middle East Regional Flows (kbd)

Middle East Regional Flows (kbd)	10 Oct	9 Oct	8 Oct	7 Oct	7-day MA	Pre-War Baseline
Strait of Hormuz Transits	2,000	6,691	22,784	18,268	10,538	17,132
Gulf of Oman STS Net Exports	2,504	848	1,357	4,719	1,384	0
Kutch Light STS Net Exports	0	0	0	0	0	0
1. Total Hormuz Clearance	4,504	7,539	24,140	22,987	11,922	17,132
Crude	4,000	6,030	23,813	22,641	10,839	13,486
Products	504	1,509	327	345	1,083	3,591
Fujairah & Oman Terminals	3,128	6,940	37	5,568	4,504	3,413
2. + Gulf of Oman Terminals	7,632	14,479	24,178	28,555	16,425	20,490
Crude	6,042	11,067	23,813	26,301	13,859	15,658
Products	1,589	3,412	364	2,254	2,566	4,832
Red Sea (Saudi + Unattributed)	3,457	1,057	1,004	11,317	3,741	2,803
3. + Red Sea	11,089	15,536	25,182	39,872	20,166	23,293
Crude	8,756	12,124	23,813	37,301	17,210	16,997
Products	2,333	3,412	1,369	2,571	2,956	6,296
Strait of Hormuz Tanker Crossings	1	8	17	18	12	50
Enter MEG	0	3	5	6	5	25
Exit MEG	1	5	12	12	7	25

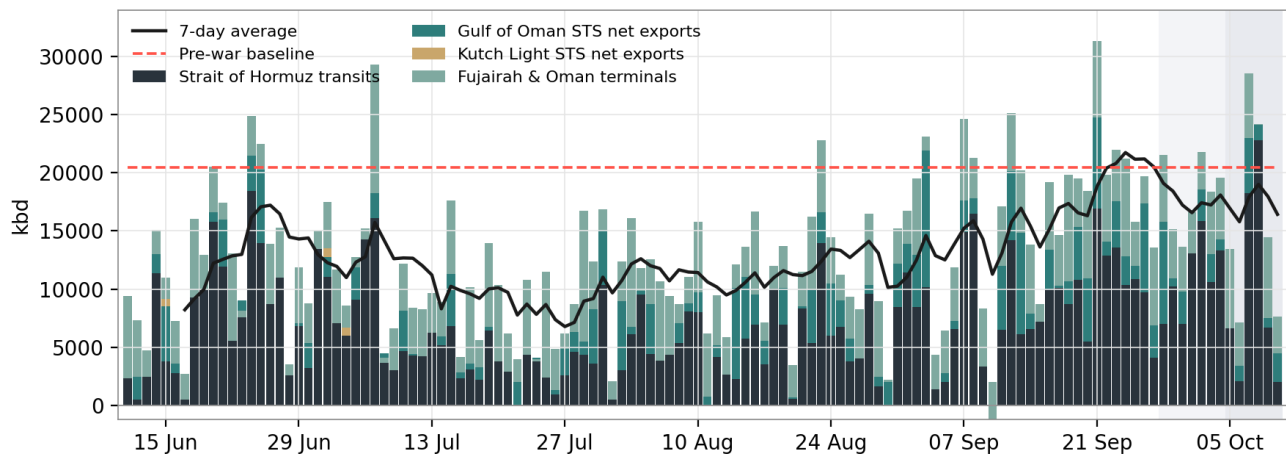
Three cumulative measures of confirmed clearance move outward from the strait itself (1) to Gulf of Oman and Fujairah/Oman terminal loadings (2) and then Red Sea volumes (3). Iranian-origin transits are excluded throughout. Figures are oil only, covering Crude/Co, CPP, DPP and Chem/Bio and excluding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

Middle East Regional Flows, daily series from 11 June to 10 October

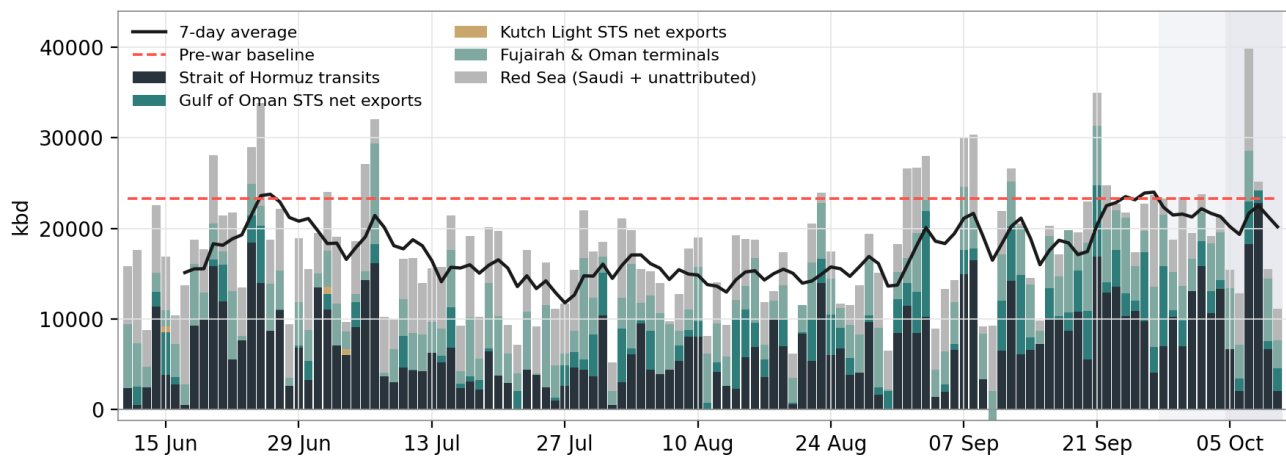
1 • Total Hormuz clearance (kbd)



2 • + Gulf of Oman terminal loadings (kbd)



3 • + Red Sea (kbd)



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

- Tanker attacks reached their highest weekly count this year and kept daily Gulf flows volatile (sections 2 and 3).
- Fujairah crude loadings hit a record in September, which shows how far bypass routes offset the strait (section 2).
- Saudi Arabia exports from both coasts again, but Houthi threats keep Red Sea risk elevated (sections 2 and 4).
- Freight rates for Middle East cargoes hit records, and Kpler expects dirty rates to stay high through the fourth quarter (section 2).
- Gulf refined product exports trail the crude recovery, while Atlantic diesel tightness is easing after the stock release announcement (section 5).
- Systematic funds cut gasoil length sharply, which signals a softer backdrop for diesel (section 5).

2. Chokepoint and transit metrics

A. Strait of Hormuz

Confirmed strait transits were 2,000 kbd on 10 October, a preliminary floor. That follows 6,691 kbd on 9 October and 22,784 kbd on 8 October. The 7-day average was 10,538 kbd against a pre-war baseline of 17,132 kbd. Daily readings swing widely because crossings are dated by transit, so the 7-day average is the better guide.

Gulf of Oman ship-to-ship net exports were 2,504 kbd on 10 October, against 848 kbd on 9 October. Fujairah and Oman terminal loadings were 3,128 kbd on 10 October and 6,940 kbd on 9 October. The 7-day average of 4,504 kbd is about 32% above the pre-war baseline of 3,413 kbd.

Kpler Insight reported on 8 October that Fujairah crude loadings hit a record 2.62 mbd in September. Net exports, which exclude crude delivered by tanker, also set a record at 2.38 mbd. That exceeds the 1.5 to 1.8 mbd commonly cited for the ADCOP pipeline. Kpler Insight says the surplus most likely came from newly operational 42 mb underground storage. The pipeline can carry up to 2 mbd, above the 1.8 mbd commonly cited. September drew about 11.4 mb from storage, which leaves an estimated 30.6 mb, or about 80 days at that pace. The West-East Pipeline, due in 2027, would lift pipeline capacity to Fujairah to around 3.3 mbd.

Kpler Insight reported on 9 October that Middle East to China VLCC rates reached a record \$38.47/bbl. More than 70 VLCCs now work in shuttle trades, including more ship-to-ship activity off West Coast India. Kpler expects transits to resume in the coming week, because risk is being priced into freight rather than halting flows.

Iranian-origin transits are excluded from these figures. Kpler Insight reported on 9 October that Iran has not loaded a crude cargo since late August under the US blockade. Chinese teapot refiners are paying up to \$18/bbl over Brent for Basrah crude, which points to missing Iranian barrels.

B. Bab el-Mandeb and Red Sea

Red Sea volumes were 3,457 kbd on 10 October, after 1,057 kbd on 9 October and 1,004 kbd on 8 October. The 7-day average was 3,741 kbd against a pre-war baseline of 2,803 kbd. Red Sea volumes include cargo with no confirmed load terminal, so the latest reading is preliminary.

Kpler Insight reported on 5 October that satellite imagery from 4 October showed 2 tankers loading at Yanbu. All 3 berths at Muajjiz were also occupied. Asian buyers are resuming Sumed bypass routes to lift Saudi crude without crossing the southern Red Sea.

Risk remains elevated. Kpler Insight reported on 5 October that 6 ballistic missiles aimed at Taif and Yanbu were intercepted, with no damage to Aramco installations. It reported on 6 October that a Houthi official warned that Saudi oil facilities and the Bab el-Mandeb strait could be targeted.

3. Maritime risk and fleet status

Kpler Insight reported on 9 October that 10 tankers were struck in the strait between 28 September and 4 October. That was the highest weekly count this year, and a further strike followed on 5 October. Kpler data show at least 4 confirmed incidents involving Aframax tankers since 29 September, including one vessel that matches the profile of a clean shuttle tanker.

Transits have continued at fluctuating levels. Kpler Insight reads the heightened risk as a bargaining tool for owners seeking higher rates, not a decisive deterrent.

Tanker crossings of the strait were 1 on 10 October, 8 on 9 October, 17 on 8 October and 18 on 7 October. The latest day shows 0 entries and 1 exit. The 7-day average of 12 crossings a day compares with 50 before the war. This briefing does not attribute the attacks. The sample below shows 4 laden crude exits, 2 laden products exits and 2 ballast entries.

Illustrative Mideast Gulf tanker crossings, 5 to 10 October

Date	Vessel	Type	Direction / state	Cargo	Volume (kb)	Load port	Discharge / next port
10 Oct	VIETNAM PROSPERITY	VLCC	MEG exit, laden	Crude/Co	2,000	Ras Tanura, Saudi Arabia	Vadinar, India
9 Oct	LUCKYRIDE	LR2	MEG exit, laden	DPP	661	Al Zour, Kuwait	Fujairah, UAE
9 Oct	OTTOMAN SINCERITY	Suezmax	MEG exit, laden	Crude/Co	1,030	Mina Al-Ahmadi, Kuwait	Sikka, India
9 Oct	FELICITY	VLCC	MEG entry, ballast	None	0	Sohar Light, Oman	Al Basrah, Iraq
8 Oct	ZAYNAH	VLCC	MEG exit, laden	Crude/Co	2,000	Ras Tanura, Saudi Arabia	Zhoushan, China
7 Oct	FATIMAH	MR	MEG exit, laden	CPP	345	Ras Tanura, Saudi Arabia	Sohar, Oman
6 Oct	TITANIUM SHINE	VLCC	MEG exit, laden	Crude/Co	2,000	Ras Tanura, Saudi Arabia	Quanzhou, China
5 Oct	SINGAPORE ENERGY	VLCC	MEG entry, ballast	None	0	Daesan, South Korea	Ras Tanura, Saudi Arabia

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, Petrolina and Yanbu

A drone attack on 11 September forced the East-West Pipeline offline, according to Kpler Insight. Exports from Saudi West Coast terminals restarted on 17 September. Kpler assessments show the pipeline operational by at least 22 September.

Kpler Insight reported on 6 October that East-West Pipeline flows have recovered to 5.8 mbd. The threat of further attacks clouds the outlook, so Kpler expects Saudi crude supply to average around 9 mbd in October. Confirmed loadings at Yanbu and Muajjiz reached 42 mb between 17 September and 4 October.

Kpler Insight reported on 8 October that the Johan Sverdrup premium has collapsed since the outage. It is now offered below \$6/bbl FOB, after printing above a \$24/bbl premium at the peak. Kpler Insight adds that tensions between Saudi Arabia and the Houthis may keep Dated Brent bid.

Indicator	Latest reading
Trigger event	A drone attack on 11 September forced the East-West Pipeline offline.
Pipeline status	Flows have recovered to 5.8 mbd, but the threat of further attacks clouds the outlook.
Restoration timeline	West Coast exports restarted on 17 September. Kpler assessments show the pipeline operational by at least 22 September.
Supply outlook	Kpler expects Saudi crude supply to average around 9 mbd in October.
Yanbu terminal inventories	Onshore crude stocks at Yanbu reached 16.17 mb on 4 October after a further build of about 2 mb.
Loading status	Confirmed loadings at Yanbu and Muajjiz reached 42 mb between 17 September and 4 October. All 3 Muajjiz berths were occupied on 4 October.
East coast pivot	Fujairah crude loadings hit a record 2.62 mbd in September, and net exports of 2.38 mbd also set a record. Kpler estimates about 30.6 mb remains in new underground storage, or about 80 days at that pace.
Atlantic differentials	The Johan Sverdrup premium fell to below \$6/bbl FOB, from above \$24/bbl at the peak of the outage.

Sources, Kpler Insight news published 5 October and 8 October 2026, Market Pulse published 6 October 2026 and Crude Oil published 8 October 2026.

5. Refined products and bunker fuel impact

Kpler Insight reported on 5 October that Gulf clean product loadings eased to 2.5 mbd from 3 mbd earlier in September. That is still around 50% below pre-war levels.

Kpler Insight explained on 9 October why product exports trail the crude recovery. Crude is a single large stream to aggregate and evacuate. Products need 6 or 7 grades, segregated tanks and vessel space to move in step. A single missed ship-to-ship transfer window can delay the whole refinery loading schedule.

Refinery runs also lag. Kpler Insight reported on 11 October that Middle East runs were about 7.4 mbd in September, about 2.1 mbd below a year earlier. Saudi runs fell about 100 kbd month on month to about 2.1 mbd. East-West Pipeline damage curtailed crude supply to West Coast refineries, on top of the Jizan outage that has lasted since late July.

Kpler expects Jizan to restart from mid-November and regional runs to recover to about 8.1 mbd in the fourth quarter. That recovery depends on tanker traffic through Hormuz.

Gasoil is softening in the Atlantic Basin. Kpler Insight reported on 11 October that trend-following funds cut gasoil exposure from 91% to 55% long, the lowest since 16 July. ICE gasoil fell 4.1% in the reporting week. France plans to release 10 mb of diesel from reserves between November and January, and a US export ban looks less likely.

Kpler Insight reported on 9 October that US Gulf to UK Continent MR rates fell \$3.2/bbl to \$8.2/bbl after the G7 announcement. High freight and tight clean tonnage still limit extra supply from East of Suez.

Benchmark	Weekly move	Note
ICE gasoil	-7.3%	Steepest loss in the energy complex after the G7 release announcement. The G7 and the IEA pledged up to 100 mb of diesel and crude over 4 months.
Heating oil futures	-3%	Held up better than gasoil, which strengthened the heating oil to gasoil spread.
RBOB gasoline	-2.4%	Tracked crude rather than the diesel reset.
Brent	-2%	Crude barely priced the stock release, because supply recovery was already in the price.
WTI	-1.4%	Followed Brent and fell far less than products.
Singapore fuel oil	+4.6%	Rose against the trend, because it sat outside the scope of the release.
NWE naphtha	+1.5%	Also sat outside the scope of the release.

Source, Kpler Insight, Cross Commodity Weekly published 5 October 2026, based on Marketview pricing data.

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

- Matt Wright and Panagiotis Krontiras, “USG VLCC rates overtake MEG on Atlantic tightness”, Tankers Weekly, published 9 October 2026. <https://terminal.kpler.com/insight/research/reports/usg-vlcc-rates-overtake-meg-on-atlantic-tightness>
- Sumit Ritolia, “Explainer, Why Middle East Refined Product Exports Trail Crude Recovery”, Kpler Insight news, published 9 October 2026. <https://terminal.kpler.com/insight/news/explainer-why-middle-east-refined-product-exports-trail-crude-recovery>
- Homayoun Falakshahi, “Disguising Iranian crude as Iraqi looks highly unlikely under the US blockade”, Market Pulse, published 9 October 2026. <https://terminal.kpler.com/insight/research/research-updates/disguising-iranian-crude-as-iraqi-looks-highly-unlikely-under-the-us-blockade>
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- Florian Grünberger, “Systematic selling builds in gasoil as coffee positioning reverses”, Market Positioning Weekly, published 11 October 2026. <https://terminal.kpler.com/insight/research/reports/systematic-selling-builds-in-gasoil-as-coffee-positioning-reverses>
- Johannes Rauball, Naveen Das and Muyu Xu, “Intensified tanker strikes renew Middle Eastern supply concerns”, Crude Oil, published 8 October 2026. <https://terminal.kpler.com/insight/research/reports/intensified-tanker-strikes-renew-middle-eastern-supply-concerns>

- Yui Torikata, “Fujairah crude loadings hit a record 2.62 mbd in September, how the numbers add up”, Kpler Insight news, published 8 October 2026. <https://terminal.kpler.com/insight/news/fujairah-crude-loadings-hit-a-record-2-62-mbd-in-september-how-the-numbers-add-up>
- Johannes Rauball, “Seven months on, 2 bn bbl lost, 5 Mbd still offline, and no deal in sight”, Market Pulse, published 6 October 2026. <https://terminal.kpler.com/insight/research/research-updates/seven-months-on-2-bn-bbl-lost-5-mbd-still-offline-and-no-deal-in-sight-1>
- Nhway Khin Soe and Yui Torikata, “Saudi Red Sea Exports Resilience, Yanbu and Muajjiz Loadings Hit 42 mb Post-Pipeline Restart”, Kpler Insight news, published 5 October 2026. <https://terminal.kpler.com/insight/news/saudi-red-sea-exports-resilience-yanbu-and-muajjiz-loadings-hit-42-mb-post-pipeline-restart>
- Alexandre Andlauer, “Gold loses its bid as yields climb”, Cross Commodity Weekly, published 5 October 2026. <https://terminal.kpler.com/insight/research/reports/gold-loses-its-bid-as-yields-climb>

Kpler platform data

- Kpler Insight search API (reports and short-form content), published-by-date range from 9 October to 12 October 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 10 October 2026, compiled by the Insight team.
- Kpler, Strait of Hormuz Tanker Crossings dashboard, illustrative vessel sample, 5 to 10 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>