

Kpler Media Briefing

Middle East Energy and Maritime Disruptions

Flow data as of Monday, 12 October 2026 (T-2, to reduce day-to-day revision noise)

Prepared Wednesday, 14 October 2026. Kpler Insight and Kpler platform data only

1. Executive summary and key price drivers

Confirmed Total Hormuz Clearance was 4,147 kbd on 12 October. The latest 4 days ranged from 2,981 kbd to 7,839 kbd. The 7-day average of 9,275 kbd sits about 46% below the pre-war baseline of 17,145 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 16,894 kbd, about 28% below its baseline. Kpler Insight reported on 12 October that Saudi Arabia is exporting from both coasts again, with East-West Pipeline flows around 5.8 mbd. Kpler data show that intensified tanker attacks drove Gulf crude flows sharply lower in the week to 9 October. Those flows had recovered to pre-war levels in late September.

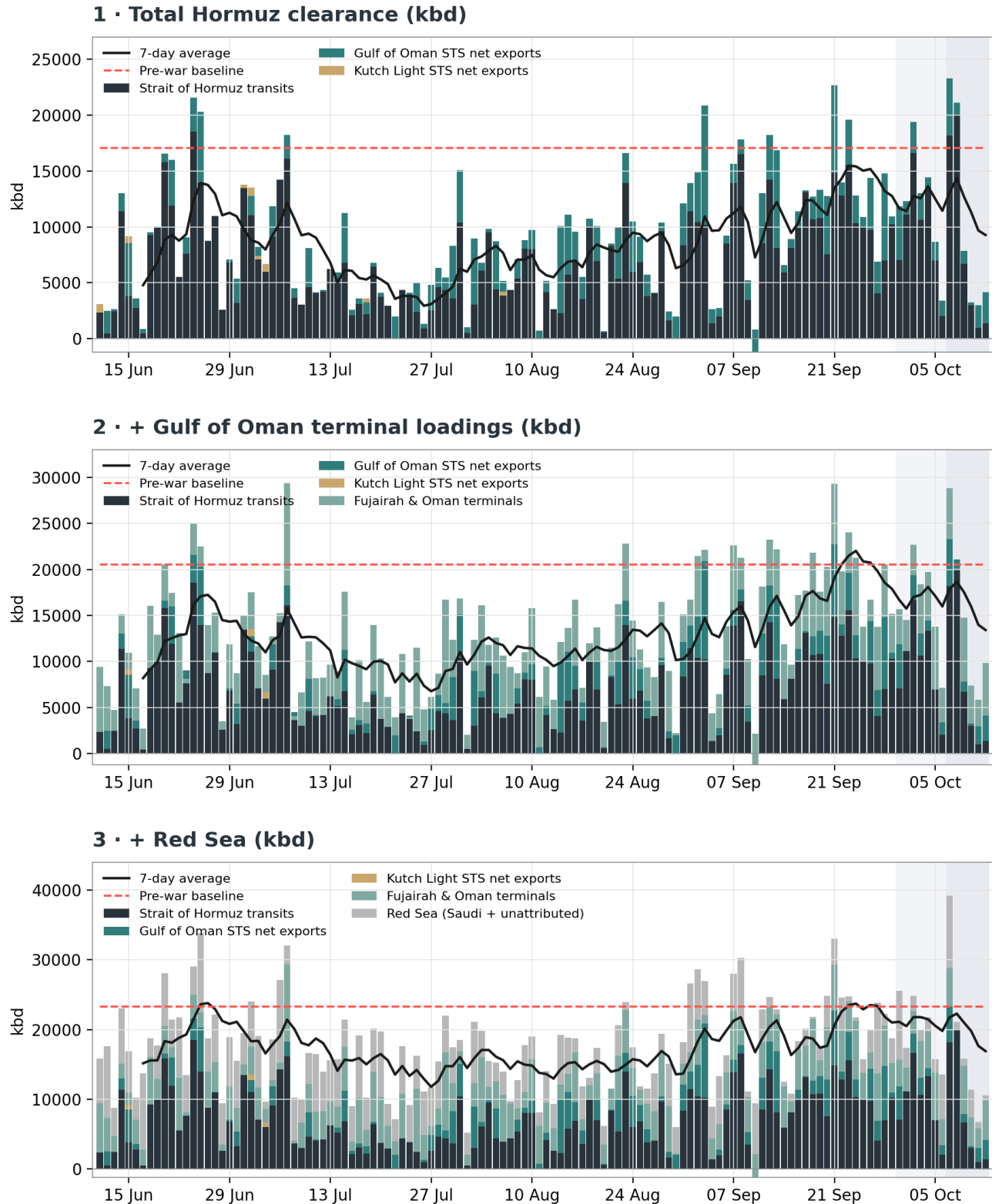
Explore these flows in the new [Middle East Flows dashboard](#) in the Kpler terminal. It brings Strait of Hormuz transits, Gulf of Oman ship-to-ship net exports and Red Sea exports together in one view.

Middle East Regional Flows (kbd)

Middle East Regional Flows (kbd)	12 Oct	11 Oct	10 Oct	9 Oct	7-day MA	Pre-War Baseline
Strait of Hormuz Transits	1,371	981	3,005	6,691	7,627	17,145
Gulf of Oman STS Net Exports	2,776	2,000	266	1,148	1,648	0
Kutch Light STS Net Exports	0	0	0	0	0	0
1. Total Hormuz Clearance	4,147	2,981	3,271	7,839	9,275	17,145
Crude	3,033	2,981	2,767	6,030	8,456	13,484
Products	1,115	0	504	1,809	819	3,604
Fujairah & Oman Terminals	5,666	2,888	4,120	6,940	4,140	3,414
2. + Gulf of Oman Terminals	9,814	5,869	7,391	14,779	13,415	20,503
Crude	7,210	4,966	4,809	11,067	11,365	15,657
Products	2,603	904	2,581	3,712	2,051	4,845
Red Sea (Saudi + Unattributed)	707	884	3,986	1,057	3,478	2,803
3. + Red Sea	10,521	6,753	11,377	15,836	16,894	23,306
Crude	7,210	4,966	7,523	12,124	14,000	16,997
Products	3,310	1,788	3,854	3,712	2,894	6,309
Strait of Hormuz Tanker Crossings	3	7	9	17	13	50
Enter MEG	1	6	7	12	7	25
Exit MEG	2	1	2	5	6	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 12 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

- Intensified tanker attacks pulled Gulf crude flows sharply lower and keep daily readings volatile (sections 2 and 3).
- Fujairah and Oman terminal loadings and Red Sea volumes both run above their pre-war baselines, which shows bypass routes offsetting part of the loss (section 2).
- Saudi Arabia exports from both coasts again, and OPEC+ output reached a wartime high in September on a Saudi rebound (sections 2 and 4).
- Iranian exports fell to zero under the US blockade, while Iraq lifted output and widened discounts as tonnage stays scarce (section 2).
- Record freight is lifting delivered crude costs and squeezing refinery margins (sections 2 and 5).
- Diesel stays the tightest part of the barrel, although stock releases and a possible Russian export arrangement add bearish pressure (section 5).

2. Chokepoint and transit metrics

A. Strait of Hormuz

Confirmed strait transits were 1,371 kbd on 12 October, after 981 kbd on 11 October, 3,005 kbd on 10 October and 6,691 kbd on 9 October. These are preliminary floors.

The 7-day average was 7,627 kbd against a pre-war baseline of 17,145 kbd, about 56% below. Gulf of Oman ship-to-ship net exports were 2,776 kbd on 12 October and 2,000 kbd on 11 October.

Fujairah and Oman terminal loadings were 5,666 kbd on 12 October. Their 7-day average of 4,140 kbd is about 21% above the pre-war baseline of 3,414 kbd. Bypass routes therefore continue to offset part of the loss at the strait.

Record freight is reshaping flows. Kpler Insight reported on 12 October that Oman to China freight (TD34) doubled over the past month to a record WS837. Middle East exports had recovered to 18.2 mbd before the latest attacks. Higher freight is pushing Gulf sellers to cut premiums. Saudi official selling price cuts of around \$3 to 5/bbl may force competitors to follow.

Iranian exports fell to zero in September under the US blockade, according to Kpler Insight. It estimates Iranian output at 1.605 mbd, down from 1.755 mbd in August. Iraq raised output by 363 kbd to 3.554 mbd. SOMO widened Basrah Medium and Basrah Heavy discounts to more than \$30/bbl below the destination benchmark.

Kpler Insight now assumes that a Hormuz reopening does not depend on a comprehensive political agreement. It expects a slower and more uneven recovery in tanker traffic through 2027. India imported a record 5.34 mbd of crude

in September as Middle East arrivals recovered to the pre-war level of 2.79 mbd. Kpler Insight notes that dark ship-to-ship transfers in the Gulf of Oman obscure the origin of a significant portion of those cargoes.

B. Bab el-Mandeb and Red Sea

Red Sea volumes were 707 kbd on 12 October, after 884 kbd on 11 October, 3,986 kbd on 10 October and 1,057 kbd on 9 October. The 7-day average was 3,478 kbd against a pre-war baseline of 2,803 kbd, about 24% above.

Red Sea volumes include cargo with no confirmed load terminal, so the latest readings are preliminary. Kpler Insight reported on 12 October that optical imagery showed a VLCC and an Aframax at the Yanbu crude terminal on 10 October.

The same piece notes Houthi claims of missile and drone strikes on Saudi energy infrastructure in late September and early October. Saudi Arabia boosted exports through both Hormuz and Bab el-Mandeb after the pipeline repairs, according to Kpler Insight.

3. Maritime risk and fleet status

Kpler Insight reported on 12 October that at least 18 vessels have reportedly been attacked over the past 2 weeks. This briefing does not attribute the attacks.

Tanker crossings of the strait were 3 on 12 October, 7 on 11 October, 9 on 10 October and 17 on 9 October. The latest day shows 1 entry and 2 exits. The 7-day average of 13 crossings a day compares with 50 before the war.

Satellite radar showed 4 VLCCs at Juaymah on each of 10 and 12 October. AIS showed 1 large tanker broadcasting on 10 October and none on 12 October. Kpler Insight notes that a vessel with no AIS in its window is unverified, not proven to have gone dark.

Kpler data show that around 42% of VLCCs are carrying cargo, against a historical average of roughly 45%. About 20 more VLCCs are in ballast than the 2025 average implies. Longer voyages and ship-to-ship transfers are reducing fleet efficiency.

The sample below shows 4 laden crude exits, 2 laden products exits and 2 ballast entries.

Illustrative Mideast Gulf tanker crossings, 9 to 12 October

Date	Vessel	Type	Direction / state	Cargo	Volume (kb)	Load port	Discharge / next port
9 Oct	SANAM	VLCC	MEG exit, laden	Crude/Co	2,000	Ras Tanura, Saudi Arabia	Gulf of Oman
9 Oct	LUCKYRIDE	Aframax/LR2	MEG exit, laden	DPP	661	Al Zour, Kuwait	Fujairah, UAE
9 Oct	CHILE PROSPERITY	VLCC	MEG entry, ballast	None	0	Sohar, Oman	Ras Tanura, Saudi Arabia
10 Oct	VIETNAM PROSPERITY	VLCC	MEG exit, laden	Crude/Co	2,000	Ras Tanura, Saudi Arabia	Vadinar, India
10 Oct	ELENI	Suezmax	MEG exit, laden	Crude/Co	1,005	Khafji, Saudi-Kuwaiti Neutral Zone	Zhoushan, China
11 Oct	BNEIDER	Aframax/LR2	MEG entry, ballast	None	0	Gulf of Oman	Kuwait
11 Oct	VALTHERA	Suezmax	MEG exit, laden	Crude/Co	981	Al Basrah, Iraq	Oman
12 Oct	ZEFYROS	MR	MEG exit, laden	CPP	338	Ras Tanura, Saudi Arabia	Huizhou, China

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

Saudi Arabia exports from both coasts again after the East-West Pipeline was attacked in the second week of September. Kpler Insight reported on 12 October that pipeline flows are around 5.8 mbd, according to industry sources.

Saudi crude output rose to around 8.55 mbd in September from 6.3 mbd in August, according to Kpler data. The Saudi energy ministry said it plans to lift pipeline capacity to 10 mbd from 7 mbd. The expansion could take up to 3 years and would let other countries, including Kuwait, use the pipeline to bypass Hormuz.

Indicator	Latest reading
Trigger event	A drone attack in the second week of September forced the East-West Pipeline offline. At least one pumping station was severely damaged, while the pipeline itself sustained little damage.
Pipeline status	Flows are around 5.8 mbd, according to industry sources. Kpler Insight estimated flows at 5.4 to 5.5 mbd before the attack.
Restoration timeline	Kpler Insight initially expected 4 to 6 weeks to repair the pumping infrastructure. West Coast exports restarted on 17 September, and the pipeline was operational by at least 22 September.
Estimated export exposure	Yanbu loadings averaged 3.6 mbd in early September. Kpler Insight estimated a cut of 2.5 to 2.7 mbd at half throughput. Confirmed West Coast loadings reached 42 mb between 17 September and 4 October.
Yanbu terminal inventories	Yanbu terminal inventories were assessed at 9 mb on 14 September, enough for about 3 days of loadings. The West Coast crude inventory assessment reached 16.17 mb on 4 October.
Grade mix effect	Johan Sverdrup printed above a \$24/bbl premium at the peak of the outage. It was offered below \$6/bbl FOB by 8 October.
East coast pivot	Saudi Gulf loadings jumped by nearly 2 mbd to 2.46 mbd in early September. Satellite radar showed 4 VLCCs at Juaymah on each of 10 and 12 October.

Sources, Kpler Insight publications dated 14 September, 5 October, 8 October and 12 October 2026, and Kpler internal flow-tracking data.

5. Refined products and bunker fuel impact

Diesel is the tightest part of the barrel, with prices approaching \$200/bbl and gasoil cracks around \$80 to 90/bbl. Kpler Insight estimates that global refining capacity has fallen by around 5 mbd since January. It also puts the global diesel deficit at around 1 mbd as peak seasonal demand begins.

Gasoil rose 9.5% in the week to 9 October after EU states declined to add to March stock releases. Only France committed product volumes, with 10 mb of diesel from November to January. A US licence for Russian diesel imports and a possible export arrangement add bearish pressure. Doubts remain over how much Russia can deliver, because drone strikes continue to hit its refineries.

Around 165 kbd of gasoil and diesel from West Coast India should reach the EU-27 and the UK in October. That is the highest since December 2025. Singapore gasoline cracks fell \$8.59/bbl week on week after China granted a third export quota tranche.

Freight is the other squeeze. Kpler Insight offers an illustrative estimate that tanker scarcity accounts for roughly half of the current freight premium. Record freight is lifting delivered crude costs and compressing refinery margins.

Singapore fuel oil rose 7.4% as scarce cutter stocks kept HSFO in backwardation. Kpler Insight expects support until Russian and Middle Eastern arrivals test that structure in late October. Relaxing the IMO marine sulphur limit could free 600 kbd to 1 mbd of distillate. The European gasoil to fuel oil spread has widened from around \$30/bbl in January to roughly \$90 to 100/bbl in early October.

Benchmark	Weekly move	Note
Brent	+2.4%	A modest move given the headlines, with physical tightness concentrated at the very prompt.
WTI	+0.8%	US buffers are deeper, and Gulf platforms restarted quickly after Hurricane Isaias.
Gasoil	+9.5%	Led the complex on a policy reversal, as EU states declined to add to March stock releases.
Singapore fuel oil	+7.4%	Scarce cutter stocks kept HSFO in backwardation.
Naphtha NWE	+5.7%	Low ARA stocks and higher delivered freight.
RBOB	-0.5%	US gasoline yields recovered and supply lengthened into winter.

Source, Kpler Insight, Cross Commodity Weekly published 13 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

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- 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>
- 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 12 October to 14 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 12 October 2026, compiled by the Insight team.
- Kpler, Strait of Hormuz Tanker Crossings dashboard, illustrative vessel sample, 9 to 12 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>