



Insights exchange for the model-driven economy

A First Look at Carbon Arc's Maritime Data Asset (CA0080): How Gulf Shipping Stress Built Around the Current Conflict in Iran

What's Inside:

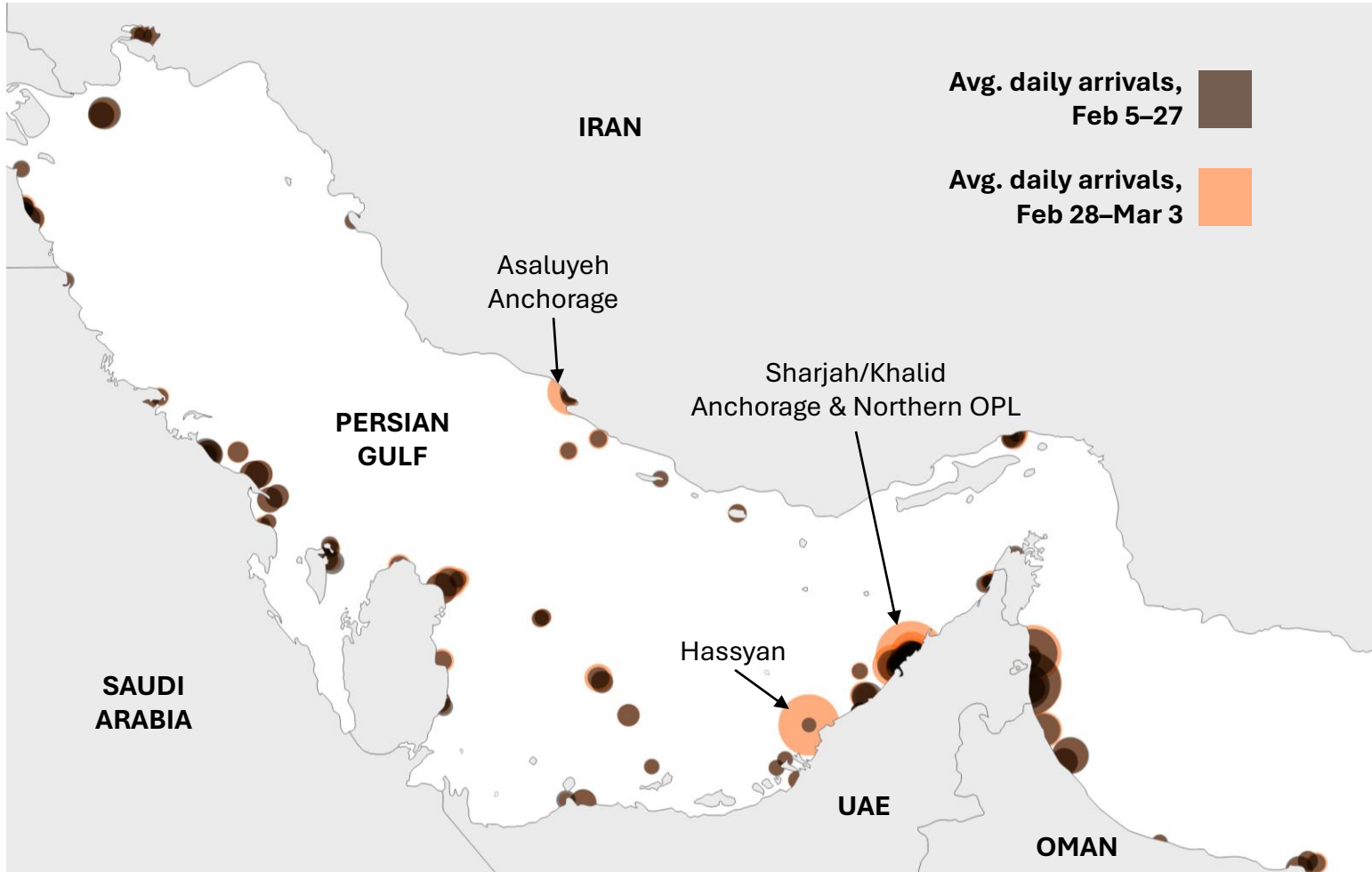
1. Visual representations of both energy and non-energy vessel traffic build up within the Persian Gulf before the war with Iran began and in its immediate aftermath.
2. Maritime calling locations (ports, anchorages and outside port limits) most impacted by the risks of passing through the Strait of Hormuz.
3. Energy and non-energy vessel types with the largest spikes in daily arrivals within the Gulf.
4. Distribution of war-driven average daily arrival spike by vessel types across the most impacted calling locations.

Why it Matters:

Maritime AIS data can provide key signals showing when energy products, raw materials and consumer goods are flowing normally, when they are getting delayed, and exactly where stress is building before it shows up in prices, inventories, or headlines.

Four Maritime Calling Locations Drove Hormuz Energy Tanker Buildup

Tanker/Energy Vessel Classes



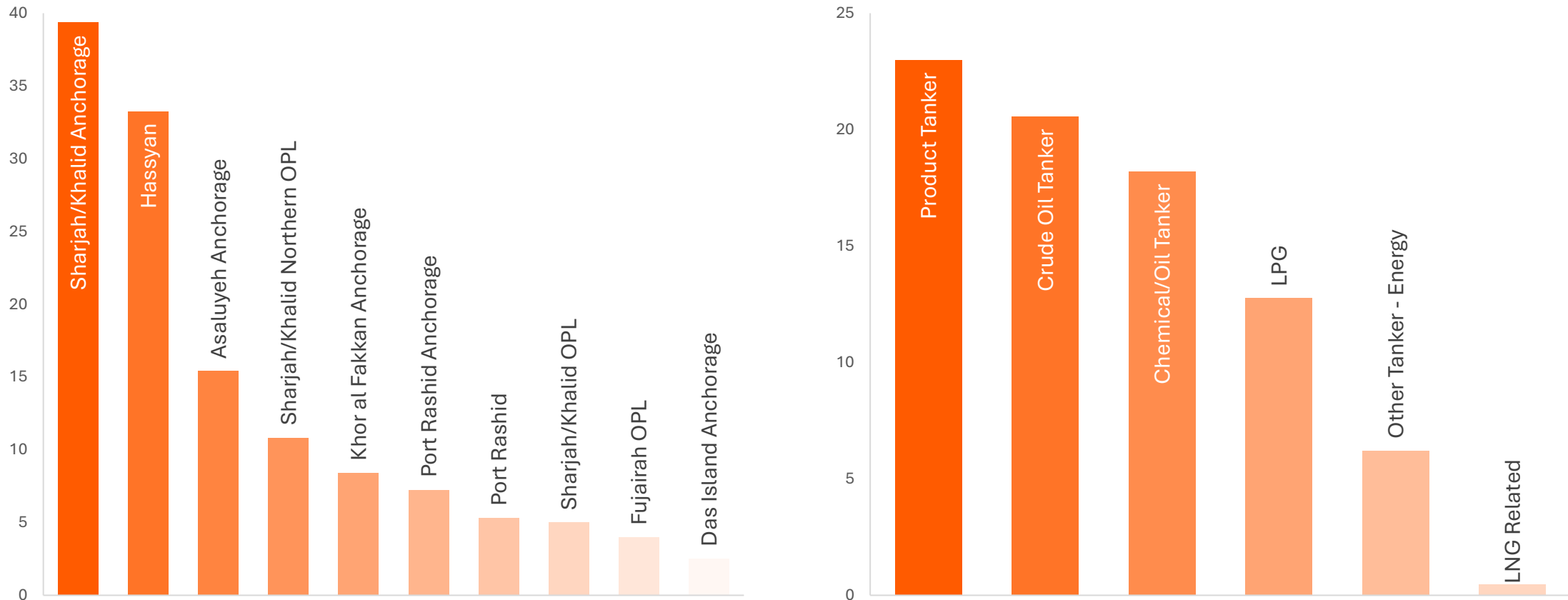
Key Points:

- Underlying AIS data is from Carbon Arc's new Maritime data asset (CA0080)
- Bubble sizes are defined by average daily arrivals (callings) for **tanker/energy vessel classes only**
- Most locations were stable, but four nodes posted outsized increases in tanker/energy arrivals
- Monitoring daily callings for specific vessel classes is a key signal for potential stress on oil markets.

Energy Tanker Buildup by Calling Location and Vessel Type

Carbon Arc's Maritime data asset shows calling location details by port and by vessel type, allowing for a more detailed understanding of which product types are seeing the greatest buildup and, over time, whether departures begin to normalize.

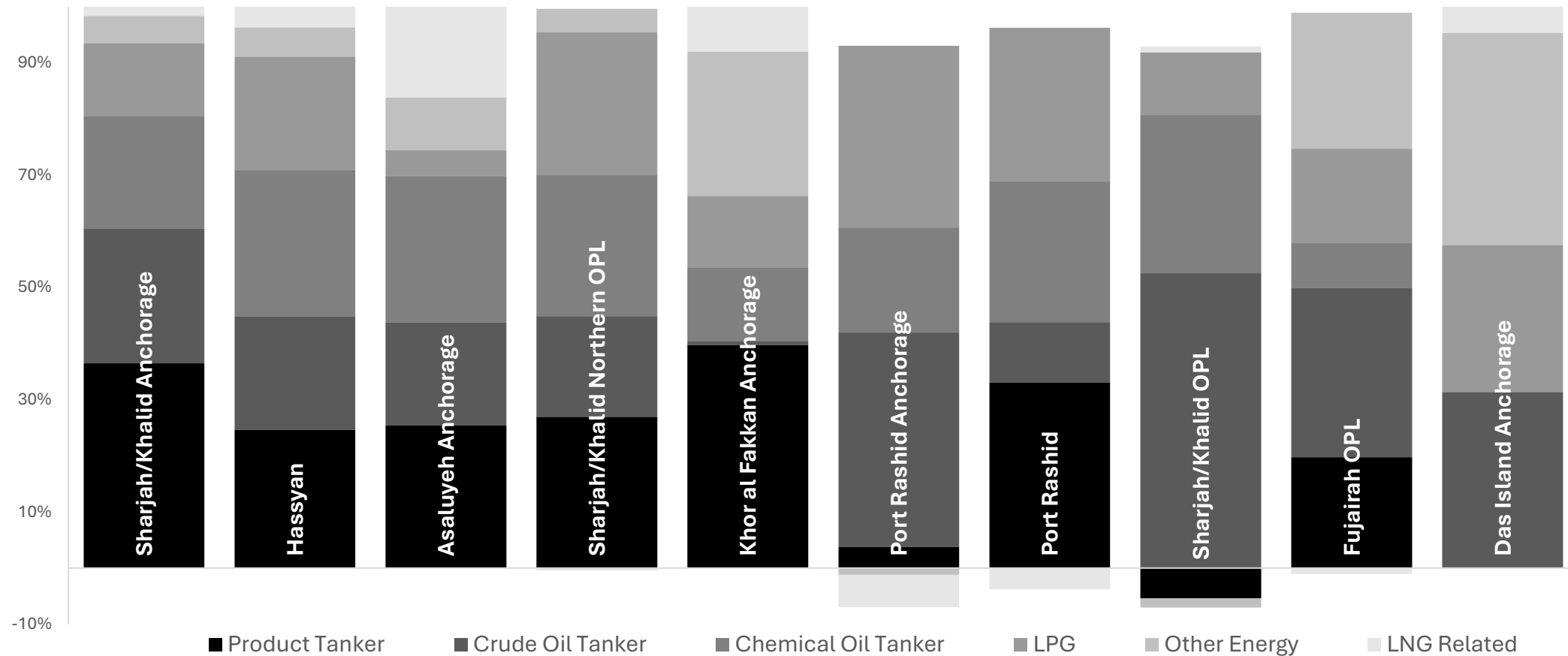
Change in average daily arrivals by calling location between Feb5-Feb27, and Feb 28-Mar3 (left) and change by energy-related vessel types (right)



Energy Tanker Type Buildup Varies by Calling Location

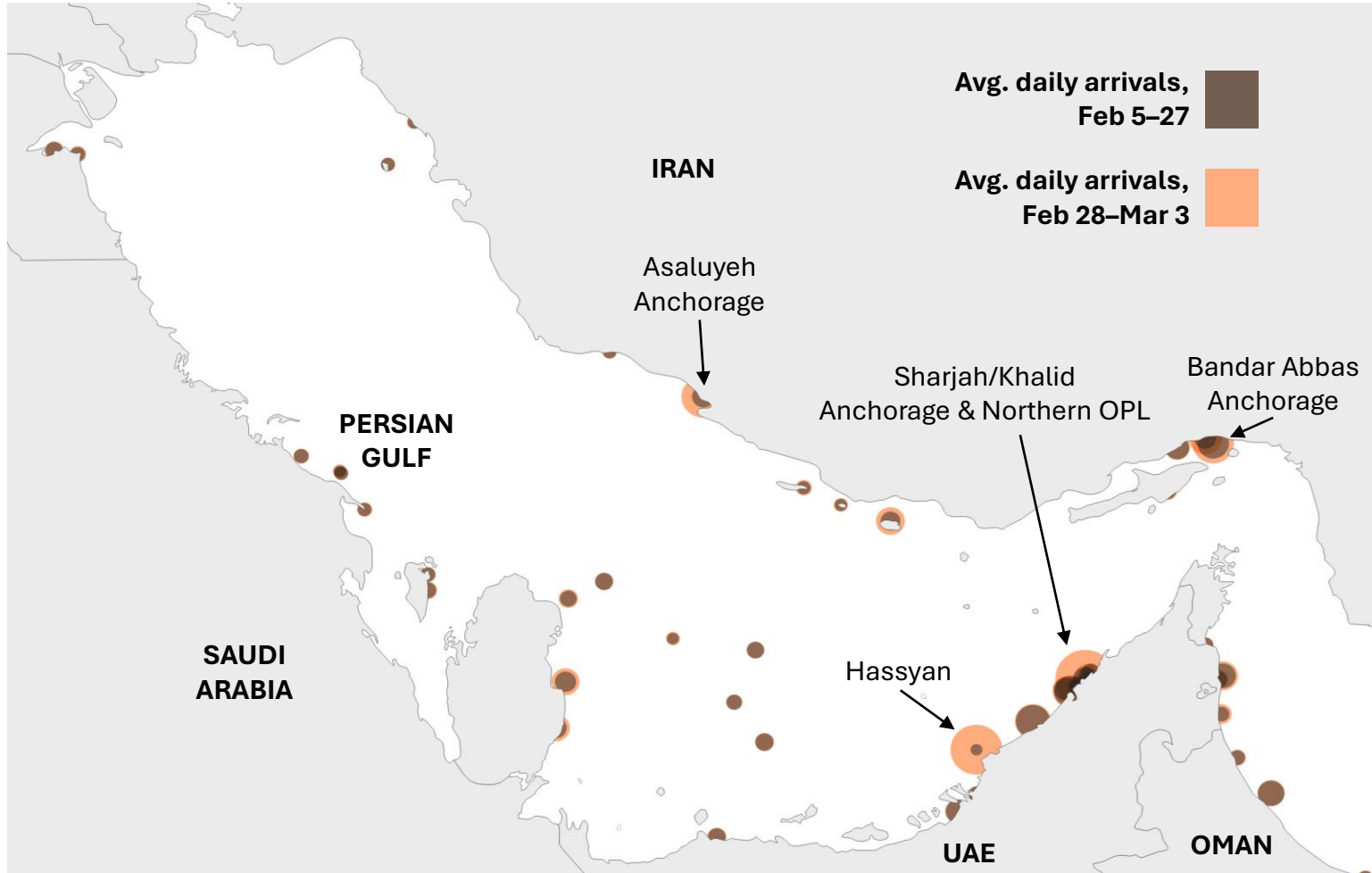
Each calling location may have a different mix of vessel types contributing to its buildup, putting an emphasis on granular data to best understand exactly which node is most important to track.

Proportion of change in average daily arrivals at the ten most impacted Gulf calling locations by energy-related vessel types



Non-Energy Vessel Buildup Follows Similar Patterns

Persian Gulf buildup is not limited to energy-related vessels and may have wide ranging commercial and consumer impacts.



Key Points:

- Underlying AIS data is from Carbon Arc's new Maritime data asset (CA0080)
- Bubble sizes are defined by average daily arrivals (callings) for **tanker/non-energy vessel classes only**
- Hassyan and the Sharjah cluster account for the majority of buildup. The main difference from energy-related vessels is additional calling locations within Iran (Bandar Abbas Anchorage) and slight increases east of the Strait.

Non-Energy Vessel Type Buildup by Calling Location

Vessels carrying dry bulk cargo (likely construction-related or industrial bulk, or grain/feed) had a 2x increase in average daily arrivals and container/roll-on, roll-off (RoRo) had the overall highest volume of arrivals across all Gulf ports.

Proportion of change in average daily arrivals at the ten most impacted Gulf calling locations by non-energy-related vessel types

