

## Strait of Hormuz Trade Tracker

The **Strait of Hormuz Trade Tracker** is an interactive tool offering a range of indicators for shipments of key commodities - crude oil, natural gas, fertilizer-related products including sulphur and ammonia, and agricultural products - through the Strait of Hormuz, one of the world's most critical maritime channels.

### Methodology

All indicators are derived from [AXSMarine](#)'s real-time AIS-based vessel tracking data<sup>1</sup>, covering seaborne dry bulk, tanker/gas, and liner cargoes as well as proprietary commodity trade flows.

The indicators are expressed as an index, using the average daily volume in metric tons for January–March 2025 as the base period (=100). The daily index is computed as: (daily volume in metric tons / base period average) × 100.

The dashboard covers the period from 1 January 2025 onward and is updated daily at 5:00 p.m. CET. It reflects data reported up to the previous day for outbound shipments through the Strait of Hormuz and up to the same day for inbound shipments through the Strait.

### Scope and caveats

Only cargoes (commodities) loaded or discharged at ports within the Persian Gulf are included.

The real-time shipment volumes displayed in this dashboard are based only on periods when a vessel is actively transmitting AIS. If AIS transmission is disabled or interrupted while a vessel is transiting the Strait of Hormuz, that segment of the voyage will not be captured. As a result, the shipment volumes shown may understate actual volumes and should be interpreted with caution.

For further information on data coverage, methodology, tracking limitations, or data availability during AIS-off periods, please contact AXSMarine, a global provider of maritime and commodity data intelligence. See Annex I for additional details.

---

<sup>1</sup> AIS (automatic identification system) is an automatic tracking system that uses transponders on ships to monitor maritime traffic.

## **Date references**

Outbound shipments: Dates reflect the vessel's departure from the loading port.

Inbound shipments: Dates reflect the completion of cargo discharge at the port.

The agricultural products inbound series is based on the discharge date, not the date when a vessel transited the Strait of Hormuz. As a result, inbound shipments do not fall to zero immediately after 28 February. Many vessels had already passed through the Strait and arrived at their destination ports before the closure of the Strait but their cargo was discharged only in the following days or weeks. As the situation evolves the tracker will indicate if additional shipments start going through the Strait.

## **Geographic and commodity coverage**

### Countries

The shipment volume displayed in this dashboard represents shipments of seven countries whose maritime trade relies heavily on transit through the Strait of Hormuz: the Kingdom of Bahrain; Iran; Iraq; the State of Kuwait; Qatar; the Kingdom of Saudi Arabia; and United Arab Emirates.

### Commodities

#### *1. Crude oil*

Includes all grades of crude oil.

#### *2. LNG*

Covers liquefied natural gas (LNG) only.

#### *3. Fertilizer-related products*

This category includes all nitrogen-based fertilizers, including ammonia, as well as phosphate-based fertilizers. It also includes sulphur, which is increasingly used in fertilizer production.

#### *4. Agricultural products*

Includes all grain-, oilseed-, pulse-, and sugar-related commodities.

## **Annex I: About AXSMarine (Signal Group)**

AXSMarine (Signal Group) is a global provider of maritime and commodity data intelligence with more than 18,000 users worldwide. Its global coverage of seaborne dry bulk, tanker/gas and liner cargoes provides real-time insights into worldwide trade flows, allowing for detailed analysis at the port and terminal level. With an advanced digital ecosystem, it harnesses data to offer cutting-edge solutions for the shipping and commodity industries and public authorities.

AXSMarine (Signal Group)

Website: [www.axsmarine.com](http://www.axsmarine.com)

Email: [operation@axsmarine.com](mailto:operation@axsmarine.com)

## **Annex II: Disclaimer & Copyright**

By accessing this dashboard, users are deemed to have acknowledged and accepted the terms and conditions set out below. Users further agree to review these terms and conditions periodically and to be bound by any future amendments notified on this site.

### **Disclaimer**

The dashboard data are provided solely for general informational purposes and are not intended to replace official customs statistics. In the form published here, they carry no official or legal status.

All information is provided in good faith on an 'as is' and 'as available' basis, without any representation or warranty, express or implied, as to its accuracy, adequacy, reliability, availability, or completeness. The dashboard data relates only to seaborne shipments and does not represent full global trade flows. Some shipping parameters are estimated or analytically derived, and complete accuracy cannot be guaranteed. The data may be updated, supplemented, or revised in light of new analysis and updated shipping information.

The WTO and its data partners shall not, under any circumstances, be liable for any loss, damage, liability, or expense alleged to arise, directly or indirectly, from the use of, or reliance on, the dashboard, site, or any associated information, including, without limitation, any fault, error, omission, interruption, or delay. Use of this site is at the user's sole risk. In no event, including in cases of negligence, shall the WTO or any data partner be liable for any direct, indirect, incidental, special, or consequential damages.

Some materials available on the dashboard and site may use simplified terminology, which should not be understood to have any legal implication whatsoever. References to geographical areas, territories, or groupings are based solely on terms provided to the WTO Secretariat or used by relevant international organizations. Their use on this site or in related materials does not constitute or imply any opinion by the WTO or its data partners regarding the legal status of any country or territory, the delimitation of its frontiers, or sovereignty. Likewise, the colours, boundaries, names, and designations shown on any dashboard or map available on this site do not imply any judgment, official endorsement, or acceptance by the WTO or its data partners concerning the legal status or boundaries of any territory. Terminology contained in documents or other materials submitted to the WTO Secretariat and posted on this site has no implication for questions of sovereignty.

This site may contain links and references to third-party websites. The WTO and its data partners assume no responsibility for the content or availability of any linked site, or for any link contained in a linked site. Such links and references are provided solely for convenience, and their inclusion does not imply any endorsement by the WTO or any data partner of the linked site or its contents. Any reference to a company, or any use of its products or services, by the WTO or any data partner shall not be deemed or construed as an endorsement of that company or its products or services.

Nothing in or connected with the dashboard, site, or any related information or documents shall be interpreted or construed as a waiver, whether express, implied, temporary, or partial, of the privileges and immunities of the WTO, its staff members, officials, experts, or employees.

The [WTO Privacy Policy](#) governs the treatment of any personal data that may be collected through this site.

## **Copyright**

This site and its contents are protected by WTO copyright. The WTO encourages the broadest possible dissemination of the information contained on this site, particularly for educational purposes. Unrestricted official WTO documents and legal texts are available for public use without restriction. Any commercial use of materials from the dashboard or site requires the prior written permission of the WTO and/or the relevant data partner. Use of the WTO logo and reproduction of WTO printed materials and other content are subject to the applicable conditions specified [here](#).