

Política Internacional e Geopolítica a policrise do mundo globalizado

**INSTITUTO CULTURAL
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PARTE I – TEMA PRINCIPAL

A guerra no estreito de Ormuz e a geopolítica da energia (1)

[FONTE: Peter Frankopan / UnHerd, 12/03/2026]



Hormuz: Iran's dire Strait Command the seas and you command the world

A guerra no estreito de Ormuz e a geopolítica da energia (2) [FONTE: Peter Frankopan / UnHerd, 12/03/2026]

Historians these days doubt that Sir Walter Raleigh ever laid down his cloak to stop Queen Elizabeth I from stepping in a puddle. They do agree, though, that he understood the nature and benefit of maritime power. "Whosoever commands the sea commands the trade," he wrote in *A Discourse of the Invention of Ships* in the early 17th century. "Whosoever commands the trade of the world commands the riches of the world, and consequently the world itself".

Raleigh lived in a different era, of course — one that most of us imagine as a time of swashbuckling sailors and risk-taking pirates, when control of the High Seas was a competition between the European states building empires in both the New and Old Worlds.

This was also an age when geography mattered every bit as much as resources. Many of the first European footholds overseas were chosen less for what lay in the ground than for where they sat along the great sea routes that were beginning to bind the world together. The Portuguese seizure of Malacca in 1511 was not about spices growing nearby but about controlling the narrow maritime gateway between the Indian Ocean and the South China Sea through which much of Asia's trade passed.

A guerra no estreito de Ormuz e a geopolítica da energia (3) [FONTE: Peter Frankopan / UnHerd, 12/03/2026]

Maritime transport [moves over 80% of goods traded worldwide](#). Around [11 billion tons of goods](#) are transported by sea each year — roughly one and a half tons per person. Ships carry around [two thirds of global oil production, as well as around a fifth of natural gas](#), moving energy to places where they are most needed. Without global shipping networks, computers can't be switched on, assembly lines can't work, and houses can't be heated.

While the crisis in Iran and the Gulf have focused attention on oil, liquefied natural gas (LNG) and petroleum products, global shipping is fundamental in almost every aspect of daily life. Seaborne trade moves almost [two billion tons of iron ore](#) per year, with major exporters in countries like Australia, Brazil and South Africa being matched with demand in China, Japan, South Korea and elsewhere. Hundreds of millions of tons of bauxite and alumina are sent by sea from mines and processing plants in Guinea, Indonesia and Australia, as are tens of millions of tons of copper ores from Chile, Peru and south East

A guerra no estreito de Ormuz e a geopolítica da energia (4) [FONTE: Peter Frankopan / UnHerd, 12/03/2026]

Global shipping is not just the backbone of international trade; it is crucial in keeping the world fed. [According to the Food and Agriculture Organization](#), a UN body, international trade plays a crucial role in supporting global food security by linking food surplus with deficit areas and enabling access to basic food products. 80% of agricultural commodities are transported by sea, with shipping again [playing a crucial role](#) in matching “breadbasket regions” with those that suffer from food production deficits.

As Sir Walter Raleigh would have recognized, globalization makes control of the seas more, not less important; as peoples, regions, goods and resources get moved from one part of the planet to another, dependencies rise — and so, therefore, do vulnerabilities. Things that we take for granted are always ones that we should pay special attention to, not least since it never seems to cross people’s mind that small shocks can have major implications.

A guerra no estreito de Ormuz e a geopolítica da energia (5) [FONTE: Peter Frankopan / UnHerd, 12/03/2026]

The consequences of the current crisis, however, extend well beyond the coming days or even the coming weeks. What we are witnessing is not simply a temporary disruption in the Gulf, but a reminder of a deeper truth about how power works in the modern world. Maritime routes remain the arteries through which prosperity, security and resilience flow. Data, algorithms, satellites and artificial intelligence may dominate the language of the 21st-century economy, but they still depend on the movement of physical goods across oceans. Microchips require minerals, energy and specialized manufacturing equipment that must be transported. Data centers require copper, aluminum, rare earths and vast amounts of energy infrastructure. Without ships and secure sea lanes, even the most advanced digital economy quickly runs into very practical limits. Power is and always has been about logistics.

A guerra no estreito de Ormuz e a geopolítica da energia (6) [FONTE: The Economist, 12/03/2026]

An attack on the world economy

Whatever happens in the Strait of Hormuz, energy markets have been changed for ever



Having DISCOVERED the costs of tariffs, President Donald Trump has now discovered the costs of war. On March 9th he declared that his campaign against Iran would be over “very soon”, sending oil prices, which had peaked at nearly \$120 a barrel the day before, crashing to nearly \$80 (before the war they had been \$70). Iran’s de facto closure of the Strait of Hormuz has blocked roughly 15% of global oil supply. Mr Trump, facing midterm elections and voters weary of inflation, is signalling that he cannot bear those costs—just as he retreated from his trade war after markets buckled last spring.

A guerra no estreito de Ormuz e a geopolítica da energia (7) [FONTE: NYT, 12/03/2026]

A Weakened Iran Hits Back by Strangling the Vital Strait of Hormuz

March 12, 2026

The threats to shipping in the Strait of Hormuz are complicating President Trump's calculations about how and when to end the war.



An oil tanker anchored in Muscat, Oman, on Thursday. Iran has throttled traffic through the Strait of Hormuz, through which a fifth of the world's oil was passing before the war began. Benoit Tessier/Reuters

A guerra no estreito de Ormuz e a geopolítica da energia (8) [FONTE: NYT, 12/03/2026]

Nearly two weeks after the United States and Israel attacked Iran with an extraordinary display of firepower, Iran has found a way to inflict pain back on its enemies by strangling one of the world's most vital waterways.

By threatening shipping traffic through the Strait of Hormuz, attacking tankers in an Iraqi port and beginning to [lay mines in the strait](#), Iran has sent oil prices surging and slowed global trade. It has also made clear that it is intent on using what advantages it has to sap the will of the United States to sustain the war.

The Iranian tactics have forced the United States to prepare to provide naval escorts for shipping traffic through the strait and to plan for anti-mine operations even as American forces target what is left of the Iranian navy, including Iranian mine-laying vessels.

On Thursday, Mojtaba Khamenei, the new supreme leader of Iran, sent the regime's clearest signal yet that it would continue to endanger commercial shipping in the strait, through which a fifth of the world's oil was passing before the war began.

"Certainly, the lever of closing the Strait of Hormuz must continue to be used," Mr. Khamenei said [in his first statement](#) since being chosen to succeed his father, who was killed in an airstrike at the start of the war.

A guerra no estreito de Ormuz e a geopolítica da energia (9) [FONTE: NYT, 12/03/2026]

Iran, analysts say, is demonstrating that even in a weakened state, it can inflict significant economic and military damage on the United States. That further complicates President Trump's calculations about how and when to end the war and how to deal with a post-conflict Iran.

"This war isn't only about what happens in the current cycle," said Caitlin Talmadge, a professor at the Massachusetts Institute of Technology who has long studied security issues in the Persian Gulf. "It is about re-establishing Iranian deterrence for the next war."



A guerra no estreito de Ormuz e a geopolítica da energia (10) [FONTE: NYT, 12/03/2026]

Asymmetric Warfare

Geography makes the Strait of Hormuz well suited for Iran's asymmetric warfare — its effort to impose costs on a more powerful foe. The main route for exports from the Persian Gulf, the strait is roughly 20 miles wide at its narrowest point and skirts Iran's southern border. That allows Iran to combine tactics to stop traffic in the strait, using small boats and submarines, unmanned watercraft, an array of naval mines and the ability to fire from land.

American military planners have prepared for decades for the possibility that Iran could try to close the strait. The Houthis, a Yemeni group backed by Iran, used missiles and drones to disrupt maritime commerce in the Red Sea after the start of Israel's war in Gaza. The [costly U.S. military campaign last year](#) to try to stop those attacks was a harbinger of the challenge in relying on air and naval power to secure waterways in the Middle East.

"The Strait of Hormuz is a difficult, almost impossible, problem to solve through military means alone," said retired Air Force Lt. Gen. S. Clinton Hinote, who served as a senior air strategist in the Middle East in the 2000s.

A guerra no estreito de Ormuz e a geopolítica da energia (11) [FONTE: NYT, 12/03/2026]

At the time, General Hinote was asked to study military approaches to Iranian aggression, including a scenario in which Iran attacked shipping in the strait. His team concluded that while the United States could use advanced sensors and precision strikes to mitigate Iranian attacks, they could not stop them completely. The shipping lanes are too narrow, and the vessels are too vulnerable to a mix of rockets, missiles and swarms of small craft.

The only way militarily to guarantee the waterway is open — to move from mitigation to control — would be to take and hold the Iranian territory bordering the strait, he said.

“It would require large numbers of ground forces to seize the coast,” General Hinote said. “Short of that, the only lasting solution to the strait is a diplomatic one.”

Mr. Trump said last week that the Navy could escort tankers through the strait. But Chris Wright, the energy secretary, told CNBC on Thursday that the Navy was not yet ready to carry out such an operation.

“It’ll happen relatively soon, but it can’t happen now,” Mr. Wright said. “We’re simply not ready.” He added that “all of our military assets right now are focused on destroying” Iran’s military resources and its ability to manufacture them in the future.

A guerra no estreito de Ormuz e a geopolítica da energia (12) [FONTE: NYT, 12/03/2026]

Markets in Turmoil

Iran's strategy shows signs of careful planning.

For years, the common wisdom among military analysts was that Iran would not close the strait because it needed it open to export its own oil. But shipping analysts say that in recent days, Iran has been loading oil and exporting it through the strait. Since March 1, at least 10 tankers and gas carriers have left Iran and gone through the strait, according to Lloyd's List Intelligence, a shipping analysis firm. All of them were loaded, said Tomer Raanan, a maritime risk analyst at Lloyd's List.

"Iran is still getting its oil and gas out to market through Hormuz," he said.

More than 80 percent of oil and gas exports through the strait go to Asia, threatening severe supply shocks for many countries there. But Iran's most important customer, China, [protected itself](#) before the conflict by increasing its oil stockpile. China imported 15.8 percent more oil in January and February than in the same period last year, according to [customs data](#) the country released on Tuesday.

China's strategic stockpile contains roughly 1.2 billion barrels, or about 115 days of its seaborne crude imports, according to Kpler, a global ship tracking firm.

The United States and Israel, meanwhile, are dominating Iran's airspace. It is possible that their attacks pressure Iran to stop its threats on shipping and seek a truce. Mr. Trump has predicted that oil prices "will drop rapidly when the destruction of the Iran nuclear threat is over," and argued that higher energy prices are "a very small price to pay for U.S.A., and World, Safety and Peace."

A guerra no estreito de Ormuz e a geopolítica da energia (13) [FONTE: NYT, 12/03/2026]



The main route for exports from the Persian Gulf, the Strait of Hormuz is roughly 20 miles wide at its narrowest point and skirts Iran's southern border. Gallo Images/Orbital Horizon, via Getty Images

Mining the Strait

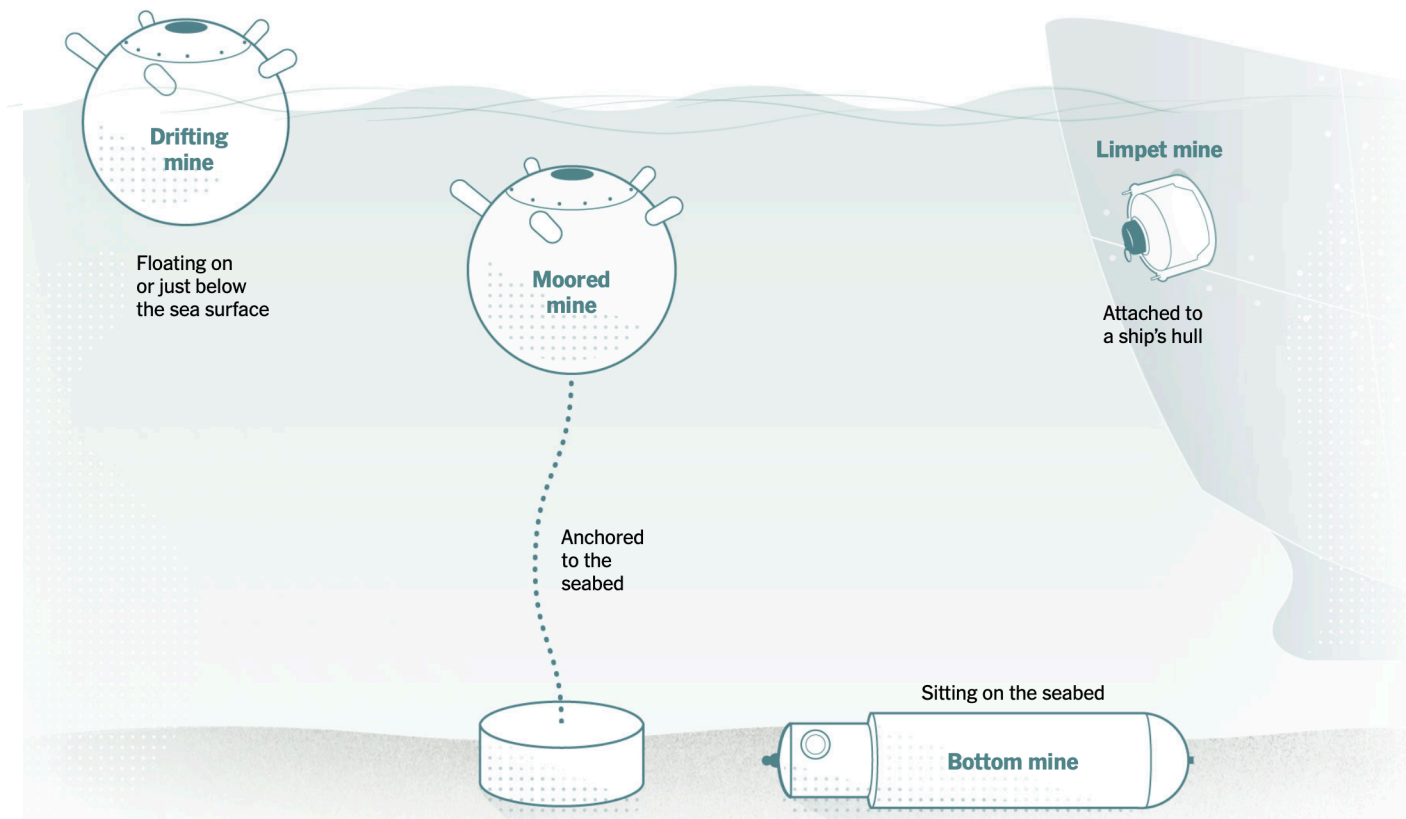
Iran's decision to start mining the strait injects yet another risk. The United States Central Command said Thursday that the number of mine-laying vessels it had attacked was up to 30. But on Thursday, [Iran began using smaller boats](#) — of which the I.R.G.C. has hundreds, if not thousands — for its mining operation, according to a U.S. official briefed on the intelligence.

A guerra no estreito de Ormuz e a geopolítica da energia (14) [FONTE: NYT, 13/03/2026]

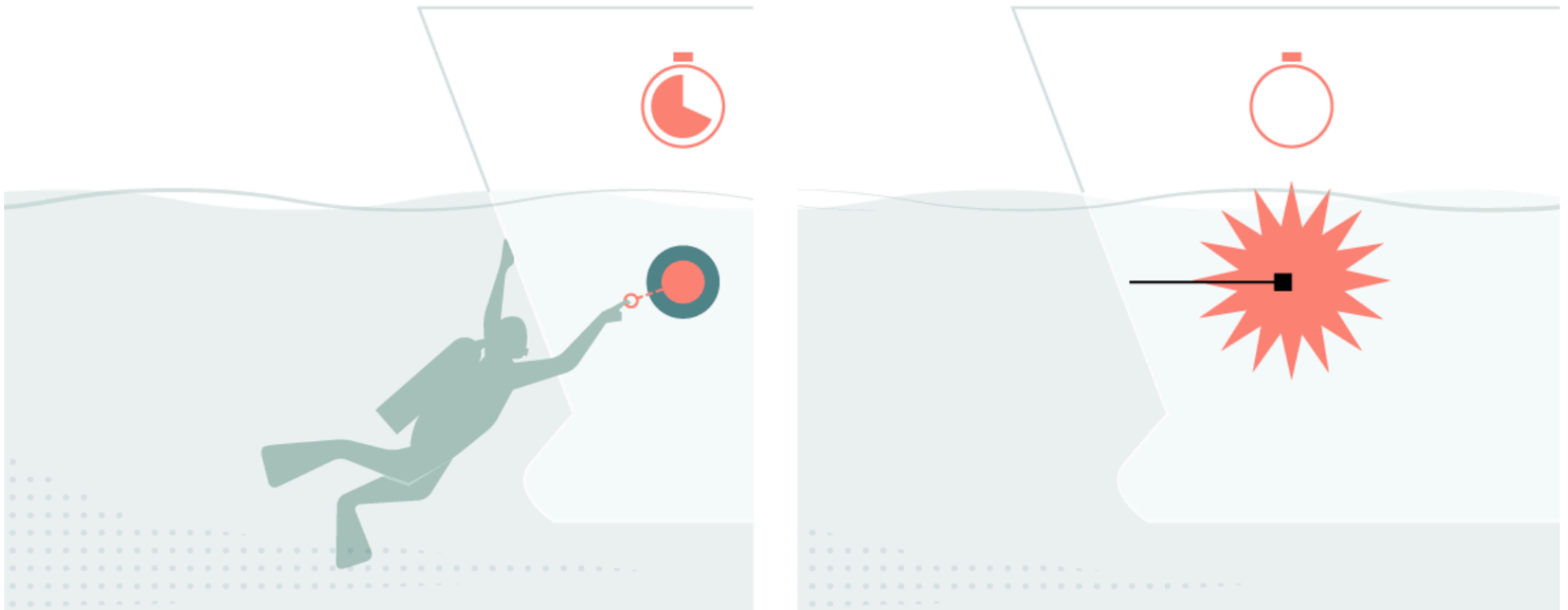
How Iran's Naval Mines Work

March 13, 2026

Some float on the surface. Some rest on the seafloor. All could further complicate efforts to restart shipping in the Persian Gulf.



A guerra no estreito de Ormuz e a geopolítica da energia (15) [FONTE: NYT, 13/03/2026]



Most of these mines are designed to create what militaries call “mission-kills,” meaning a ship does not sink but is damaged enough that it cannot continue to perform its assigned tasks.

A guerra no estreito de Ormuz e a geopolítica da energia (16) [FONTE: NYT, 13/03/2026]

Modern tankers, which have an inner and outer hull to prevent spillage of oil into the ocean, are especially unlikely to be sunk by naval mines. Even if the outer hull is breached by an explosion, the inner hull may well remain intact. And like all modern warships and cargo vessels, tankers are designed with internal watertight compartments that can be sealed off to prevent flooding.



Tankers are designed to survive hull damage

The watertight subdivision of the tanker helps retain buoyancy if the hull is damaged.

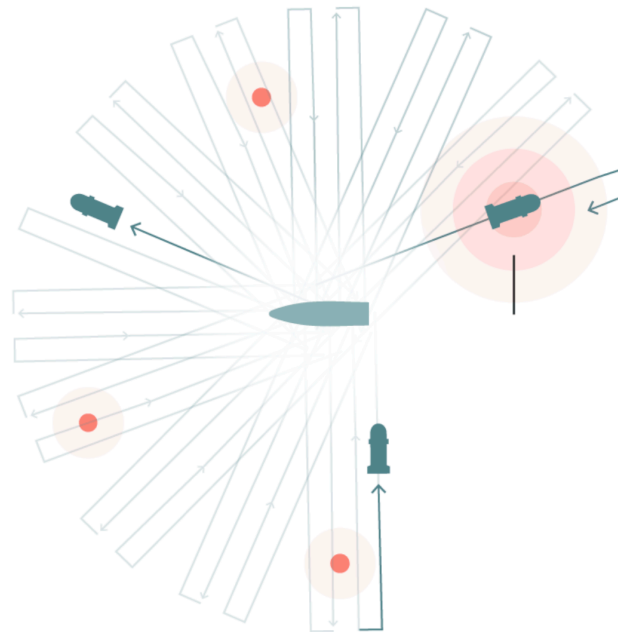
Sources: Neda Maritime Agency, ShipSpotting

A guerra no estreito de Ormuz e a geopolítica da energia (17) [FONTE: NYT, 13/03/2026]

Clearing mines is dangerous and time consuming

While laying minefields can be done quickly, it's a painstaking process to clear them — and an almost impossible task while under fire.

To find the mines, clearance teams can deploy a remote vehicle equipped with sonar to survey the water in a back-and-forth pattern. Once mines are found, they can be destroyed by sending explosive devices or divers to disarm them.



A remote vehicle is put in the water and scans the area autonomously following a pattern.

Collected data is parsed into a map of where the mines are.

The vehicle returns to the ship.

Sources: New Prairie Press, Rand

A guerra no estreito de Ormuz e a geopolítica da energia (18) [FONTE: NYT, 13/03/2026]

Reopening the Strait of Hormuz would not require the removal of every last mine. Clearance teams might find paths through a minefield that are wide enough for ships to safely pass through, and mark those channels with buoys.

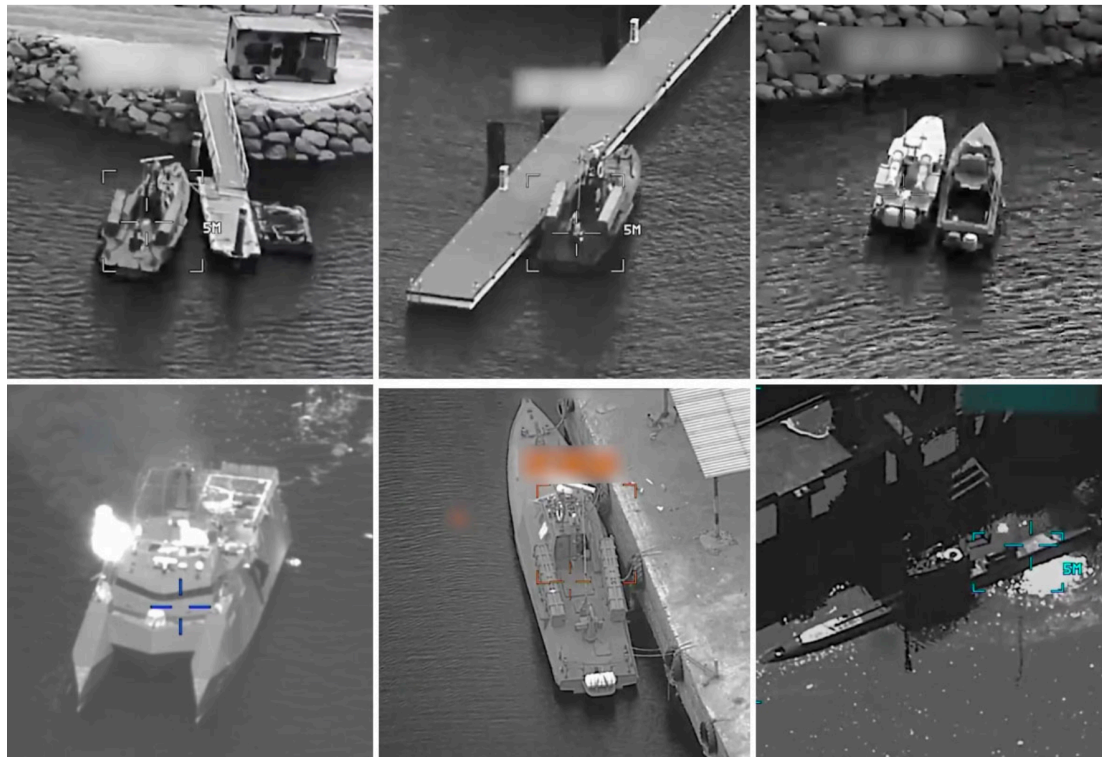
Once commerce has been restored, the clearance teams can expand their surveys to find and eradicate any remaining minefields.

Iran's new mining effort in the Strait of Hormuz is not particularly fast or efficient, American officials said, but the Iranians appear to be hoping that they can lay them faster than the United States can clear them and create a further deterrent for ships to move through the strait.

In 1991, after Iraq [laid over a thousand naval mines](#) in the Gulf, it took more than a dozen allied ships almost two months to clear the coast of Kuwait, averaging just over one mine a day. The technology has greatly improved since then, allowing for faster underwater surveys with robotic vehicles.

A guerra no estreito de Ormuz e a geopolítica da energia (19) [FONTE: NYT, 13/03/2026]

Earlier this week, targeting Iran's mine-laying capabilities, U.S. Central Command [attacked 16 Iranian minelayers](#), it said. A video posted by Central Command shows U.S. munitions striking nine ships of different types, many of which were moored pierside.



Source: U.S. Central Command

While the U.S. military said it had destroyed larger Iranian naval vessels that could be used to quickly lay mines in the strait, Iran began using smaller boats for its mine-laying operation on Thursday, according to a U.S. official briefed on the intelligence.

Eliminating every mine in storage and every vessel capable of laying mines could mean U.S. forces would have to destroy Iran's entire civilian maritime infrastructure.

A guerra no estreito de Ormuz e a geopolítica da energia (20) [FONTE: Rishi Iyengar / Foreign Policy, 13/03/2026]

Iran's Strait of Hormuz Toolkit: Drones, Missiles, and Mines

A breakdown of the tools Iran has to maintain pressure on Trump.



Missiles produced by Iran's armed forces are displayed near a row of Iranian flags during commemorations to mark the anniversary of the 1979 Iranian Revolution on Feb. 11 in Tehran.

Missiles produced by Iran's armed forces are displayed near a row of Iranian flags during commemorations to mark the anniversary of the 1979 Iranian Revolution on Feb. 11 in Tehran. Majid Saeedi/Getty Images

A guerra no estreito de Ormuz e a geopolítica da energia (21) [FONTE: Rishi Iyengar / Foreign Policy, 13/03/2026]

U.S. Central Command [said](#) on Thursday that it has destroyed more than 30 Iranian mine-laying ships, but experts say that countering mines could be a challenge given that the U.S. military [decommissioned](#) all its minesweeper vessels in the Middle East last September.

The drone threat. But Iran has a “variety of capabilities” it can use against the strait in addition to mines, Gregory Brew, an Iran expert and senior analyst at Eurasia Group, told SitRep.

For instance, Iran can fire anti-ship ballistic missiles from the coast. While that capability may have been degraded by U.S. and Israeli strikes, Brew underscored that “we don’t fully know how many missiles they have, and they haven’t had need to use their anti-ship ballistic missiles yet because they’ve been firing ballistic missiles at onshore targets rather than against ships.”

But the “bigger risk is drones,” Brew said, which Iran has “in abundance” and are “easy to launch.” The current U.S. military assessment is that the strait still isn’t secure and “that there need to be more strikes against Iranian positions on the coast to improve security before escorts and convoys can be assembled to move the shipping through the strait,” Brew said, which means the strategically vital waterway is “going to be closed probably through the rest of this month if we don’t see rapid de-escalation.”

A guerra no estreito de Ormuz e a geopolítica da energia (22) [FONTE: Rishi Iyengar / Foreign Policy, 13/03/2026]

Missile math. The Trump administration's ability to complete its objectives (such as they are) hinges largely on so-called missile math—whether the United States can end the war before running short of weapons and air defenses.

The U.S. military may already be compromising its posture in other parts of the world to keep the war effort going, with [multiple reports](#) this week indicating that the United States may be moving parts of its Terminal High Altitude Area Defense (THAAD) system out of South Korea to the Middle East. South Korea hosts one of [eight U.S. THAAD batteries](#) deployed around the globe, with another in Guam and five in Texas. Iranian missiles [reportedly](#) destroyed a THAAD battery in Jordan last week.

South Korean President Lee Jae-myung [said](#) on Tuesday that his government has “expressed opposition” to the THAAD removal, but he noted that the “undeniable reality” is that they can’t do anything about it. However, he denied that it will impact deterrence against North Korea—a message echoed by the Pentagon. Asked for comment on the THAAD movement, a Defense Department official said, “For operations security reasons we do not comment on the movement of specific military capabilities or assets,” but they added that “United States Forces Korea remains focused on maintaining a combat-credible force posture on the Korean Peninsula.”

A guerra no estreito de Ormuz e a geopolítica da energia (23) [FONTE: Reuters, 11/03/2026. FOTO: Guardian]

Sea drones target oil tankers in the Middle East as conflict risks widen



LONDON, March 11 (Reuters) - Naval drones have been used in at least two attacks on oil tankers in the Gulf region since war erupted [between the U.S., Israel and Iran](#), according to maritime authorities and analysts, demonstrating a dangerous new threat in the key shipping lane.

A guerra no estreito de Ormuz e a geopolítica da energia (24) [FONTE: Reuters, 11/03/2026]

The first sea-based drone attack was on March 1 when a crude oil tanker, the MKD VYOM, was hit about 44 nautical miles off Oman, killing one crew member, Britain's maritime agency said. The United Kingdom Maritime Trade Operations (UKMTO) agency said in a public advisory that an unmanned surface vessel struck the Marshall Islands-flagged tanker just above the waterline, triggering an explosion and fire in the engine room.

Days later, a small vessel [struck the Bahamas-flagged crude oil tanker Sonangol Namibe](#) while anchored near Iraq's Khor al Zubair port, according to U.S. representative company Sonangol Marine Services. The company said its 23 crew members were safe, and did not comment on what kind of vessel struck the vessel,

Footage of the attack posted online shows a small speedboat-shaped object racing toward the side of the ship before slamming into it, triggering an explosion that sent plumes of thick smoke into the air. The vessel in the video appears to be a naval drone that exploded on impact, according to two UK-based maritime specialists, Sidharth Kaushal, a research fellow at think tank RUSI, and Robert Peters of maritime security firm Ambrey.

A guerra no estreito de Ormuz e a geopolítica da energia (25) [FONTE: Reuters, 11/03/2026]

SEA DRONES CAN IMMOBILIZE SHIPS

Peters said he believes Iran was responsible for the Sonangol Namibe attack, noting that Tehran has previously showcased its naval drone capabilities at military displays. He pointed to the timing of the attack, which came a day after Iran's Islamic Revolutionary Guard Corps (IRGC) said it had struck an American oil tanker in the northern Persian Gulf, setting it ablaze, according to Iran's semi-official Mehr news agency. The IRGC said "missiles" were used in that attack, Mehr reported.

Iran has said the world should be ready for oil at \$200 a barrel as its forces hit merchant ships on Wednesday, and as shipping through the Strait of Hormuz has come to a near-standstill.

Reuters was unable to determine who was responsible for the two attacks. The Iranian mission to the UN in New York didn't immediately respond to a request for comment.

If Iran's involvement is confirmed, it would be the first known instance of the Islamic Republic directly using naval drones to attack commercial vessels, according to Peters. Iran-aligned Houthi militants from Yemen have previously [used drone boats](#) against commercial ships in the Red Sea.

Peters said sea drones can carry more explosives than aerial ones, potentially rivaling the payload of ballistic missiles. While aerial drones can kill crew members from above, sea drones can "immobilize ships if they hit the right place," he said. "If your ship is immobilized, if they want to follow up you are highly vulnerable."

A guerra no estreito de Ormuz e a geopolítica da energia (26) [FONTE: NASA]

Kharg Island, Iran

Kharg Island is Iran's primary oil export terminal in the Persian Gulf. This rocky limestone island is unique because it is one of the few islands in the Persian Gulf with freshwater which has collected within the porous limestone. In addition to its commercial and strategic importance, the freshwater has biological importance, supporting populations of gazelles. This high-resolution photograph taken by astronauts on board the International Space Station shows detail of the tanker dock facilities, tanks and other infrastructure. Sunlight on the surface of the water highlights small amounts of oil on the sea surface and reveals the direction of the local currents.



A guerra no estreito de Ormuz e a geopolítica da energia (27) [FONTE: Encyclopedia Britannica]



A guerra no estreito de Ormuz e a geopolítica da energia (28) [FONTE: Encyclopedia Britannica]

Kharg Island, small [coral island](#) in [Iran](#) in the northern [Persian Gulf](#), 34 miles (55 km) northwest of the port of [Bushehr](#). The island serves as the [terminal](#) for nearly all of Iran's oil exports and has a loading capacity of about 7 million barrels per day.

History

Kharg Island is one of relatively few Persian Gulf islands with natural freshwater resources, making it suitable for settlement by small populations. The earliest [archaeological](#) indications of human activity on the island are from the [Achaemenid](#) period. Two rock-cut tombs exhibit features similar to funerary forms in [Palmyra](#), although a small number of scholars have suggested connections to funerary forms in [Nabataea](#) or [Parthia](#). Structural remnants of a Christian monastic complex, likely belonging to the [Church of the East](#) sometime after the 7th century, are also among the island's ruins. Evidence of the island as an active mercantile post throughout the Islamic era extends from the [Abbasid](#) period through the [Mongol](#) period. It then came under the control of the ruler of [Hormuz](#) in the 14th century.

In the 18th century the [Dutch East India Company](#) established a factory (trading station) on the island after reaching an agreement with Naṣr al-Sa' dī, the Arab ruler of the nearby port of Bandar-e Rīg. Following Naṣr's death the Dutch had a [tenuous](#) relationship with his son and successor, Muhannā. After the Dutch aided an assault on Bandar-e Rīg by a rival ruler in 1765, Muhannā expelled the trading company.

but, with Iran's 20th-century mineral prosperity, it became a crude-oil terminal and loading facility in the 1960s. In the 1970s supertankers docked there rather than at [Abadan](#) for bulk landing. By the mid-2020s the terminal had the capacity to load 10 supertankers simultaneously. Sulfate fertilizers, liquid gas, and other petroleum products are shipped from the island. During the [Iran-Iraq War](#) (1980–88), Iraqi forces targeted Kharg Island several times, temporarily damaging its oil terminal. While it was out of commission, Iran shifted its shipping to smaller facilities at Lavan Island and Sirri Island.

A guerra no estreito de Ormuz e a geopolítica da energia (29) [FONTE: Christian Emery / The Conversation, 13/03/2026]

Kharg Island: Iran's energy lifeline that has so far escaped attack



The oil terminal on Kharg Island handles around 90% of Iran's crude oil exports. Abedin Taherkenareh / EPA
Published: March 13, 2026 6.09pm CET

As the US and Israel's assault on Iran grinds on, the Trump administration has issued increasingly bellicose claims that American and Israeli forces are delivering ferocious blows to the Iranian regime.

The US secretary of defense, Pete Hegseth, [warned](#) of the "most intense" day of strikes yet on March 10. And Donald Trump followed with a claim that the war will end soon [because there is](#) "practically nothing left" in Iran for the US military to target.

A guerra no estreito de Ormuz e a geopolítica da energia (30) [FONTE: Christian Emery / The Conversation, 13/03/2026]

This is all part of a campaign that the White House has **declared** is aimed at “systematically dismantling the Iranian regime’s ability to ever again threaten America, our allies, and global security.”

So far, this campaign has largely targeted Iran’s military and nuclear facilities. But some critical non-military infrastructure has also come under attack. Israel struck **two oil refineries** and two oil storage facilities near Tehran on March 8, with Iran accusing the US of attacking a **desalination plant** the same day.

Yet one target vital to Iran’s economic survival, its largest export terminal for sending oil to international markets, remains unscathed. That terminal sits on Kharg, a small coral island off Iran’s south-western coast. This is where oil pumped across Iranian oil fields arrives via subsea pipelines to be loaded on to tankers, mostly **bound for China**.

At peak capacity, the terminal’s vast storage facilities and multiple jetties can handle millions of barrels of oil per day. Kharg accounts for an extraordinary 90% of **Iranian crude exports** and tens of billions of US dollars of annual government revenue.

A guerra no estreito de Ormuz e a geopolítica da energia (31) [FONTE: Christian Emery / The Conversation, 13/03/2026]

No other major oil-producing country is so reliant on just one facility. Saudi Arabia, Kuwait and the United Arab Emirates in the Gulf, and massive producers elsewhere such as Russia, Mexico and Venezuela, do not concentrate almost all their export capacity in a single location.



Kharg is a five mile long island located off the south-west coast of Iran. [Uwe Dederling / Wikimedia Commons, CC BY-SA](#)

A guerra no estreito de Ormuz e a geopolítica da energia (32) [FONTE: Christian Emery / The Conversation, 13/03/2026]

Iran's energy lifeline

Kharg Island became the linchpin of Iran's oil industry due to a convergence of history and geography. Nowadays, Kharg is widely known among Iranians as the "forbidden island" because of the tight military restrictions and secrecy that surround it.

Yet behind its modern geoeconomic significance lies an ancient history, from early human settlements dating back more than 4,000 years to occupation by various empires that understood its strategic maritime importance as a trading post. The island also housed political prisoners in the mid-20th century, before the construction of Kharg's modern terminal began in 1958.

The island quickly became Iran's dominant export port for two reasons. First, it could be connected by pipeline to the major oil fields in south-western Iran. And second, its deep water location made it one of the only places on Iran's western coast that could accommodate the new supertankers that were at the time dramatically reducing the cost of transporting oil.

Once the gigantic storage facilities, jetties and subsea pipelines feeding the terminal had been constructed, centralising exports there created significant efficiencies. Oil from multiple fields could share the same storage and loading infrastructure, thereby reducing overall operating costs.

A guerra no estreito de Ormuz e a geopolítica da energia (33) [FONTE: Christian Emery / The Conversation, 13/03/2026]



A Thai cargo ship was struck by missiles in the strait of Hormuz of March 11. Royal Thai Navy / EPA

At first glance, Iran's reliance on one terminal for nearly all its oil exports seems like a major strategic vulnerability. There are also no significant operational challenges preventing the US and Israel from destroying it. Yet, paradoxically, this is precisely why it has not been targeted thus far.

A guerra no estreito de Ormuz e a geopolítica da energia (34) [FONTE: Christian Emery / The Conversation, 13/03/2026]

Crippling Iran's entire oil industry for months – if not years – would shatter the already fragile confidence in financial markets that Trump can achieve his vague war aims without long-term disruption to the global economy. Some [analysts predict that](#) oil prices could soar to US\$150 (£112) a barrel if Kharg is hit.

To put that figure into context, Russia's 2022 full-scale invasion of Ukraine caused Brent crude to rise to [well over US\\$100](#) a barrel for four months. This was not the only cause of the roughly 9% [surge in inflation](#) seen at the time, but it was an important factor in the ensuing cost of living crisis.

Launching an attack on Kharg would likely expose Trump's gamble in launching a war against Iran while simultaneously promising US consumers that virtually everything would become more affordable as a catastrophic error. American voters are [indicating that inflation](#) and the cost of living are their biggest concerns ahead of the upcoming midterm elections in November.

Of course, Trump's intervention in Iran may lead to rising prices even if the US does not attack Kharg Island. The wider disruption to Gulf shipping in the strait of Hormuz [has already caused](#) oil prices to rise to around US\$100 per barrel. And in his first statement since becoming Iran's supreme leader, Mojtaba Khamenei [vowed to keep](#) blocking the waterway.

A guerra no estreito de Ormuz e a geopolítica da energia (35) [FONTE: Christian Emery / The Conversation, 13/03/2026]

But at least for the moment, Trump seems to realise that Kharg Island needs to be left intact if he is to preserve the already shaky notion that he can end this war in a manner he can present as a success – which increasingly looks like degrading Iran but not forcing it to capitulate – without causing long-term economic pain for Americans.

One other factor preventing the US from destroying Kharg is that it would cause long-lasting damage to the Iranian economy. This would undermine any pretence that Trump is acting in the interests of the Iranian people, as [he has claimed](#), since any new government would be financially crippled if the regime did collapse.

So Kharg Island survives intact for now. This is, in large part, due to the fundamental contradiction between Trump's objectives in Iran and the political and economic costs he is willing to incur in pursuit of them.

A guerra no estreito de Ormuz e a geopolítica da energia (36) [FONTE: Donald Trump / Truth Social, 13/03/2026]



Donald J. Trump  
@realDonaldTrump

Moments ago, at my direction, the United States Central Command executed one of the most powerful bombing raids in the History of the Middle East, and totally obliterated every MILITARY target in Iran's crown jewel, Kharg Island. Our Weapons are the most powerful and sophisticated that the World has ever known but, for reasons of decency, I have chosen NOT to wipe out the Oil Infrastructure on the Island. However, should Iran, or anyone else, do anything to interfere with the Free and Safe Passage of Ships through the Strait of Hormuz, I will immediately reconsider this decision. During my First Term, and currently, I rebuilt our Military into the Most Lethal, Powerful, and Effective Force, by far, anywhere in the World. Iran has NO ability to defend anything that we want to attack — There is nothing they can do about it! Iran will NEVER have a nuclear weapon, nor will it have the ability to threaten the United States of America, the Middle East or, for that matter, the World! Iran's Military, and all others involved with this Terrorist Regime, would be wise to lay down their arms, and save what's left of their country, which isn't much! Thank you for your attention to this matter. President DONALD J. TRUMP

7.52k ReTruths 28k Likes

Mar 13, 2026 at 10:54 PM

A guerra no estreito de Ormuz e a geopolítica da energia (37) [FONTE: Reuters, 14/03/2026]

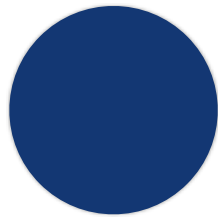
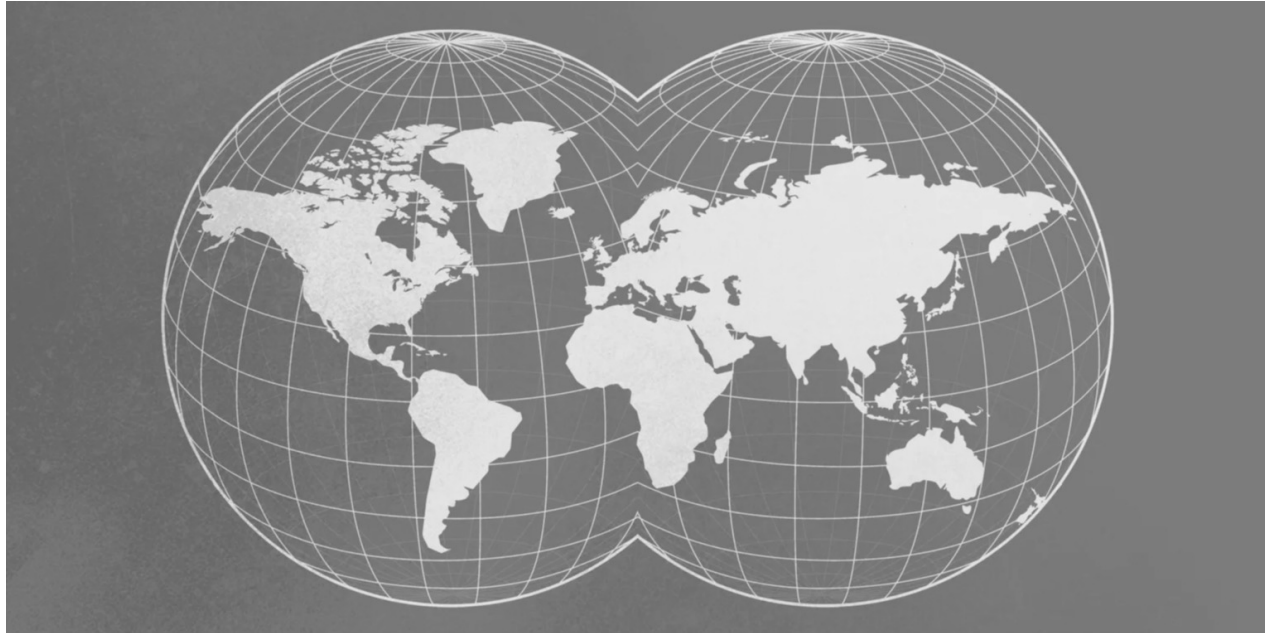
Trump threatens to hit Iran's Kharg Island oil network if shipping lanes remain blocked



A satellite image shows an oil terminal at Kharg Island, Iran, February 25, 2026. 2026 Planet Labs PBC/Handout via REUTERS [Purchase Licensing Rights](#)

WASHINGTON/DUBAI/JERUSALEM, March 14 (Reuters) - U.S. President [Donald Trump](#) threatened to strike the oil infrastructure of Iran's [Kharg Island](#) hub unless Tehran stopped attacking vessels in the Strait of Hormuz, a warning that could further roil markets coping with a historic supply disruption.

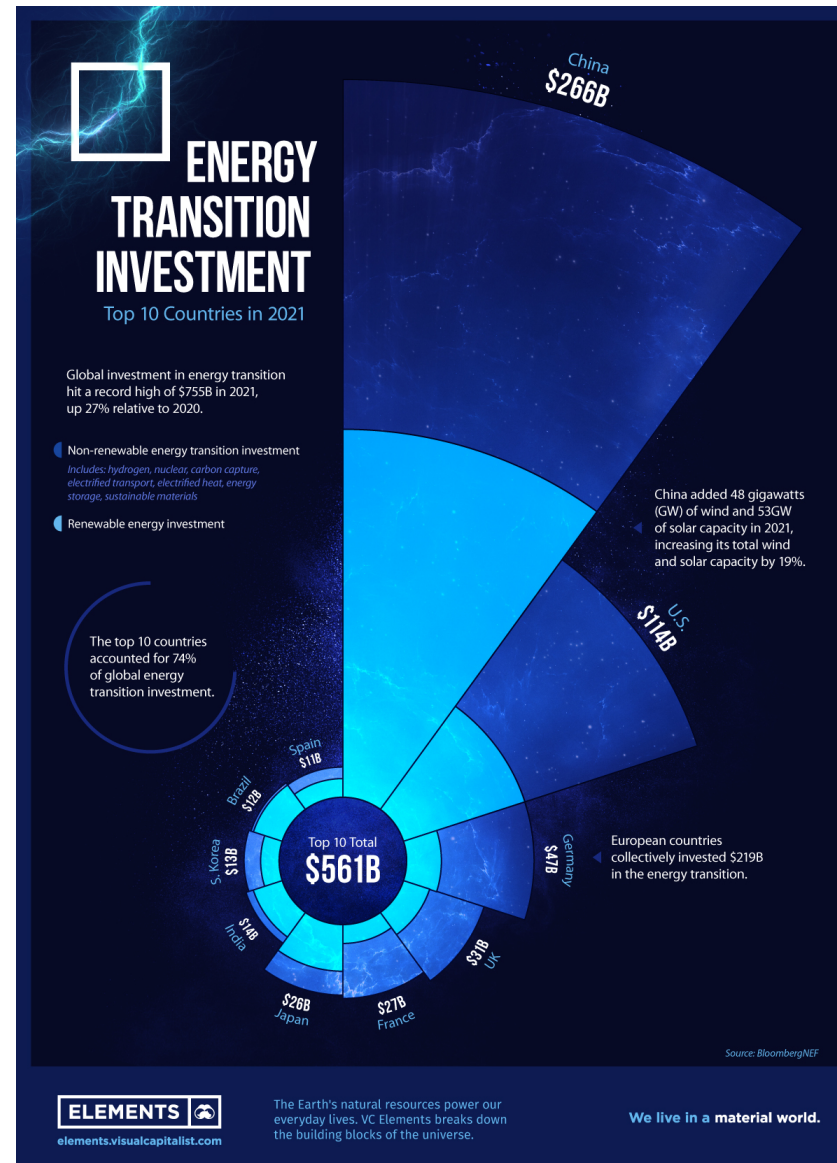
Trump paired his Friday ultimatum with a social media post saying the U.S. had "totally obliterated" military targets on the island, the export terminal for 90% of Iran's oil shipments, which lies about 300 miles (500 km) northwest of the strait.



PARTE II – NOTAS BREVES

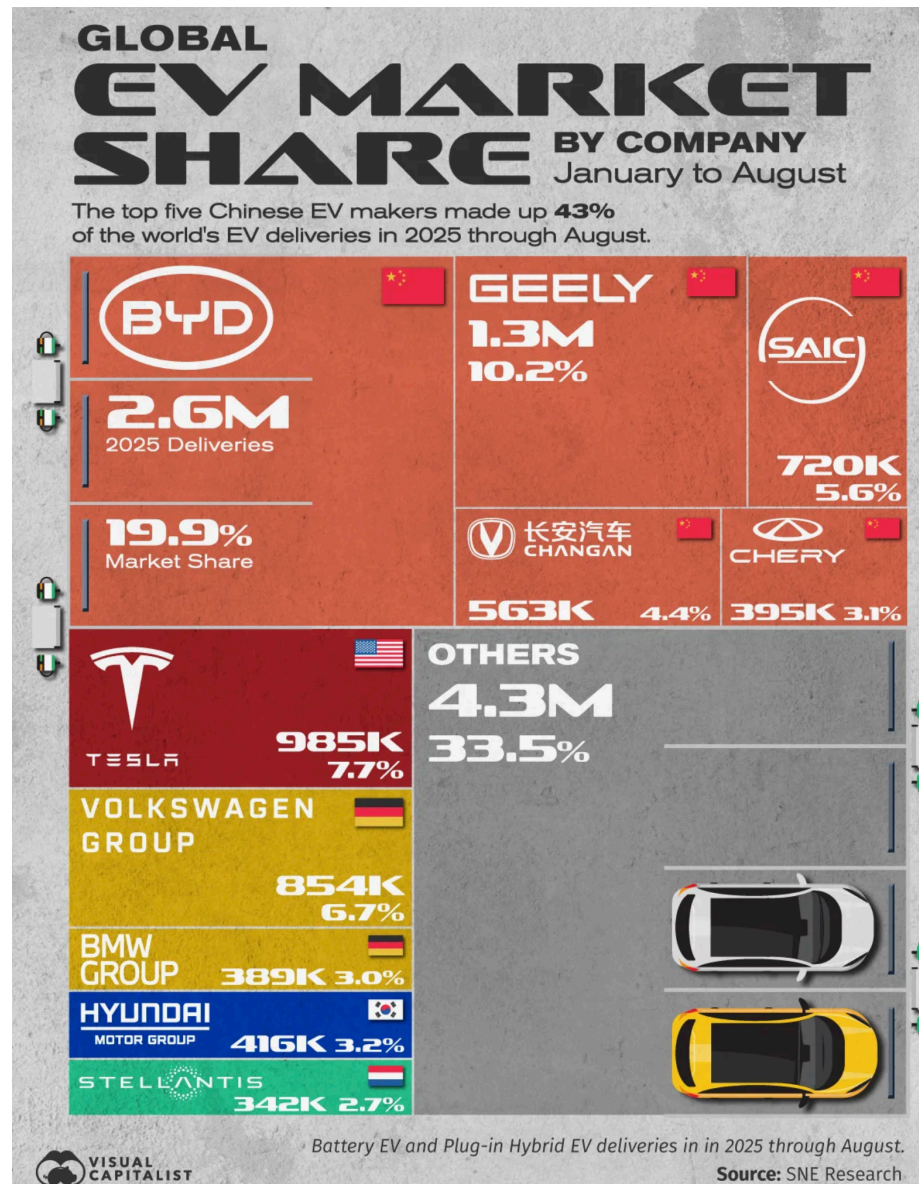
Um novo choque energético: quem está melhor posicionado para o superar? (1)

[FONTE: Visual Capitalist, 2022]



Um novo choque energético: quem está melhor posicionado para o superar? (2)

[FONTE: Visual Capitalist, 13/11/2025]



Um novo choque energético: quem está melhor posicionado para o superar? (3)

[FONTE: DW, 10/03/2026]

How renewable energy shields countries from oil price shocks



The Strait of Hormuz is one of the world's most critical maritime chokepoints, carrying around a quarter of global seaborne oil trade

Image: Benoit Tessier/REUTERS

Um novo choque energético: quem está melhor posicionado para o superar? (4)

[FONTE: DW, 10/03/2026]

Countries that generate more of their power from wind, solar and other renewable sources are better protected from global energy shocks, experts say, as the escalating conflict in the [Middle East rattles global markets](#).

The war has widened since the [US and Israel launched strikes on Iran](#) more than 10 days ago. Critical infrastructure in the region has come under attack and the risk of Iranian strikes has essentially shut down the Strait of Hormuz, [the crucial waterway used to transport 20% of the world's oil and gas](#).

The disruption means fuel may struggle to reach the countries that depend on it to generate electricity, heat homes, power industry and run transport. The resulting supply squeeze is [pushing prices higher around the world](#) and could intensify cost-of-living pressures.

"Energy is the lifeblood of our societies and our industries," said Antony Froggatt, aviation, shipping and energy expert at Brussels-based NGO Transport & Environment. "And we're still highly dependent on fossil fuels."

The world still gets about 80% of its primary energy from fossil fuels, the main source of greenhouse gas emissions driving [climate change](#). In his second term, US President Donald Trump has also [doubled down on fossil fuels](#), scrapping Biden-era green energy and climate regulations aimed at cutting emissions.

Um novo choque energético: quem está melhor posicionado para o superar? (5)

[FONTE: DW, 10/03/2026]

That dependence makes economies and societies vulnerable to geopolitical shocks, said Rana Adib, executive secretary of the Renewable Energy Policy Network for the 21st Century (REN21).

Countries with a higher share of "homegrown" renewables in their energy mix are "less vulnerable to these shocks," she argued.

Green energy technologies like wind turbines, solar panels and batteries — and the rare earths required in their manufacture — have global supply chains that can also be affected by geopolitical tensions and trade disruptions. But the energy renewables produce typically comes from within national borders.

"Once you bring the technology into the countries, the fuel you're using is the sun, is the wind, is the heat that is local," Adib told DW. "And this is a reason why renewable energy as a solution for energy production is much more resilient to those global shocks."

Um novo choque energético: quem está melhor posicionado para o superar? (6)

[FONTE: DW, 10/03/2026]

Uruguay bets on wind and hydro

After the financial crisis in 2008, unease about a reliance on oil and gas imports was what drove [Uruguay](#) to go all in on renewables.

Two decades ago, the small South American country with a population of 3.5 million embarked on a plan to phase fossil fuels out of its power grid by rapidly expanding wind farms.

Today, more than 90% of the country's electricity comes from renewables — mainly [wind](#), solar, [hydropower](#) and biofuels. That figure has reached 98% in some particularly wet and windy years.

"It shows us that a 100% renewable electricity grid is fully possible," said Adib, adding that Uruguay has managed to do so without the massive amounts of storage required for when the sun isn't shining and wind isn't blowing.

Adib said the shift to green power helped limit Uruguay's exposure to past energy price surges.

"During the energy crisis linked to the war in in Ukraine, Uruguay energy prices remained stable," Adib said. "This is extremely important because it means that the inflation does not hit this country in the same way as a country that has a high dependence on fossil fuel imports."

Um novo choque energético: quem está melhor posicionado para o superar? (7)

[FONTE: DW, 10/03/2026]



Renewable energy advocates say countries with more homegrown solar, wind and hydro could insulate themselves from oil shocks in the future *Image: VCG/IMAGO*

Adib said the investment in renewables created 50,000 jobs and has allowed the country to save \$500 million (€430 million) in energy import costs annually.

Still, Uruguay, like most countries, remains reliant on fossil fuels to power transport, run its industrial sector and heat homes. It is moving to electrify its [public transport](#) and [decarbonize industry](#). But phasing out fossil energy entirely could take decades.

Um novo choque energético: quem está melhor posicionado para o superar? (8)

[FONTE: DW, 10/03/2026]

More electricity needed to bolster transition

Another country that has significantly reduced reliance on fossil fuels is [Denmark](#). The oil crisis in the 1970s hit the small Scandinavian country hard, prompting it to begin developing renewables early.

Today, more than [80% of Denmark's electricity is supplied by green energy](#), with wind making up almost 60% of that amount, followed by biogas. The country of 6 million has cut its planet-heating emissions by half since 1990 and wants to have a fossil-fuel free electricity system by 2030.

Its [district heating systems](#), which link up more than 65% of homes, have largely phased out coal and are planned to rely 100% on renewable biomethane by 2030.



Even countries with a lot of renewable electricity are still vulnerable to price shocks at the gas pump and for home heating, because those are largely fossil-fuel based. *Image: Frederic J. Brown/AFP*

Um novo choque energético: quem está melhor posicionado para o superar? (9)

[FONTE: Inside Climate News, 13/11/2025]

China Is Leaving America in the Dust on Clean Energy

There are enormous geopolitical, economic and climate ramifications to the U.S. abandoning leadership on the energy transition. If you live in America, basically none of them are good.

Interview by Steve Curwood, Living on Earth February 14, 2026



Employees work on photovoltaic cell modules used in solar panels at a factory in Lianyungang, China.
Credit: AFP via Getty Images

Um novo choque energético: quem está melhor posicionado para o superar? (10)

[FONTE: Inside Climate News, 13/11/2025]

As the United States fully withdrew from the United Nations climate negotiations in the fall of 2025, China stepped forward with an absolute emissions-reduction target of at least 7 percent by 2035. While the U.S. is the world's largest historic emitter of greenhouse gases, China is the largest present-day emitter.

With the U.S. now gone from the negotiating table, China is effectively in charge of the terms of international climate agreements. And since energy drives so much of modern commerce, China is already seizing the moment to develop its economy by supplying the world with the clean technologies of the future, as the U.S. lags behind.

Analysis by Carbon Brief shows that in 2025 solar power, electric vehicles and other clean-energy technologies powered more than a third of China's gross domestic product growth at the same time the U.S. economy had lower growth and higher inflation.

Um novo choque energético: quem está melhor posicionado para o superar? (11)

[FONTE: Inside Climate News, 13/11/2025]

CURWOOD: Historically, the West got very rich with fossil fuels. The economy really built up with the fossil fuel economy. Given that history and China's advance in the area of renewable energy, what does this put the United States and China vis a vis each other when it comes to economic growth and competition? To what extent is China in a position to eat America's lunch now for further development?

HILTON: That's certainly what it looks like because the United States has big incumbent industries, has a lot of relatively cheap fossil fuel, and industries want to defend their interests.

The U.S. has been a very stop-start player in climate right from the beginning. The current administration is probably certainly the worst, but right from the start, the United States has been, you know, not entirely a helpful player. It had its good moments, and it had its not-so-good moments, like signing up for Kyoto, then not ratifying it and so on. It is unfortunate for the world that the United States is such a big emitter.

"China decided to combine industrial ambition, economic ambition and scientific realism and invest enormously in every aspect of every technology that was going to be required for renewables."

Um novo choque energético: quem está melhor posicionado para o superar? (12)

[FONTE: Inside Climate News, 13/11/2025]

It's unfortunate for the United States that it's turning its back on the future. If you look at all the technologies that China now dominates—because it's a very efficient manufacturer and has secured its supply chains—it has managed to lower the cost of those technologies. So now it's actually cheaper to generate renewable electricity than it is to generate any kind of power with fossil fuels, and all the technologies that ride on the electric economy, and that includes electric vehicles. It includes all forms of transport. There will at some point be an electric plane. All of these things and all the associated technologies, like amazing battery technologies, are now dominated by China.

Europe and the United States are not short of innovation, but China has scale. It has an enormous domestic market and it has a planning system which committed the entire economy to go in that direction. The fact is that it's very hard now to compete with China, and if the United States draws back from all this sector, it's going to be very, very hard to catch up, in my view.

Um novo choque energético: quem está melhor posicionado para o superar? (13)

[FONTE: Evan Halper / Washington Post, 13/03/2026]

China may benefit from higher oil prices triggered by Iran war - The ...

Evan Halper



As the threat of strikes by Iran forces oil tankers destined for Asia to [idle in the Persian Gulf](#), some top Republicans have declared an economic victory against a rival super power. "This is China's nightmare," Sen. Lindsey Graham (R-South Carolina) said on Fox News this week.

Um novo choque energético: quem está melhor posicionado para o superar? (14)

[FONTE: Evan Halper / Washington Post, 13/03/2026]

But the disruption caused by the war on Iran may reveal a different story about China: that years spent preparing for a global energy crisis have left the country and its economy better positioned than most to endure a long-term hike in the cost of oil and gas.

Through massive stockpiles of crude oil, an [aggressive push into electric vehicles](#) and huge investments into coal, [renewable power](#) and [battery storage](#), Beijing has worked to insulate its economy from future oil shortages that once would have been crippling. As China has rolled out miles of new solar and wind farms while also sprouting new coal plants, some energy experts have dubbed it an “[electrostate](#),” increasingly powered by electricity generated at home rather than fossil fuels shipped from abroad.

China’s strategy is being put to the test as oil prices climb and President Donald Trump sends [mixed signals](#) about how long the war on Iran will continue. While the Chinese economy like others around the world faces major challenges from increased energy costs, the country may be positioned to ultimately leverage geopolitical opportunity out of the crisis. China’s recent energy investments make it particularly resilient to fossil fuel price shocks compared with nations that have not kept pace in growing and diversifying their energy economies — including the United States and its allies in Europe.

Um novo choque energético: quem está melhor posicionado para o superar? (15)

[FONTE: Evan Halper / Washington Post, 13/03/2026]

China's oil stockpile dwarfs U.S. strategic reserve

Oil reserves, in millions of barrels

By contrast, China's years of steady and increasing investment have left it with huge capacity to absorb energy shocks. The country's domestic production of oil covers only about a quarter of its needs, but its stockpiles of oil dwarf those of the U.S., with an estimated 1.3 billion barrels in reserve, according to analyst firm Kpler. That is enough to backfill more than six months of disruption of China's supply via the Strait of Hormuz, where the tankers that once shipped half of the country's oil imports and a third of the foreign natural gas it buys have been [paralyzed](#) by Iran's attacks in the region.

China has also been rapidly building [new coal plants](#) in recent years and now has so many that they do not need to run at full capacity. That spare power generation can be fired up to help limit interruptions to heavy industry and its power grid.

"They have an abundance of domestic coal," said Ben Cahill, director for energy markets and policy at the Center for Energy and Environmental Systems Analysis at the University of Texas at Austin. "China has strategized to protect itself from risks associated with imported fossil fuels. They see it as a vulnerability to be overly dependent on imported energy."

Um novo choque energético: quem está melhor posicionado para o superar? (16)

[FONTE: Evan Halper / Washington Post, 13/03/2026]

How much China can capitalize on the current tumult in energy markets hinges on how long it lasts, and what direction it takes. A rapid restoration of stability in Iran and a reopening of the Strait of Hormuz would limit how dramatically this conflict shakes the world's energy economy.

But the outlook for a speedy return to the way things were before Trump ordered attacks on Iran two weeks ago is rapidly dimming as the [conflict escalates](#) across the region and oil infrastructure and shipping has been attacked. On Thursday, Iran's newly appointed supreme leader, Ayatollah Mojtaba Khamenei, pledged in a written address that Tehran would keep retaliating and said the Strait of Hormuz would [remain closed](#).

Richard Nephew, a senior adviser on Iran in both the Biden and Obama administrations who is now a scholar at Columbia University, said a lengthy period of disruption would also create a valuable learning opportunity for China's leaders. Beijing's threats of ["reunifying"](#) Taiwan have always raised questions about its dependence on foreign oil, because moving on the self-governed island would likely trigger an embargo of fuel deliveries.

China is getting "a dry run of what a boycott or embargo looks like if they ever try to take Taiwan," Nephew said, while also getting a chance to observe the U.S. military's weaponry and tactics in action. "There are ways in which the Chinese could use this whole situation to their long-term advantage," he said.

Um novo choque energético: quem está melhor posicionado para o superar? (17)

[FONTE: Evan Halper / Washington Post, 13/03/2026]

Iran war oil shock accelerates Southeast Asia's EV revolution

Published: 10:00am, 8 Mar 2026



A man in a Mercedes drives up to a Bangkok forecourt, cash in hand, ready to buy an electric vehicle he hadn't planned on owning.

Southeast Asia's EV revolution has found a new accelerant.

"He was afraid he wouldn't be able to fill up his car any more," said Samart Prakotkancharna, managing director of Ratchapruek P Car Centre in [Thailand's](#) capital, describing the scene that played out on his forecourt.

Um novo choque energético: quem está melhor posicionado para o superar? (18)

[FONTE: SCMP, 9/03/2026]

Observers say this year has proved a turning point for EV uptake across Southeast Asia, as sales that were once artificially driven by government stimulus and heavy discounts take on a momentum of their own.

Used EVs are slicker, stuffed with more gizmos and a higher-quality interior finish and, crucially, cheaper than petrol cars of the same year.

“They hold up far better than their petrol equivalents,” Samart said.

The Neta V tops the wish list of second-hand buyers at as low as 200,000 baht (HK\$50,000), with the higher-spec BYD Atto 3 at around double the price.

Over the past four to five years, EVs have flooded the Thai market in a surge driven by generous state subsidies and aggressive price cuts by Chinese marques hungry for market share.

Import taxes were slashed or waived altogether, opening the floodgates to a wave of Chinese brands – BYD, Great Wall Motors, Aion, Deepal and Jaecoo among them – alongside Japanese and South Korean rivals such as Nissan and Hyundai.

Um novo choque energético: quem está melhor posicionado para o superar? (19)

[FONTE: SCMP, 9/03/2026]



Workers assemble an EV inside BYD's first EV factory in Southeast Asia in Rayong, Thailand. Photo: Reuters

Outpacing the West

While tens of millions of gas-guzzlers still dominate Southeast Asia's congested roads – and will do so for years to come – EVs have made emphatic inroads into the market.

Southeast Asian nations are now among the leading buyers of EVs anywhere, outstripping both Europe and the United States, according to a December report by energy think tank Ember.

Bibliografia

