

KG

KALAMAZOO GAZETTE



PWHL DRAFT

CAROLINE HARVEY AND SEVERAL TEAMMATES FROM THE U.S. WOMEN'S OLYMPIC HOCKEY TEAM ARE EXPECTED TO BE SELECTED DURING TODAY'S PWHL DRAFT IN DOWNTOWN DETROIT. **B2**



It could take weeks or months for oil to fully flow

On June 8, Iranians fish as cargo and commercial vessels remain at anchor in the Strait of Hormuz. Even after oil starts flowing again from the Middle East, it could take awhile for American consumers to notice a difference in prices. *ISNA via AFP, Getty Images*

War in the Middle East:

Hundreds of ships trapped in the Persian Gulf are waiting to exit through the narrow Strait of Hormuz.

David McHugh and Cathy Bussewitz
Associated Press

The tentative agreement to end the war in Iran and reopen the Strait of Hormuz would be good news for the global economy. But even as the price of oil continued to drop Tuesday, many questions remained about when and how it would start flowing again through the world's most vital artery for energy shipments.

Before the war, the strait carried a fifth of the world's crude oil. Now, it will take time for hundreds of ships trapped in the Persian Gulf to exit through the narrow strait. And Gulf oil producers that throttled back production will need time to get the oil moving again. Analysts also say ship captains may take their time to decide if passage is safe and that the threat of attack from Iran has truly receded.

All told, oil prices, inflation and energy flows simply won't see an immediate return to what they were before the war — not for weeks or even months. And that's assuming the deal, set to be signed Friday, proves durable.

Details hadn't been released. And Iran's top diplomat said that the tentative deal to end the war with the United States would require Israel to withdraw from Lebanon — a condition Israel has already rejected and that could sink the agreement.

“Operationally, the sector is not rushing back.”

Richard Meade, editor-in-chief of the shipping data and analysis company Lloyd's List

WHEN WILL OIL START MOVING AGAIN?

Even if the Strait is completely open, it will take time for tankers to enter, load, and make the journey to Asian countries — the chief customers for Gulf oil from Saudi Arabia, Iraq, Bahrain, the United Arab Emirates, Kuwait and Oman. A trip to Japan and back can take 45 to 50 days.

Captains, insurers and owners may take their time in attempting passage, given the volatile situation.

“Operationally, the sector is not rushing back,” wrote Richard Meade, editor-in-chief of shipping data and analysis company Lloyd's List, noting that many warn mine clearance and a return to use of the internationally recognized transit lanes “are prerequisites for safe navigation.”

Ships have been trickling out through an Iranian-run vetting lane in the north of the strait, while others have slipped out with lights and location systems turned off under U.S. forces' guidance in a southern passage along the coast of Oman.

Iran had threatened to attack ships using the internationally established mid-strait

transit lanes that keep inbound and outbound ships out of each other's way.

Some 500 commercial vessels remain in the Persian Gulf, according to maritime and energy intelligence firm Kpler, and they can't all leave through the narrow strait at once.

Amena Bakr, head of Middle East energy and OPEC+ insights at Kpler, estimated that clearing mines would take six months, vessels leaving and returning to reload two to three months, and restarting production in some countries to prewar levels another three months.

WHAT DOES AN 'OPEN' STRAIT MEAN?

Iran has demanded the right to collect money from ships using the strait, and in some cases has already exacted payment to let ships leave.

Trump said on his social media platform Truth Social that the deal involved a “toll free opening,” but Iranian officials suggested that they would be able to collect transit “fees” from ships.

The period between the deal's announcement and signing “gives both sides scope for issuing conflicting statements on the agreement, especially on the extent to which Iran will manage traffic and demand fees,” said Torbjorn Soltvedt, principal Middle East analyst at risk intelligence company Verisk Maplecroft.

Paying tolls would present a quandary for ship owners, since the U.S. and EU have designated the Islamic Revolutionary Guard Corps a terrorist organization, and the U.S. Treasury has sanctioned the entity Iran has announced to run its collections. Unless those sanctions are modified, paying exposes shippers and banks to sanctions.

SEE GLOBAL ENERGY, A3

GUN RIGHTS

Lawsuit attacks Michigan's 'permission slip' to buy pistols

The state's process for buying pistols is unconstitutional, a federal lawsuit says.

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GRAND RAPIDS — Gun owners and rights groups have filed a federal lawsuit against Michigan's attorney general and state police leader over the state's license-to-purchase and pistol registration requirements.

The lawsuit said that police agencies have arbitrarily or mistakenly denied licenses to buy firearms, and that requiring a single-use permit before buying a pistol is unconstitutional.

“Michigan cannot require law-abiding citizens to obtain a discretionary government permission slip before exercising a fundamental constitutional right,” said attorney Steve Dulan, representing Michigan Coalition for Responsible Gun Owners.

A message seeking comment was sent to Attorney General Dana Nessel's office.

The lawsuit was filed Sunday in U.S. District Court for the Western District of Michigan.

The case has been assigned to Judge Robert Jonker.

Other plaintiffs include Michigan Open Carry, the National Rifle Association of America, Michigan Gun Owners and four individuals.

Defendants include Nessel, state police Col. James Grady II and the cities and police chiefs of Battle Creek, Kentwood, Troy and Walker, as well as Kalamazoo County Sheriff Richard Fuller.

The lawsuit asks the court to block enforcement of the challenged law, as well as the state's database of gun-ownership records.

The lawsuit said that Michigan's firearm licensing and registration is inconsistent with the Second Amendment.

SEE GUN RIGHTS, A3



Gun-rights advocates have filed a federal lawsuit against state of Michigan officials and others over license requirements to buy handguns. *MLive.com files*

How soon will prices drop for gasoline, groceries, airline tickets? **A4**

State lawmakers urge prison system to raise pay statewide

They argue officer shortage solutions shouldn't be regional.

Nathan Clark *nclark1@mlive.com*

LANSING — Lawmakers say a proposed pay increase for new correctional officers should go beyond just a small portion of the state's prisons.

State Sen. Sue Shink, D-Northfield Township, and state Rep. Will Snyder, D-Muskegon, sent a letter to Michigan Department of Corrections Director Heidi Washington on June 10 and June 11, requesting she expand her plan to increase pay for new correctional officers in the state's five prisons in the Upper Peninsula to all 26 state prisons.

The letters, signed by 10 state senators

and 36 state representatives, urged Washington to consider their request because the prison staffing shortage is a statewide issue that requires a statewide solution.

“There are 21 other prisons in the state. Officers at all of these prisons deal with difficult working conditions and suffer if staffing is inadequate, which is clear in the publicly released data on vacancy rates in Michigan correctional facilities,” Shink said. “It is concerning to pick winners and losers among facilities when officer vacancy rates are prevalent and severe across the state.”

A representative with the department could not be immediately reached for

comment.

Michigan Corrections recently announced that new recruits at five Upper Peninsula facilities will earn an additional \$10,000 a year, bringing their hourly wage to \$28.24, up from the current rate of \$23.45.

Those facilities are Marquette Branch Prison, Baraga Correctional Facility, Alger Correctional Facility, Kinross Correctional Facility and Chippewa Correctional Facility.

The facilities were selected based on current vacancy rates and their location in an area the department considers difficult for recruitment.

SEE HIGHER PAY, A3

