



2024年 第8周市场周报

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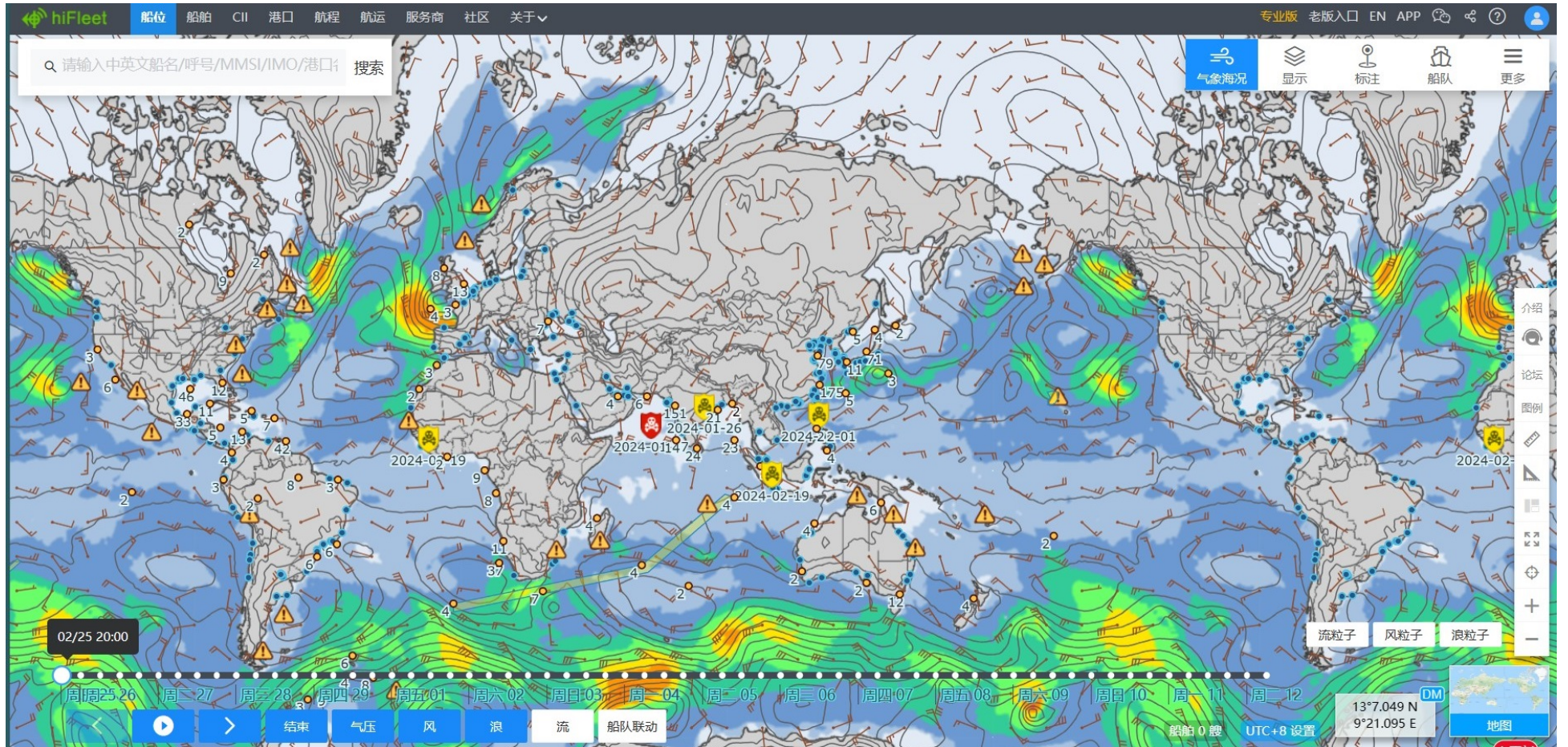
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本周话题 WEEKLY TOPIC

第一部分 航运安全 SHIPPING SAFETY



航行警告 Navigation Warning

HiFleet显示全球目前有效的航行警告有1057个，远东和环加勒比海居多，请相关水域船舶注意航行警告内容。There are currently 1057 navigational warnings in effect around the ocean on hiFleet with the Far East and around the coastal of Caribbean Sea still being the majority. Please pay attention to the navigational warnings in relevant waters.

海盗事件 Piracy

2月19日新加坡海峡，四名持枪劫匪登上了一艘正在航行的普通货船。警报响起，劫匪带着偷来的发动机备件逃跑了。事件报告给新加坡VTIS，所有船员安全。19.02.2024: 1910 UTC: Posn: 01:07.7N - 103:29.7E, Singapore Straits. Four robbers armed with guns boarded a general cargo ship underway. Alarm raised resulting in the robbers escaping with stolen engine spares. Incident reported to Singapore VTIS. All crew members safe.

其它 Others

无。Nil.

航海气象 Meteorology

未来一周受冷空气影响，中国渤海、黄海、东海海域风力由6-7级逐步减弱到4-5级，相关海域海浪将从3米的大浪到2米巨浪；台湾海峡风力有5-6级，台湾海峡洋面海浪将经历2米中浪，南海大部海域风力维持在5-6级，有2米中浪。辽东湾最大浮冰范围35海里；黄海北部最大浮冰范围10海里。大西洋和太平洋北部区域低压活动开始减弱，海域海况逐步改善。The coming week affected by the cold air the wind in Bohai Sea, Yellow Sea and China East Sea will gradually become weaker from near gale to breeze with the seas from rough to moderate. The wind in the Taiwan Strait is breeze. The sea in the Taiwan Strait happens to experience moderate. In most of the South China Sea the wind is breeze with moderate sea. Low-pressure in the north of North Atlantic Ocean and Pacific are becoming easing, sea conditions become improving.

海上事件 Marine Incidents

据hiFleet数据显示，2月19日一艘英国杂货船被胡赛武装导弹袭击，所幸没有船员受伤，在情况不明情况下船员采取了弃船措施。该船载重吨3万2千载重吨，1997年建造。According to hiFleet data, a British General Vessel was attacked by a Houthi missile on February 19, but fortunately no crew members were injured and the crew took measures to abandon ship under unknown circumstances. The ship has a deadweight of 32,000 tons and was built in 1997.

备注 Remark

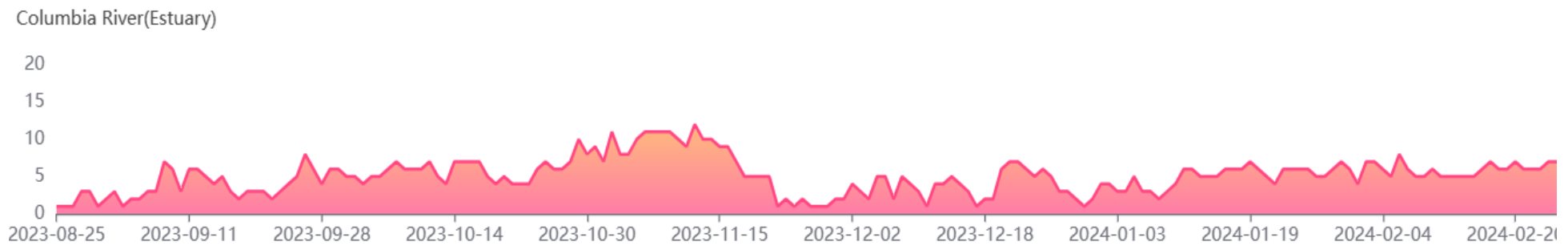
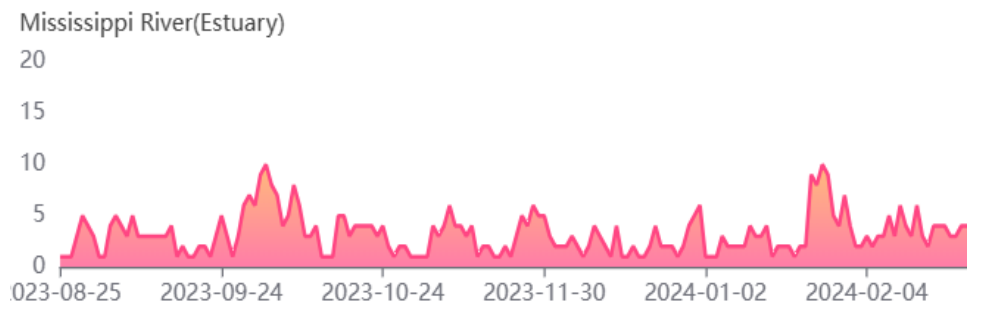
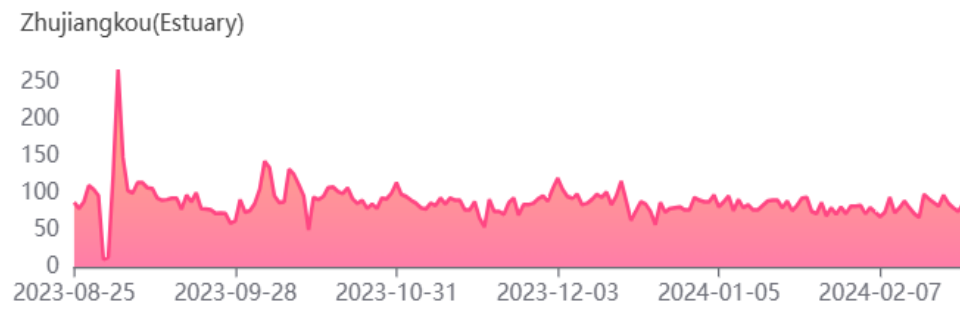
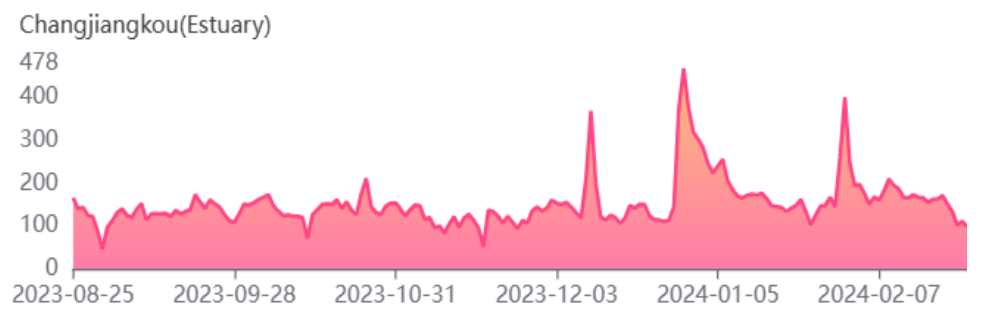
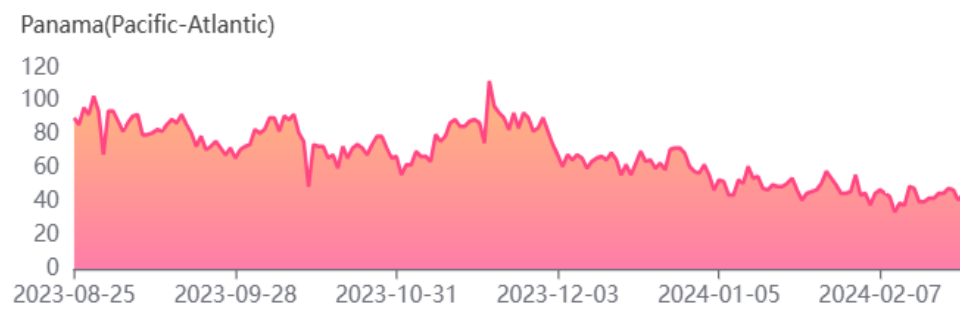
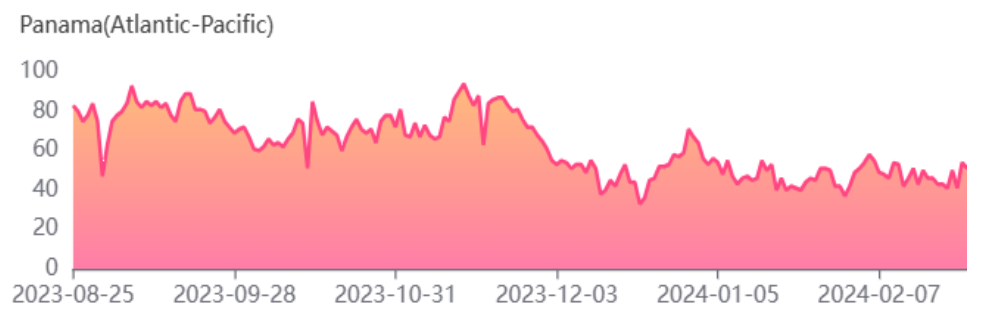
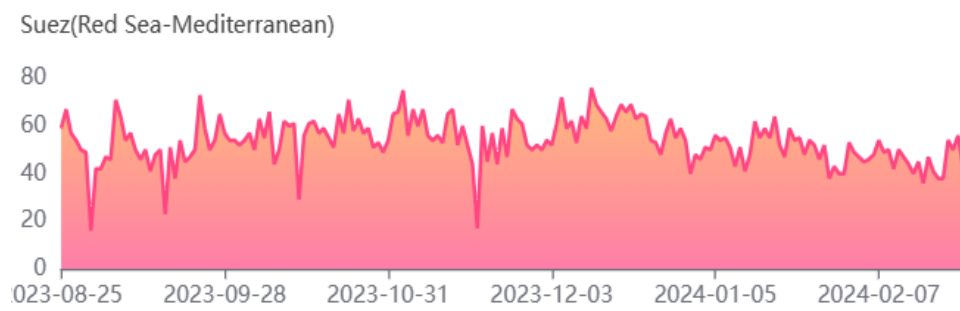
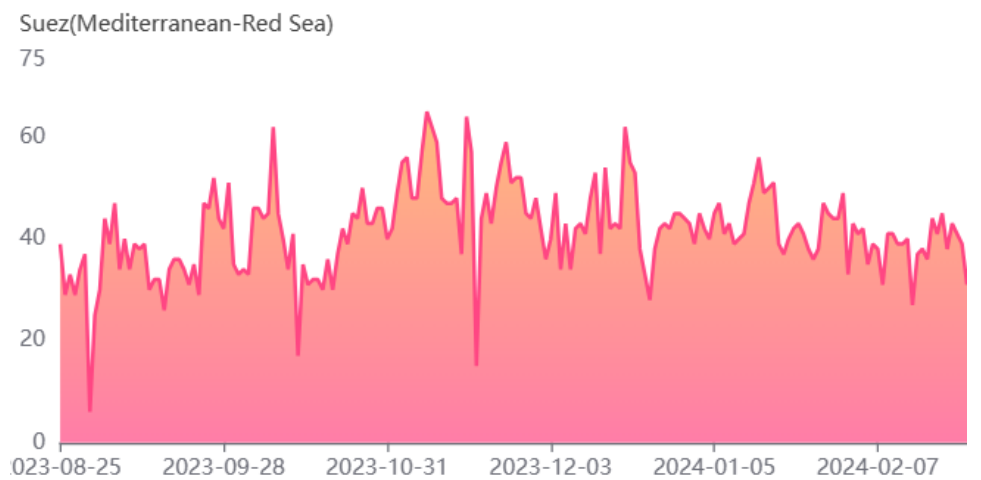
本报告数据截止时间为2024年2月25日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Feb 25 of 2024; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

第二部分 航运数据 SHIPPING DATA

最近一周船舶运河/河口锚地等待数量

Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	40	1313	10	-173
Miss.Riv.	4	129	-4	63
CJK	98	5126	-251	-170
Pa.Atlan.	51	1377	-8	-44
Colum.Riv.	7	172	7	35
Suez.Med.	31	1144	22	-111
Pa.Pac.	46	1291	20	-193
ZJK	77	2333	4	-124

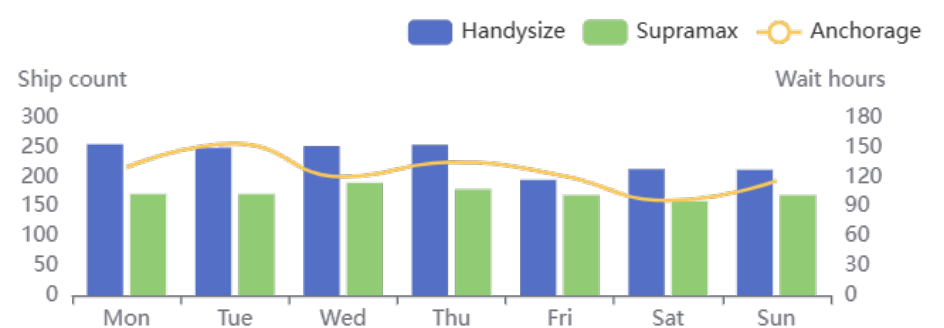


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

最近一周中国区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of China

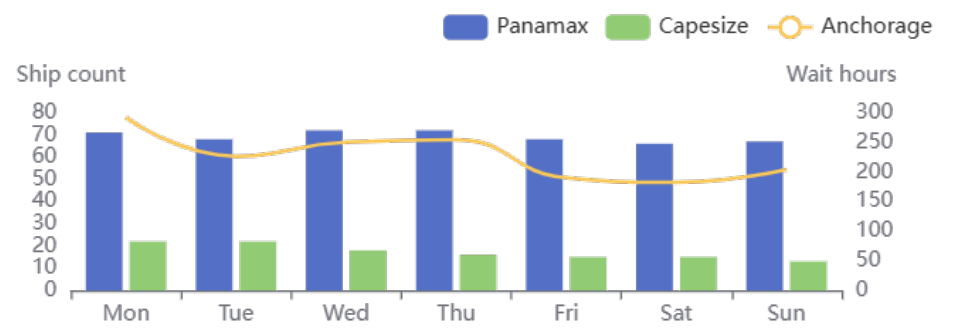
Type	M	T	W	Th	F	Sat	Sun
HDY	255	249	252	254	195	213	212
SMX	171	171	190	179	169	159	169
WT.h.	129.6	153.6	120.1	134.9	121.8	96.1	116



最近一周巴西区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Brazil

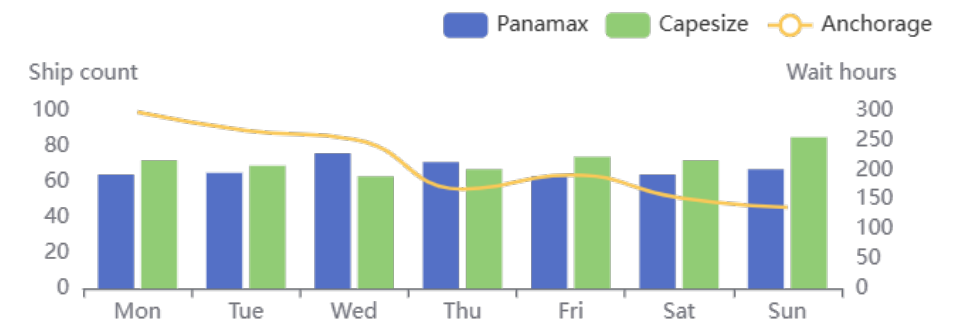
Type	M	T	W	Th	F	Sat	Sun
Pan.	71	68	72	72	68	66	67
Cap	22	22	18	16	15	15	13
WT.h.	291.9	226.4	250.4	254.2	190	182.2	204



最近一周澳大利亚区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Australia

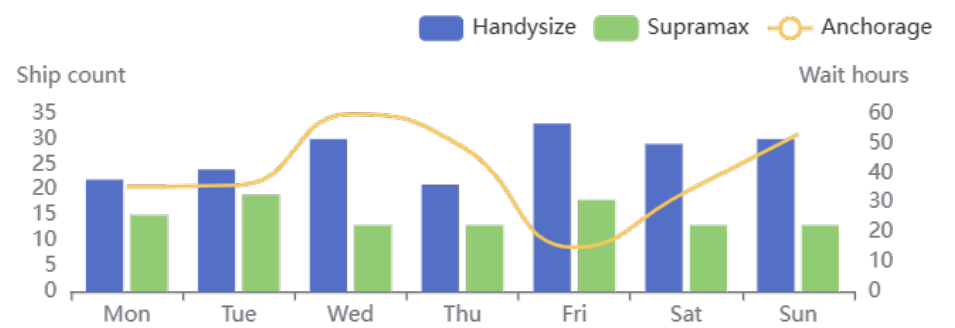
Type	M	T	W	Th	F	Sat	Sun
Pan.	64	65	76	71	63	64	67
Cap	72	69	63	67	74	72	85
WT.h.	297.6	266.6	251.6	167.6	191.6	152.9	137



最近一周黑海区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra & Handy Num. and Waiting Time Information in Anchorages of Black Sea

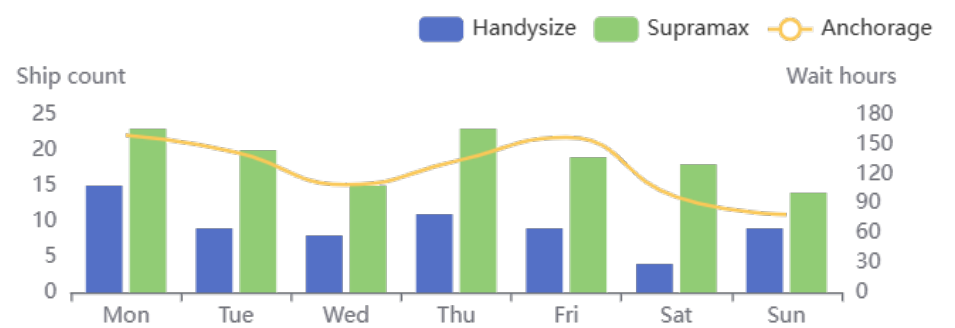
Type	M	T	W	Th	F	Sat	Sun
HDY	22	24	30	21	33	29	30
SMX	15	19	13	13	18	13	13
WT.h.	35.4	35.9	59.9	48.8	14.9	33.7	53



最近一周美湾区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of US Gulf

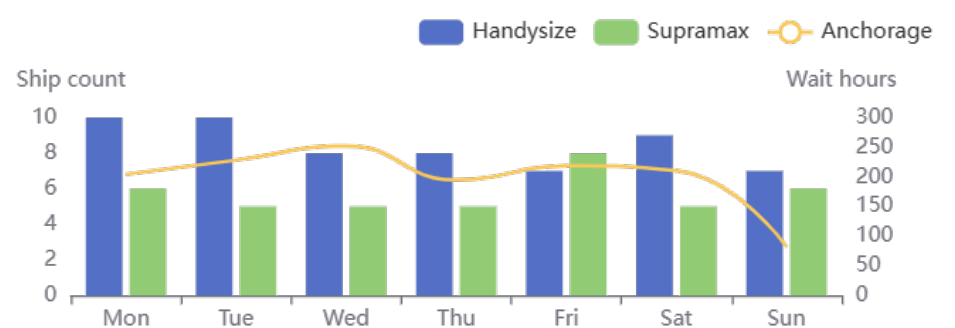
Type	M	T	W	Th	F	Sat	Sun
HDY	15	9	8	11	9	4	9
SMX	23	20	15	23	19	18	14
WT.h.	159.2	141.9	109	133	157	96.6	79



最近一周拉普拉特河区域超大型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of Plate River

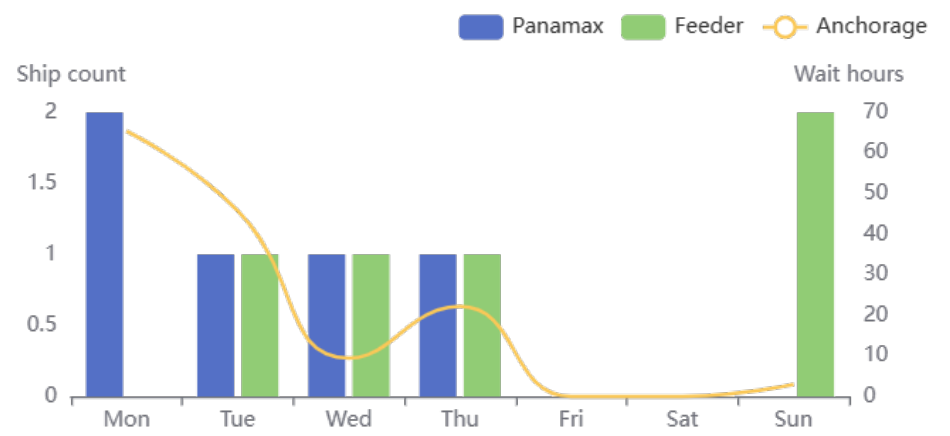
Type	M	T	W	Th	F	Sat	Sun
HDY	10	10	8	8	7	9	7
SMX	6	5	5	5	8	5	6
WT.h.	204.3	228.3	252.3	194.8	218.8	210.4	82



最近一周香港区域集装箱船锚泊数量和平均等待时长

Latest Week Update for Container Vessels Num. and Waiting Time Information on Anchorages of HongKong

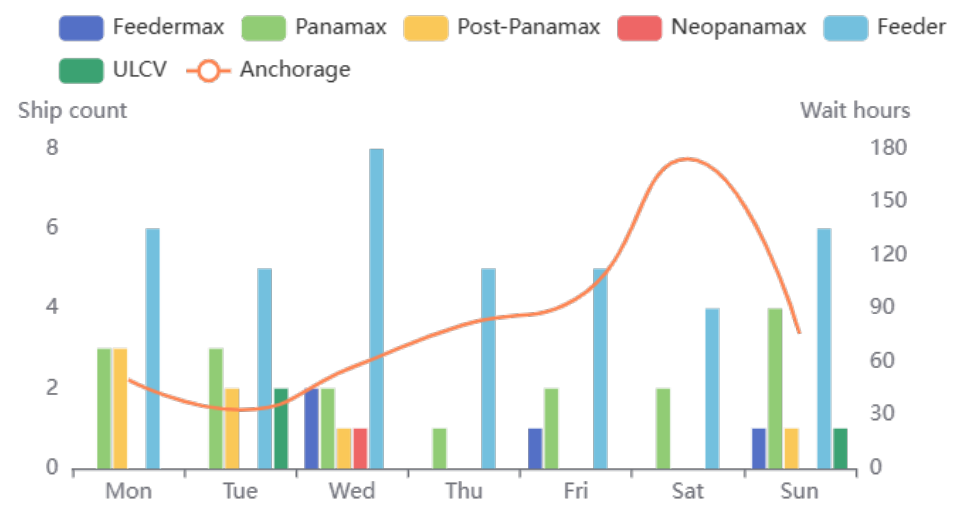
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	0
Pan.	2	1	1	1	0	0	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	0	1	1	1	0	0	2
WT.h.	65.4	45.75	9.45	22.2	0.0	0.0	3
Ulcw	0	0	0	0	0	0	0



最近一周上海区域集装箱船锚泊数量和平均等待时长

Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Shanghai

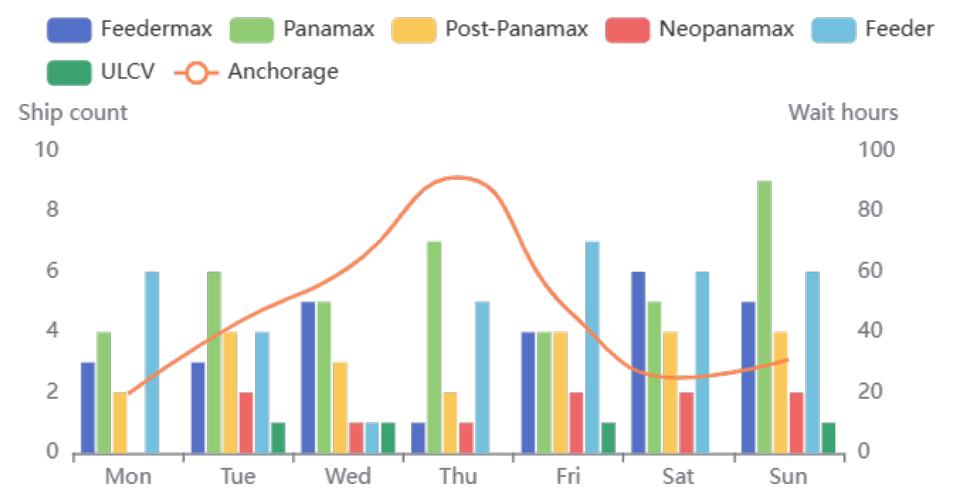
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	2	0	1	0	1
Pan.	3	3	2	1	2	2	4
PPx	3	2	1	0	0	0	1
NPx	0	0	1	0	0	0	0
Fd	6	5	8	5	5	4	6
Ulcw	0	2	0	0	0	0	1
WT.h.	49.9	33	57	81	95.5	174.4	76



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

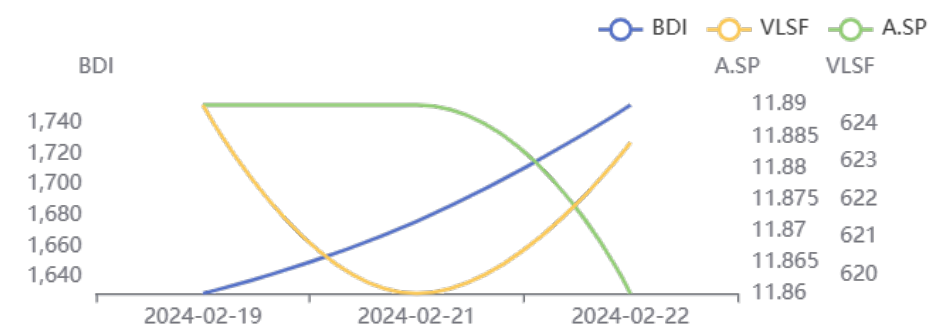
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	3	5	1	4	6	5
Pan.	4	6	5	7	4	5	9
PPx	2	4	3	2	4	4	4
NPx	0	2	1	1	2	2	2
Fd	6	4	1	5	7	6	6
Ulcw	0	1	1	0	1	0	1
WT.h.	19.7	43.3	61.35	91.3	47.3	25	31



最近一周空载散货船平均航速 Latest Weekly Average Speed for Bulkers during Ballast Voyage

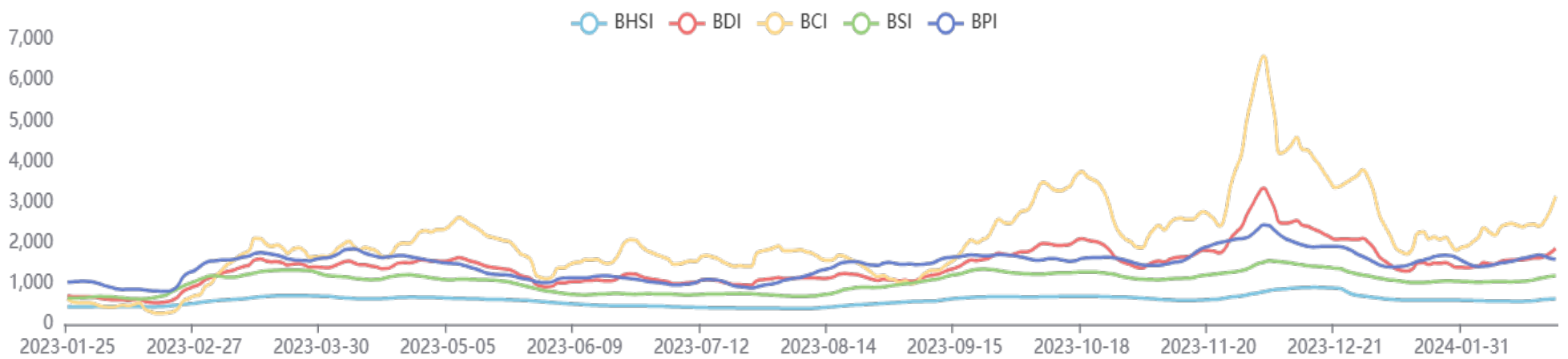
Type	M	T	W	Th	F	Sat	Sun
BDI	1681	1706	1673	1624	1595		
VLSF	624.50	619.50	623.50				
A.SP	11.89	11.93	11.89	11.86	11.86	11.91	



第三部分 航运市场 SHIPPING MARKET

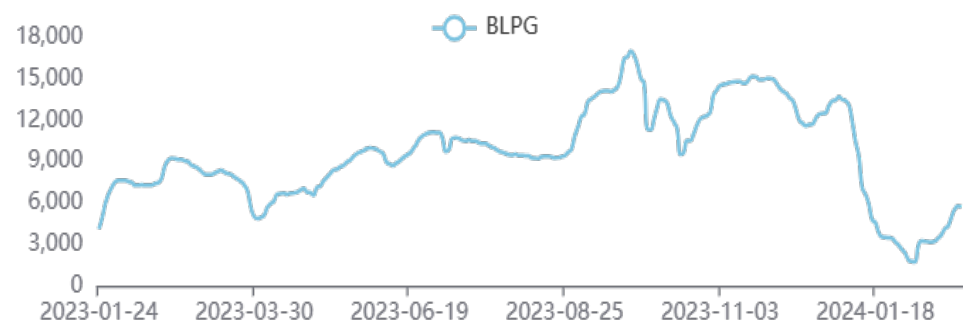
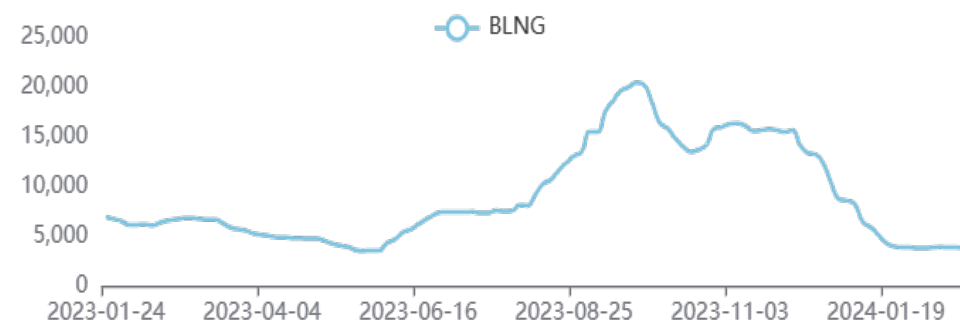
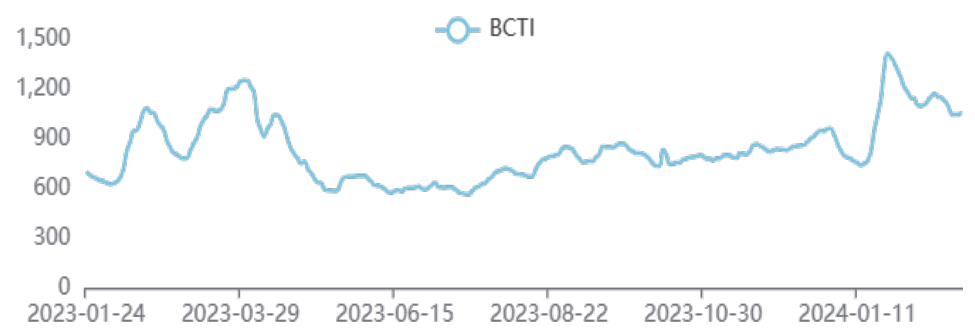
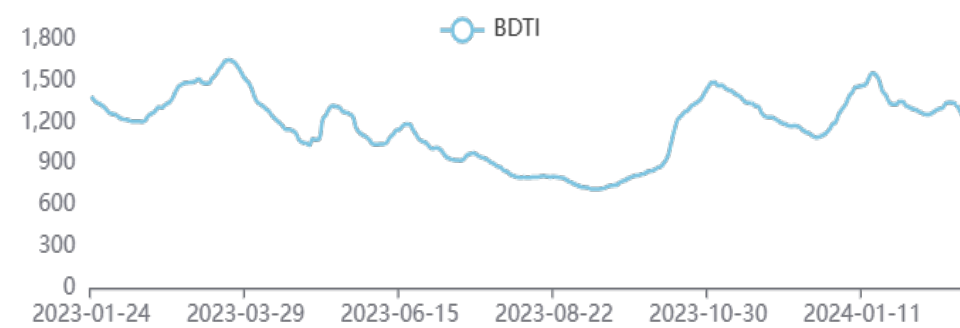
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	1866	256.0	15.9	22.92	128.68
BCI	3145	697.0	28.47	47.31	448.87
BPI	1595	-51.0	-3.1	-5.96	36.44
BSI	1189	118.0	11.02	11.64	26.49
BHSI	628	56.0	9.79	5.37	27.38

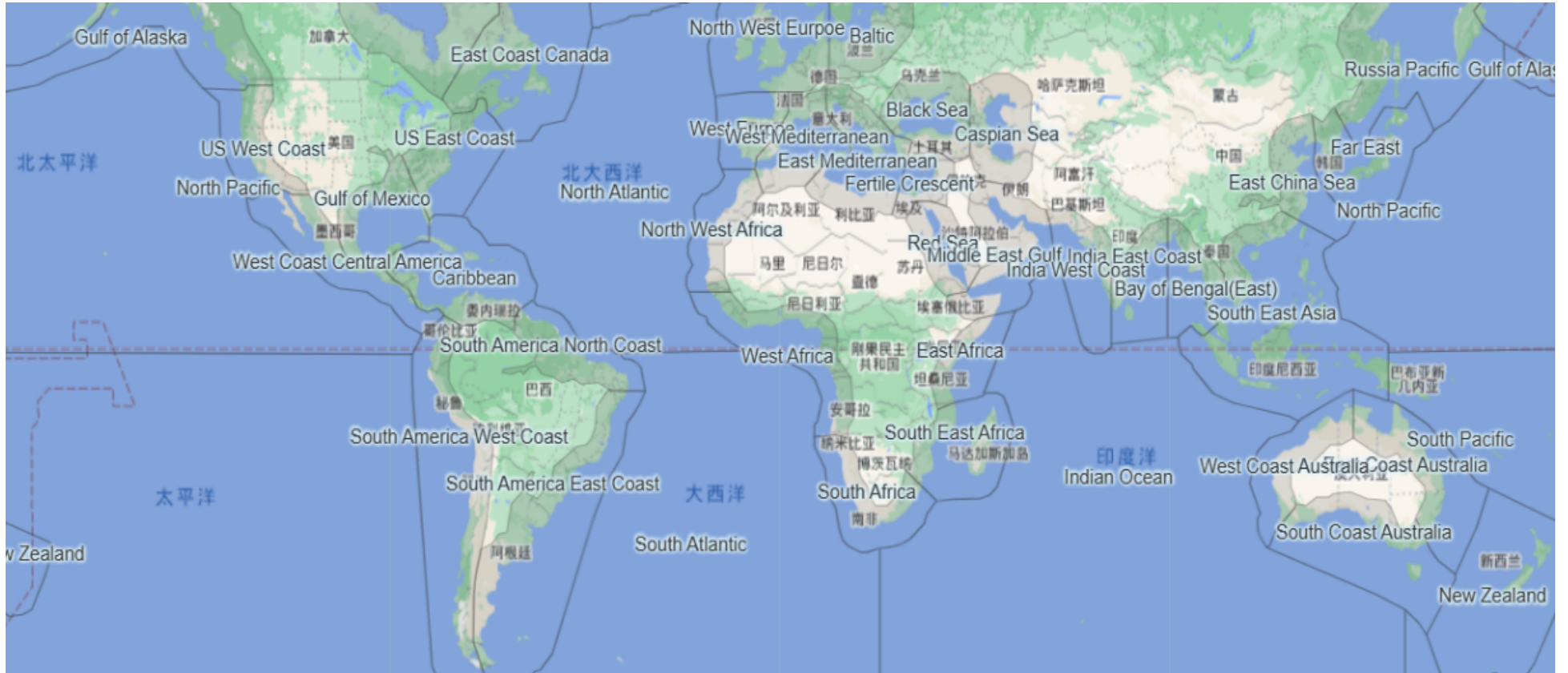


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1209	-132.0	-9.84	-10.24	-8.69
BCTI	1062	-67.0	-5.93	-21.8	8.37
BLNG	3790	-82.0	-2.12	-1.89	-43.42
BLPG	5722	1597.0	38.72	80.22	-38.03



第四部分 运力分布 SUPPLY DISTRIBUTION

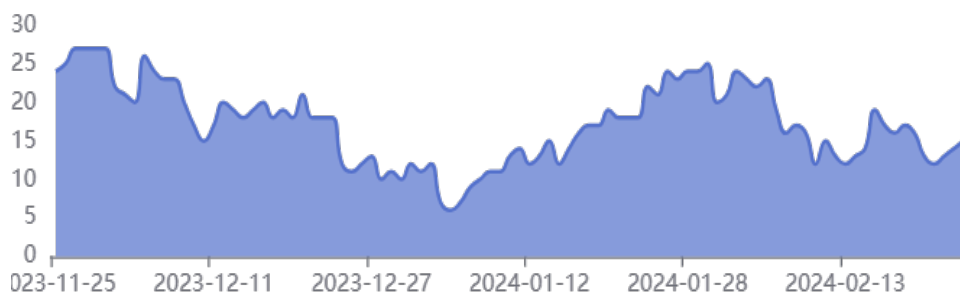


好望角型散货船 Capesize

区域：巴西，最近一周好望角型散货船准备装货船舶数量

Area: Brazil, The latest week update number for Capesize with cargo loading intention.

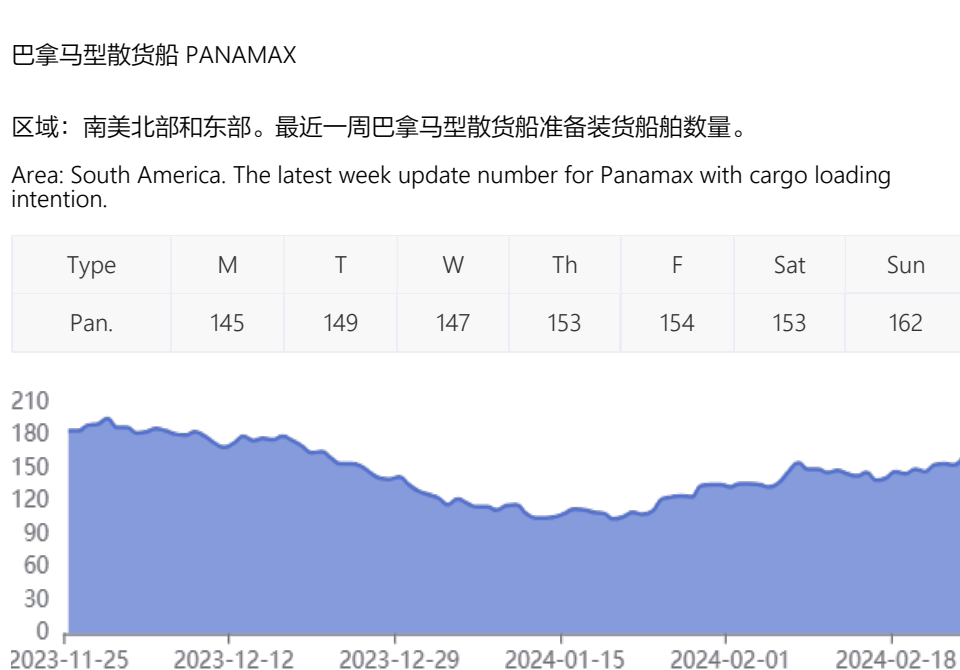
Type	M	T	W	Th	F	Sat	Sun
Cape	17	16	13	12	13	14	15



区域：南非，最近一周好望角型散货船准备装货船舶数量

Area: South Africa, The latest week update number for Capesize with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Cape	26	33	34	33	30	25	26

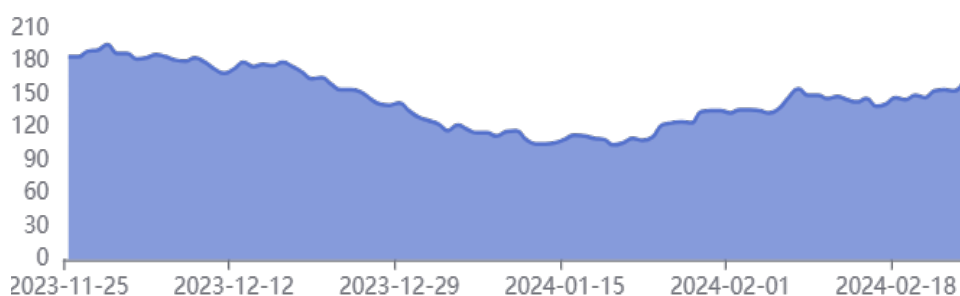


巴拿马型散货船 PANAMAX

区域：南美北部和东部，最近一周巴拿马型散货船准备装货船舶数量。

Area: South America. The latest week update number for Panamax with cargo loading intention.

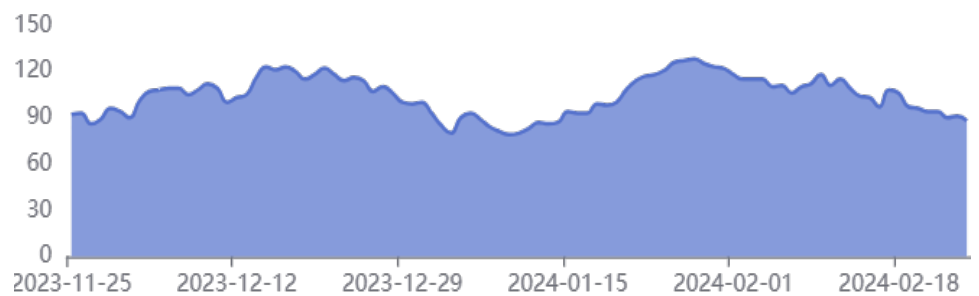
Type	M	T	W	Th	F	Sat	Sun
Pan.	145	149	147	153	154	153	162



区域：澳大利亚，最近一周好望角型散货船准备装货船舶数量。

Area: Australia. The latest week update number for Capesize with cargo loading intention.

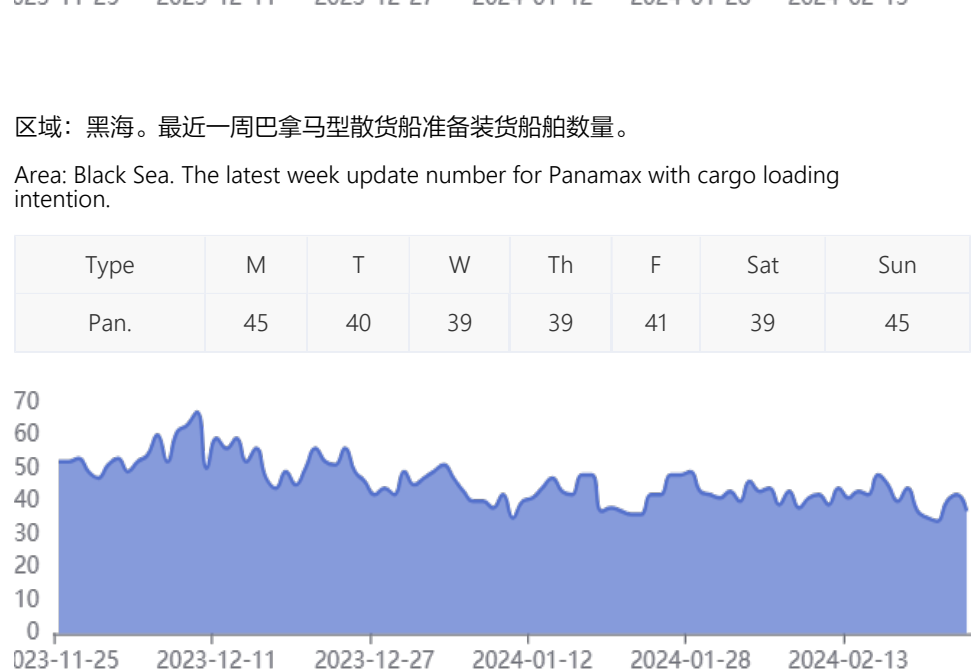
Type	M	T	W	Th	F	Sat	Sun
Cape	97	96	94	94	90	91	88



区域：黑海，最近一周巴拿马型散货船准备装货船舶数量。

Area: Black Sea. The latest week update number for Panamax with cargo loading intention.

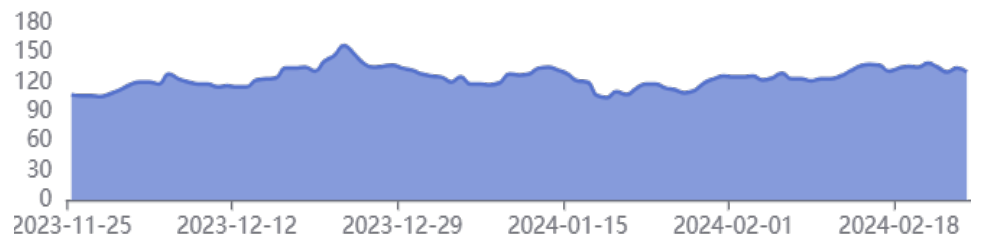
Type	M	T	W	Th	F	Sat	Sun
Pan.	45	40	39	39	41	39	45



区域：澳大利亚。最近一周巴拿马型散货船准备装货船舶数量。

Area: Australia. The latest week update number for Panamax with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Pan.	136	135	139	135	130	134	130

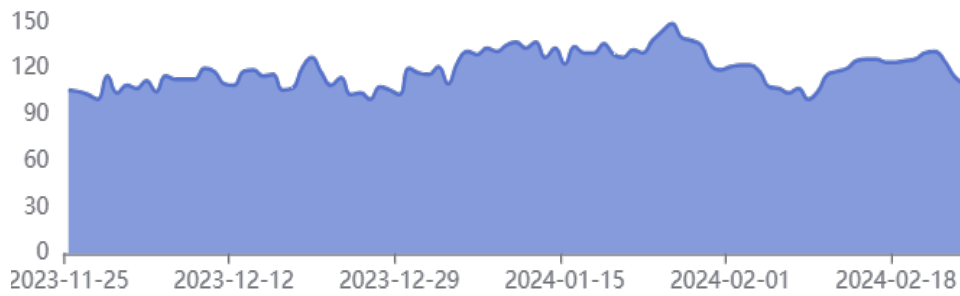


超大灵便型散货 SUPRAMAX

区域：北中国。最近一周超大灵便型散货船准备装货船舶数量。

Area: North China. The latest week update number for Supramax with cargo loading intention.

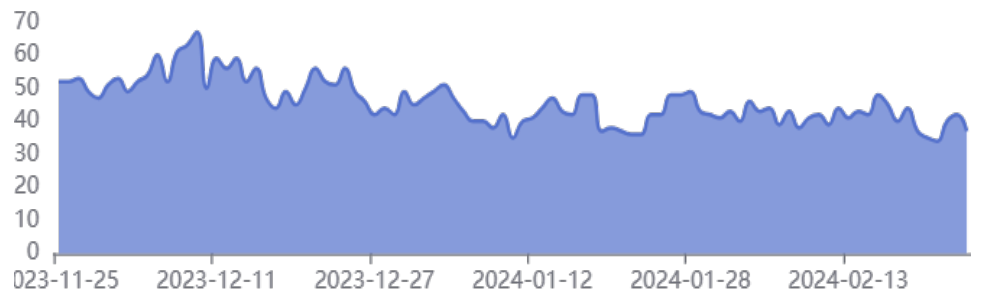
Type	M	T	W	Th	F	Sat	Sun
SMX	125	126	130	131	125	115	110



区域：黑海。最近一周巴拿马型散货船准备装货船舶数量。

Area: Black Sea. The latest week update number for Panamax with cargo loading intention.

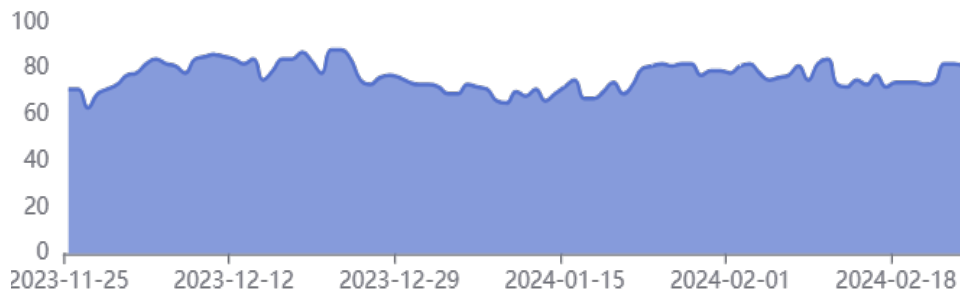
Type	M	T	W	Th	F	Sat	Sun
SMX	44	37	35	34	40	42	37



区域：美湾。最近一周超大灵便型散货船准备装货船舶数量。

Area: US Gulf. The latest week update number for Supramax with cargo loading intention.

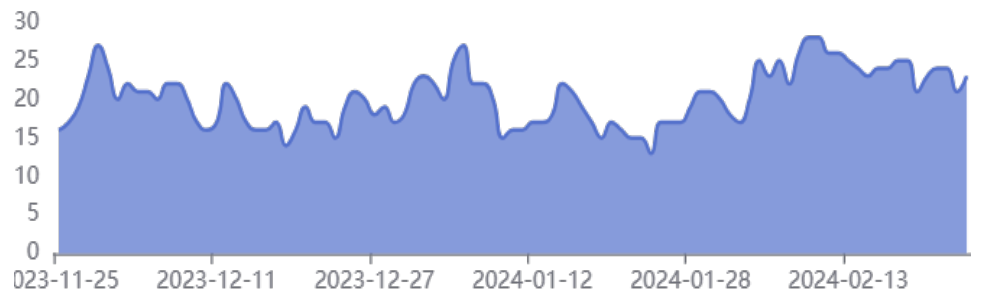
Type	M	T	W	Th	F	Sat	Sun
SMX	25	21	23	24	24	21	23



区域：南美的北部和东部。最近一周超大灵便型散货船准备装货船舶数量。

Area: South America. The latest week update number for Supramax with cargo loading intention.

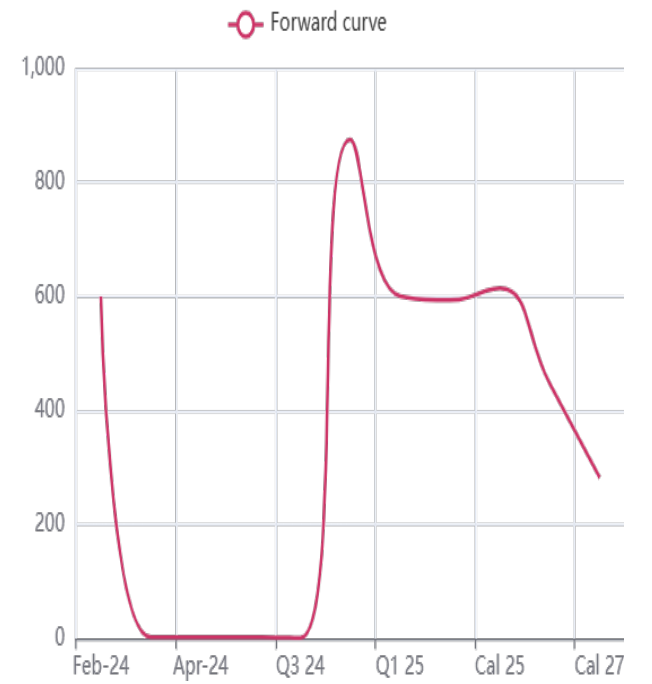
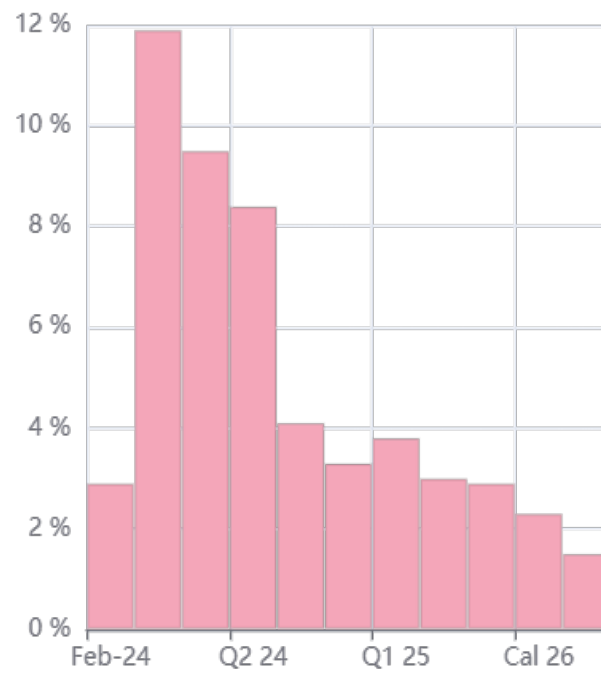
Type	M	T	W	Th	F	Sat	Sun
SMX	74	74	73	74	82	82	81



第五部分 远期运价协议 FFA

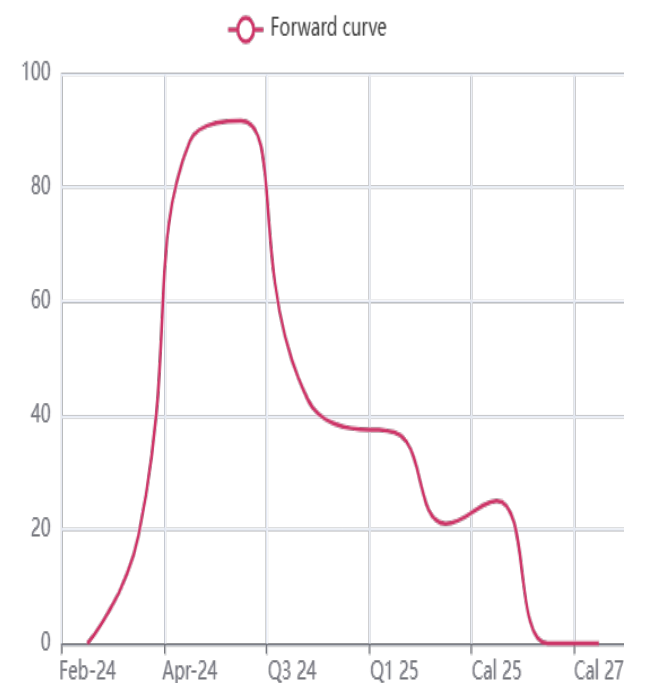
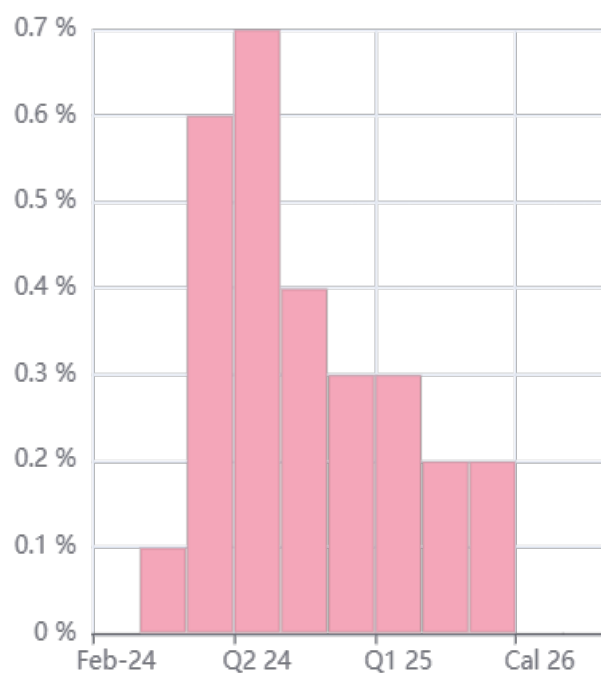
好望角型散货船Capesize

5TC	\$/day	WoW	
Feb-24	21,214.00	600.0	2.9 %
Mar-24	27,775.00	2961.0	11.9 %
Apr-24	29,593.00	2557.0	9.5 %
Q2 24	29,212.00	2273.67	8.4 %
Q3 24	27,688.67	1088.67	4.1 %
Q4 24	27,461.00	875.0	3.3 %
Q1 25	16,579.00	600.0	3.8 %
Q2 25	20,314.00	593.0	3.0 %
Cal 25	21,475.00	614.0	2.9 %
Cal 26	20,136.00	447.0	2.3 %
Cal 27	19,050.00	282.0	1.5 %



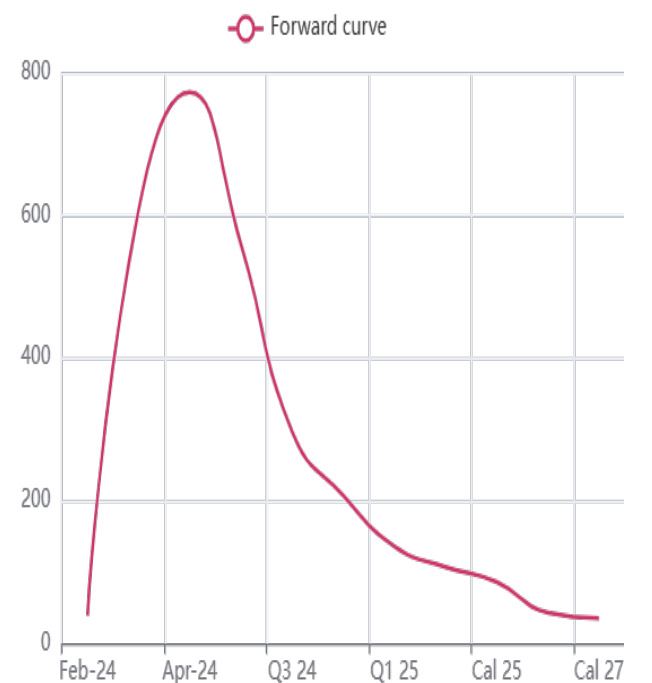
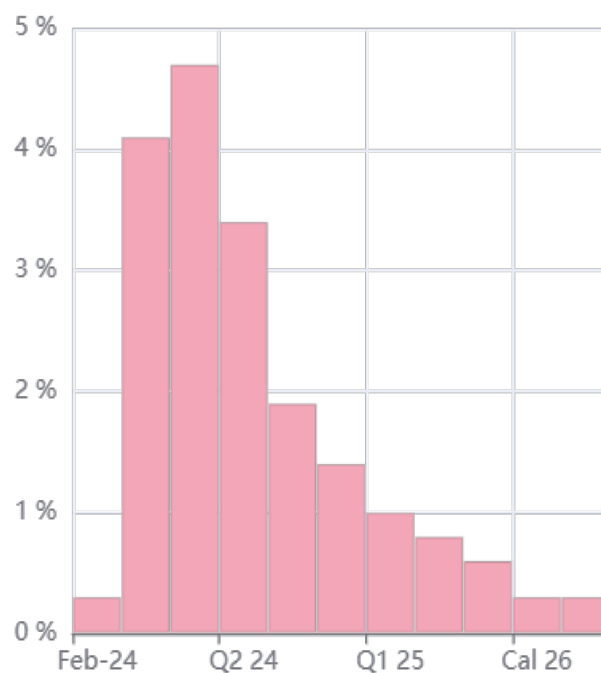
灵便型散货船Handysize

7TC	\$/day	WoW	
Feb-24	10,800.00	0.0	0.0 %
Mar-24	13,200.00	19.0	0.1 %
Apr-24	14,294.00	88.0	0.6 %
Q2 24	14,010.67	91.67	0.7 %
Q3 24	13,443.67	49.67	0.4 %
Q4 24	13,188.00	38.0	0.3 %
Q1 25	11,875.00	37.0	37.0
Q2 25	12,275.00	21.0	0.2 %
Cal 25	12,175.00	25.0	0.2 %
Cal 26	11,763.00	0.0	0.0 %
Cal 27	11,550.00	0.0	0.0 %



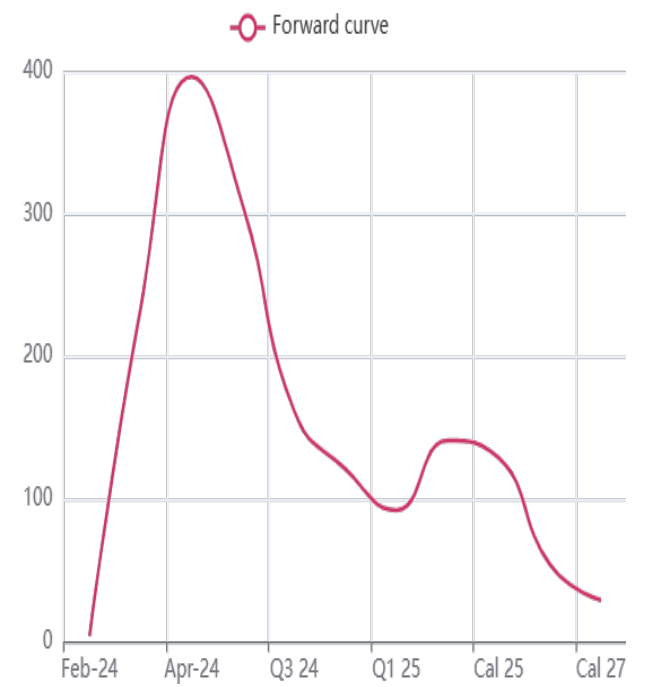
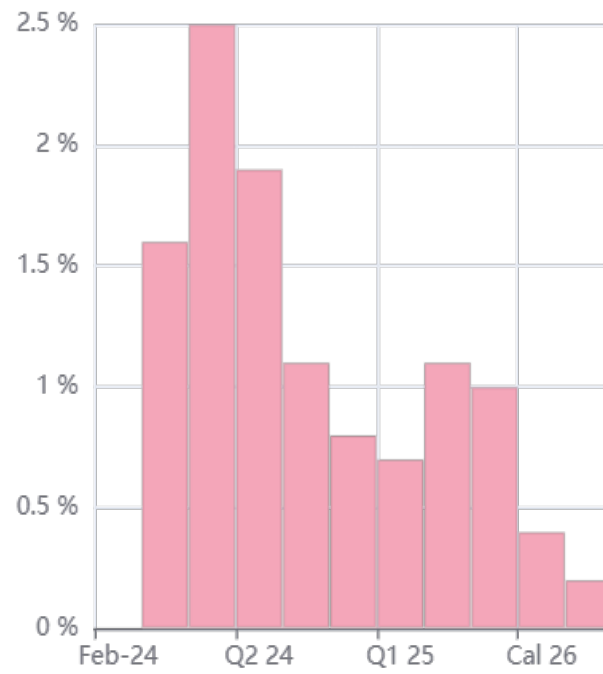
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Feb-24	12,800.00	39.0	0.3 %
Mar-24	15,486.00	607.0	4.1 %
Apr-24	17,129.00	772.0	4.7 %
Q2 24	16,858.33	559.67	3.4 %
Q3 24	15,903.67	296.67	1.9 %
Q4 24	15,443.00	207.0	1.4 %
Q1 25	13,093.00	136.0	1.0 %
Q2 25	14,164.00	107.0	0.8 %
Cal 25	13,600.00	86.0	0.6 %
Cal 26	12,500.00	43.0	0.3 %
Cal 27	12,071.00	35.0	0.3 %



超大灵便型散货船Supramax

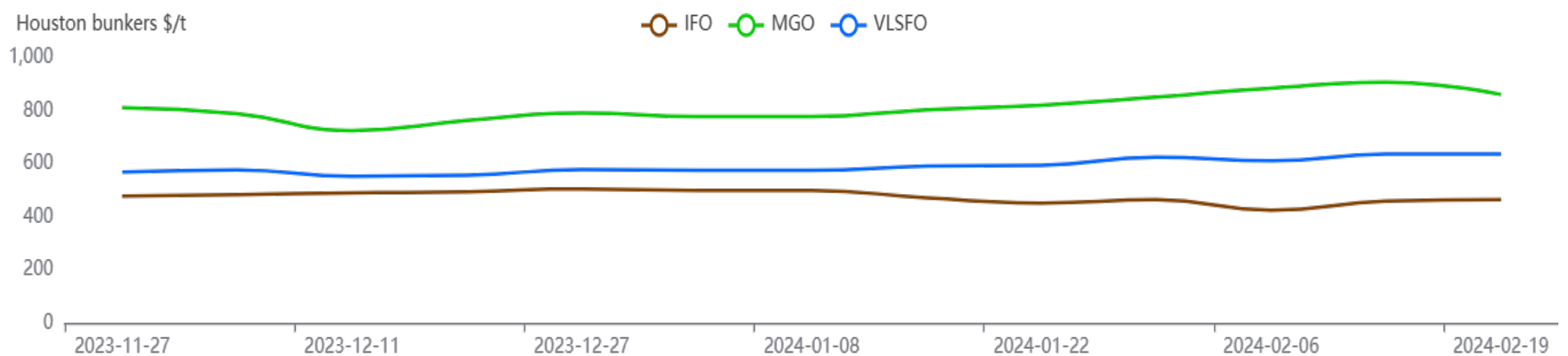
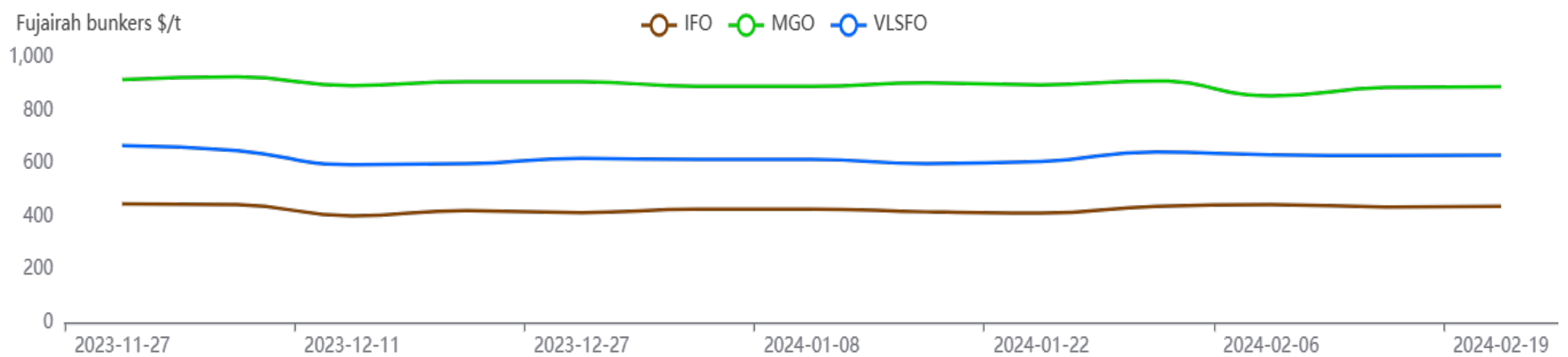
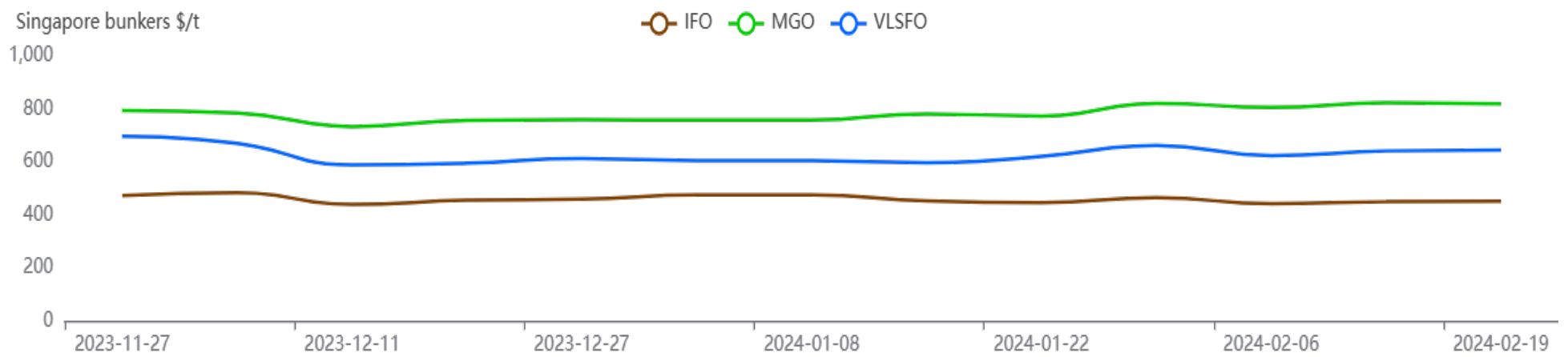
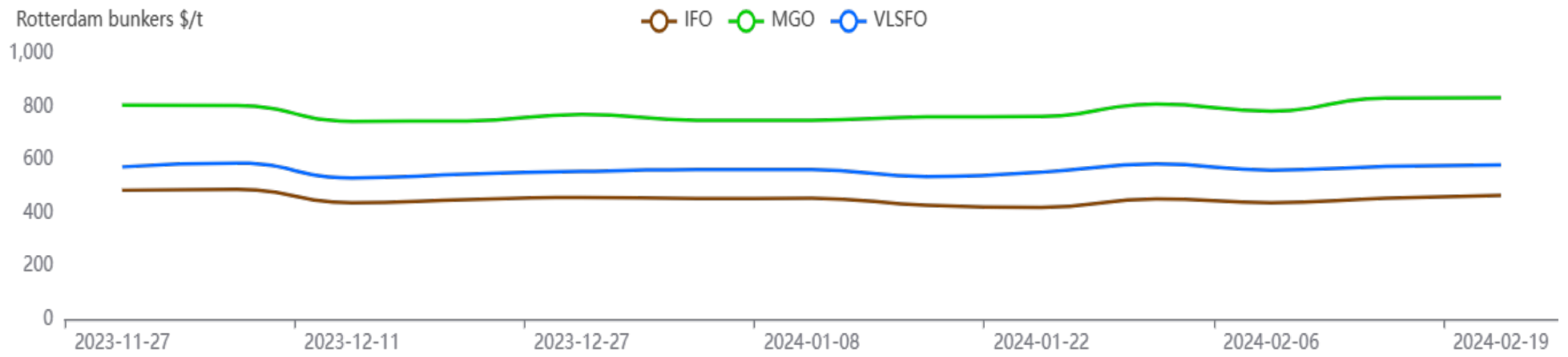
10TC	\$/day	WoW	
Feb-24	12,192.00	4.0	0.0 %
Mar-24	15,017.00	234.0	1.6 %
Apr-24	16,525.00	396.0	2.5 %
Q2 24	15,982.00	305.67	1.9 %
Q3 24	14,978.67	162.0	1.1 %
Q4 24	14,621.00	121.0	0.8 %
Q1 25	12,675.00	92.0	0.7 %
Q2 25	13,180.00	141.0	1.1 %
13,053.75	Cal 25	128.75	1.0 %
Cal 26	12,217.00	54.0	0.4 %
Cal 27	12,008.00	29.0	0.2 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	657.5	466.5	864.0	191.0	-3.0	-1.55	3.8
Singapore	646.0	451.5	820.0	194.5	2.5	1.3	11.46
Rotterdam	581.5	466.5	834.5	115.0	-4.0	-3.36	-13.53
Fujairah	632.0	438.5	890.5	193.5	-1.5	-0.77	-1.02
Houston	638.0	466.0	862.0	172.0	-5.5	-3.1	20.7

(MP-Bunkering Main Ports; LO-Heavy Low Sulphur Fuel Oil; HO-Heavy High Sulphur Fuel Oil; MO-MGO; SP-Spread;)



第七部分 最新商品价格 LATEST COMMODITIES PRICE

Grains and Oilseeds		Index	+/-	Weekly	Monthly	YTD
Wheat		207.0	-8.0	-3.72	-5.91	-27.17
Maize		191.0	-7.0	-3.54	-10.33	-39.05
Soybeans		217.0	0.0	0.0	-3.56	-28.78
Rice		262.0	-1.0	-0.38	-1.5	30.95
Barley		209.0	-3.0	-1.42	-4.57	-31.85
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	78.82	2.5	3.28	7.35	-0.35
Brent	USD/Bbl	82.84	1.16	1.42	5.19	-3.28
Natural Gas	USD/MMBtu	1.55	-0.27	-14.84	-34.87	-39.69
Gasoline	USD/Gal	2.32	-0.01	-0.43	6.91	-6.83
Heating Oil	USD/Gal	2.78	-0.13	-4.47	4.12	-2.11
Ethanol	USD/Gal	1.51	-0.08	-5.03	-4.43	-31.05
Naphtha	USD/T	663.29	-1.64	-0.25	5.82	-8.0
Propane	USD/Gal	0.92	0.0	0.0	15.0	9.52
Uranium	USD/Lbs	103.2	-2.8	-2.64	-2.64	104.36
Methanol	CNY/T	2593.0	22.0	0.86	6.66	-0.84
TTF Gas	EUR/MWh	24.54	-1.72	-6.55	-9.28	-52.53
UK Gas	GBP/thm	59.71	-4.71	-7.31	-10.17	-55.61
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	3.81	0.13	3.53	1.06	-5.69
Coal	USD/T	119.25	-1.35	-1.12	-6.84	-45.3
Steel	CNY/T	3891.0	-10.0	-0.26	0.39	-2.36
Iron Ore	USD/T	128.0	0.0	0.0	-3.4	1.59
Aluminum	USD/T	2212.5	0.0	0.0	1.98	-10.68
Iron Ore Fe 62%	USD/T	2212.5	0.0	0.0	1.98	-10.68
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	2020.6	-2.5	-0.12	-0.14	8.33
Silver	USD/t.oz	23.1	0.2	0.87	4.05	5.0
Platium	USD/t.oz	906.7	31.1	3.55	1.34	-3.89
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.08	0.0	0.0	-0.92	0.93
USD/CNY		1.26	-5.96	-82.55	-82.5	-81.55

第八部分 本周话题 WEEKLY TOPIC



液化天然气运输船队创纪录发展

LNG运输船在近3年维持强势以来，该领域正看到前所未有的高速发展，预计2024至2025年将交付接近3千万立方米的新造LNG船舶(约占船队的25%)。长远看对该市场存在长期潜在的负面影响。

LNG运输船2022年交付183艘，2023年交付66艘，这是10年平均交付水平的两倍多。根据船东订单进度预计2024年的交付将集中在下半年完成，而2025年又将是另一个非常确定性的高交付年份。超过131艘总计2300万立方米的船舶订单，将于2026年和2027年陆续交付。

2024年LNG新造船订单预计交付超过80艘，其中70艘属于韩国建造，10艘将在中国造船厂交付。韩国不仅是最大的LNG建造国同时也是最大的船东国。在船舶可替代能源方面，2024年交付的船舶中接近四分之三的船舶配备了双燃料发动机，自2021年新造船市场爆发以来，双燃料发动机类型的新造船订单量占主导地位。

2023年LNG红火市场明显也是归因于吨海里增加而带来红利，航运市场最终都会受制于供需的影响，鉴于2024年交付的LNG运输船容量达最新纪录的水平，未来LNG运输市场前景堪忧，2024年初1年期LNG的期租水平已经出现明显下降。好的方面是有几个因素可能有助于限制下行空间，比如因为俄乌战争持续的原因预计LNG的吨海里增长在2024年会看到5%至6%的水平，如果巴拿马运河和红海的问题比预期的更严重，则增加的吨海里还有上升趋势

；市场的下跌会导致平均运营速度可能会下降，这样也会减少供给当量；同时并非所有LNG船舶都会按时交付，市场的下行可能导致部分新造船延迟交付；同时老旧的LNG船舶的拆船量因为市场的原因会大幅度增加，这些都会从

整体上缓解市场供需平衡的问题。

总体来看，未来几年LNG运输船的交付量持续高位交付，LNG运输船队每年增长约10%。运力的高速增长会打压LNG运输市场，下滑风险始终存在，但世界的动荡可能会持续给LNG运输市场带来支撑。

After nearly three years of strong LNG carriers, the sector is seeing unprecedented growth, with nearly 30 million cubic meters of new LNG vessels (about 25% of the fleet) expected to be delivered in 2024-2025. There is a long-term potential negative impact on the market.

LNG carriers will deliver 183 in 2022 and 66 in 2023, which is more than double the 10-year average. According to the order schedule of shipowners, deliveries in 2024 are expected to be concentrated in the second half of the year, while 2025 will be another very certain high delivery year. More than 131 vessels totaling 23 million cubic meters are on order for delivery in 2026 and 2027.

The 2024 LNG new shipbuilding order is expected to deliver more than 80 vessels, of which 70 are South Korean-built and 10 will be delivered at Chinese shipyards. South Korea is not only the largest LNG builder but also the largest shipowner. In terms of ship alternative energy, nearly three-quarters of ships delivered in 2024 will be equipped with dual-fuel engines, and the dual-fuel engine type of new shipbuilding orders have dominated since the new shipbuilding market erupted in 2021.

In 2023, the LNG market is also obviously attributable to the increase in tonnage-nautical miles and bring dividends, and the shipping market will ultimately be subject to the impact of supply and demand, in view of the record level of LNG carrier capacity delivered in 2024, the future prospects of the LNG transportation market are worrying, and the level of one-year LNG term charters in early 2024 has declined significantly. On the plus side, there are several factors that could help limit the downside. For example, LNG tonnage-nautical miles growth is expected to see a 5-6% level in 2024 as the Russian-Ukrainian war continues, with an upward trend if problems in the Panama Canal and Red Sea prove more severe than expected. The decline in the market will cause the average operating speed to decrease, which will also reduce the supply equivalent; At the same time, not all LNG vessels will be delivered on time, and the downward trend of the market may cause some new shipbuilding to be delayed. At the same time, the amount of dismantled old LNG ships will increase significantly due to market reasons, which will alleviate the problem of market supply and demand balance on the whole.

Overall, LNG carrier deliveries will continue to be high in the coming years, with the LNG shipping fleet growing by about 10% per year. High capacity growth will weigh on the LNG shipping market, and there is always a big risk of a downturn, but world turmoil may continue to support the LNG shipping market.