



2024年 第10周市场周报

Contents

第一部分

航运安全 SHIPPING SAFETY

第二部分

航运数据 SHIPPING DATA

第三部分

航运市场 SHIPPING MARKET

第四部分

运力分布 SUPPLY DISTRIBUTION

第五部分

远期运价协议 FFA

第六部分

燃油价格 BUNKER PRICE

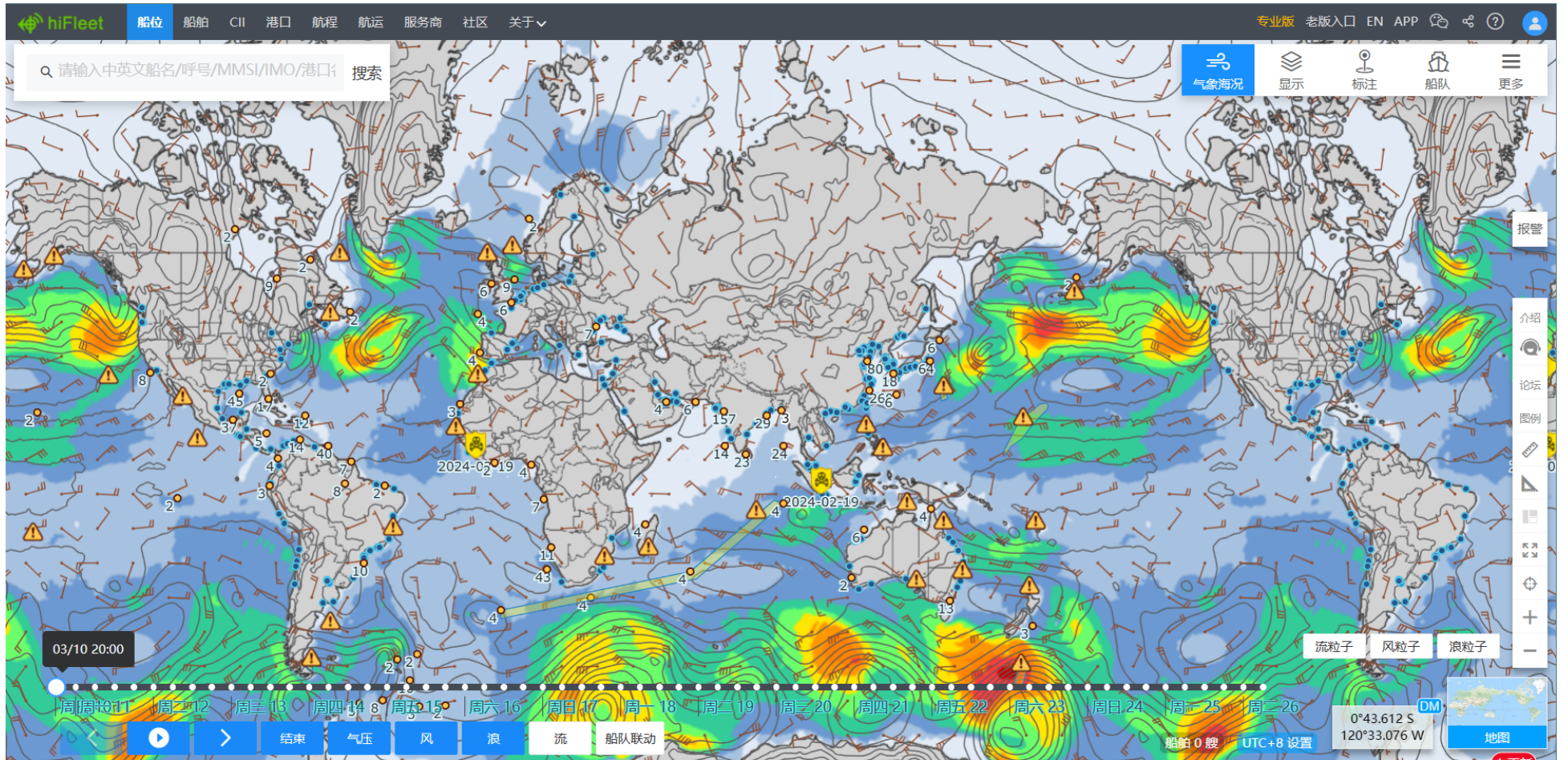
第七部分

最新商品价格 LATEST COMMODITIES PRICE

第八部分

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1144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 1144 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.

航海气象 Meteorology

未来一周中国渤海、黄海、东海海域风力由5-6级逐步减弱到4-5级，相关海域海浪将从2米中浪大浪到1米轻浪；台湾海峡风力有6-7级，台湾海峡洋面海浪将经历3米大浪，南海大部海域风力维持在4-5级，有2米中浪。大西洋和太平洋北部区域低压活动偶尔增强，海域海况变得恶劣。The coming week the wind in Bohai Sea, Yellow Sea and China East Sea will gradually become weak from near breeze to moderate with the seas from moderate to slight. The wind in the Taiwan Strait might reach near gale and the sea in the Taiwan Strait happens to experience very rough. 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 strong occasionally, sea conditions become bad again.

海盗事件 Piracy

据hiFleet数据显示，3月3日一艘散货船的值班船员在例行巡逻时注意到两名未经授权的人试图登船。警报响起，看到船员的警觉，这些人没有偷任何东西就逃走了。该事件已报告给新加坡VTIS，并由新加坡海岸警卫队护送至锚地。03.03.2024: 1850 UTC: Posn: 01:07.6N - 103:31.5E, Singapore Straits. Duty crew on routine rounds onboard a bulk carrier underway noticed two unauthorised persons attempting to board. General alarm raised. Hearing the alarm and seeing the crew alertness, the persons escaped without stealing anything. The incident was reported to Singapore VTIS and the ship was escorted to the anchorage by the Singapore coast guard.

海上事件 Marine Incidents

北京时间 2024 年3月6日凌晨，也门胡赛武装使用导弹袭击了美国橡树资本投资的散货船，直接导致三名船员死亡，另有三人伤势严重。In the early morning of March 6, 2024, Beijing time, Yemen's Houthi armed forces used missiles to attack the bulk carrier invested by Oaktree Capital, directly resulting in the death of three crew members and serious injuries to three others.

其它 Others

没有 Nil

备注 Remark

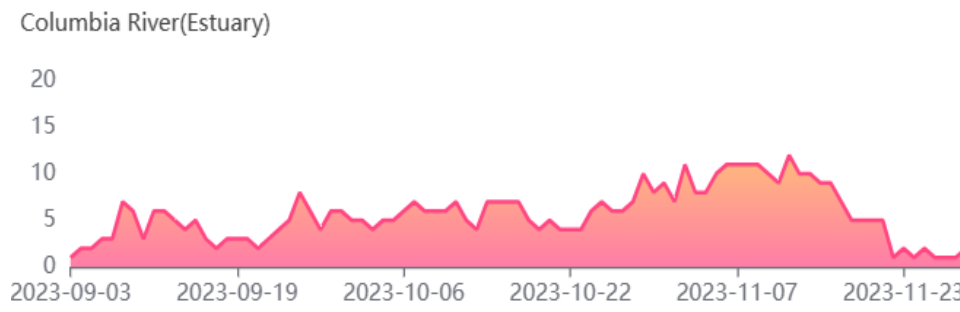
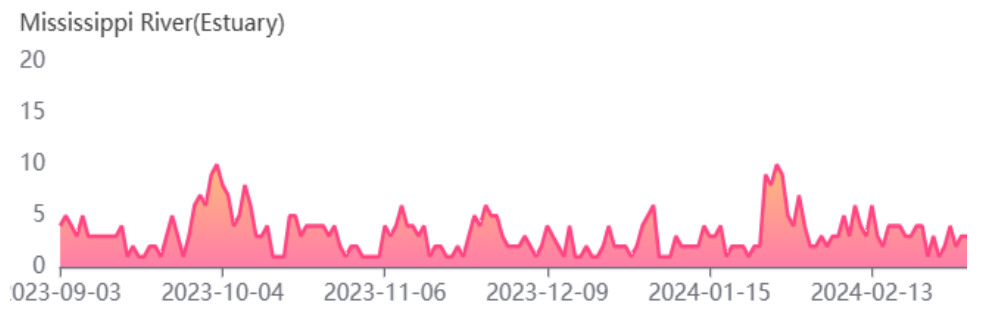
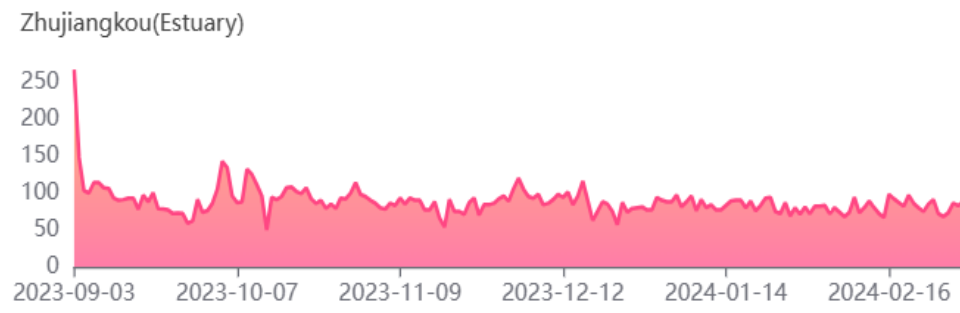
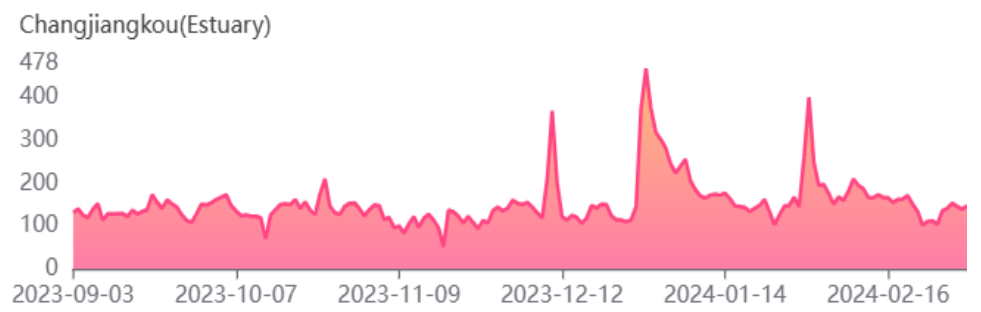
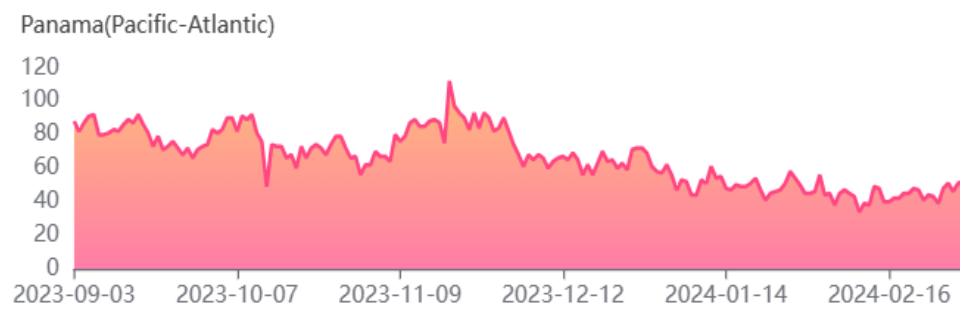
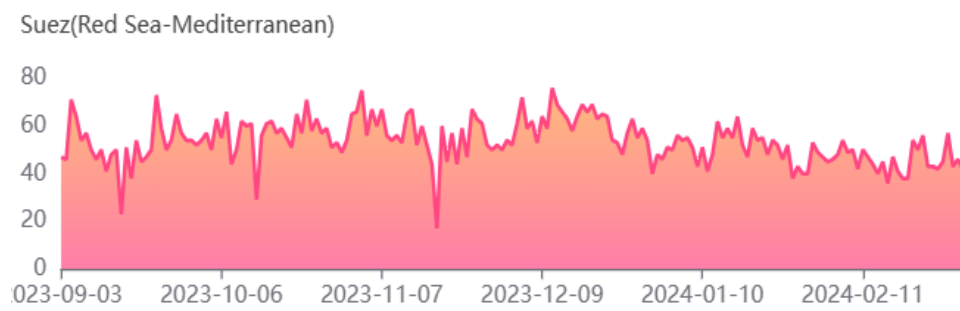
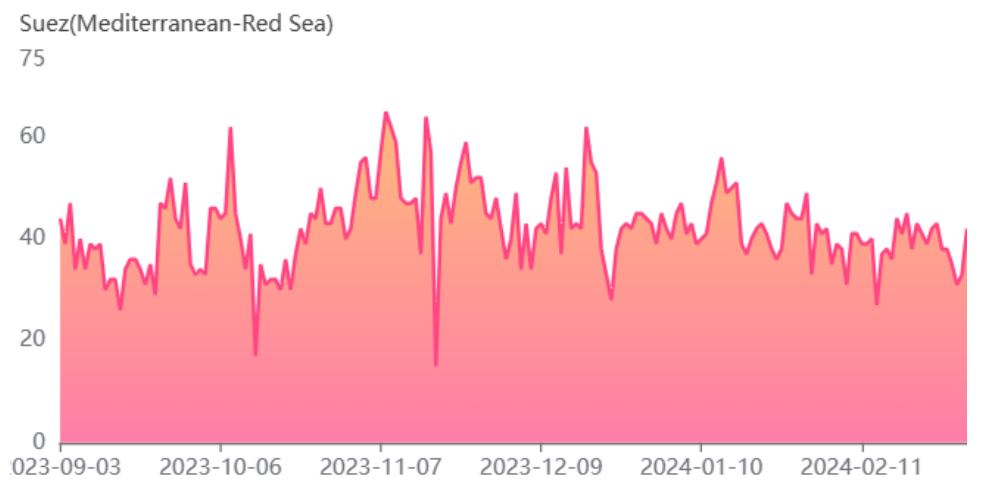
本报告数据截止时间为2024年3月10日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Mar 10 of 2024; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	31	1312	-14	-146
Miss.Riv.	3	88	0	-9
CJK	147	4493	-29	-556
Pa.Atlan.	47	1386	15	46
Colum.Riv.	7	173	-2	17
Suez.Med.	42	1116	-31	-134
Pa.Pac.	52	1287	27	-143
ZJK	96	2361	-27	-13

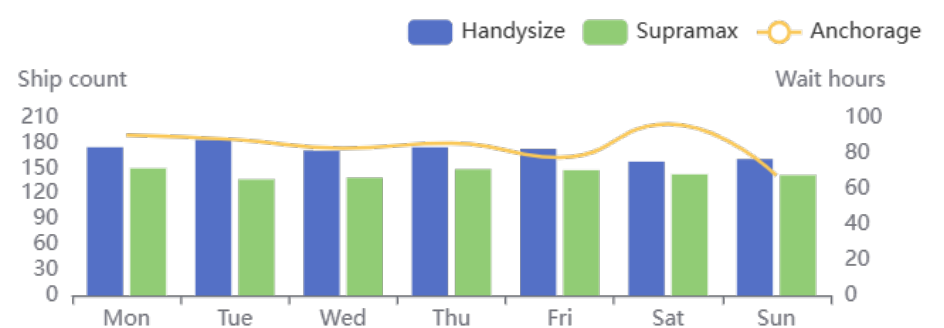


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

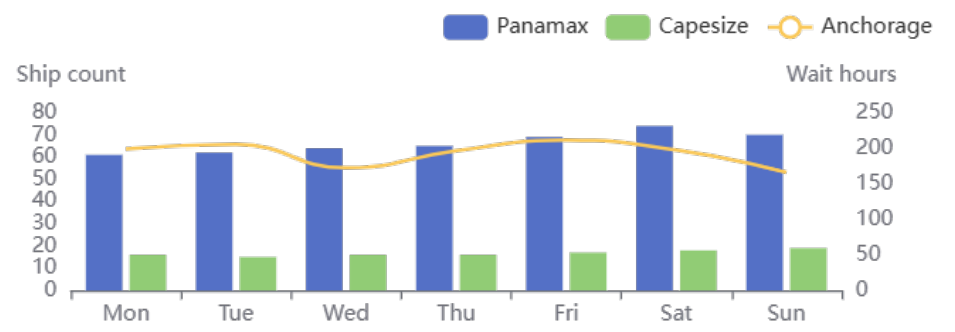
Type	M	T	W	Th	F	Sat	Sun
HDY	175	184	171	175	173	158	161
SMX	150	137	139	149	148	143	142
WT.h.	90.2	87.7	82.9	85.7	77.6	96.4	67.5



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

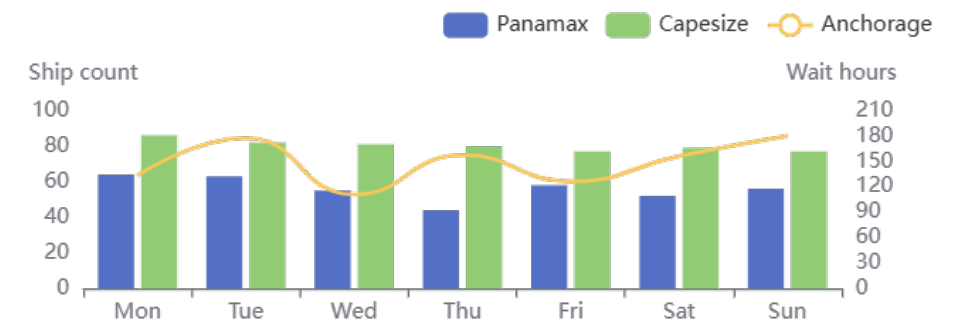
Type	M	T	W	Th	F	Sat	Sun
Pan.	61	62	64	65	69	74	70
Cap	16	15	16	16	17	18	19
WT.h.	199.1	205.3	172.4	196.4	211.3	197.4	166



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

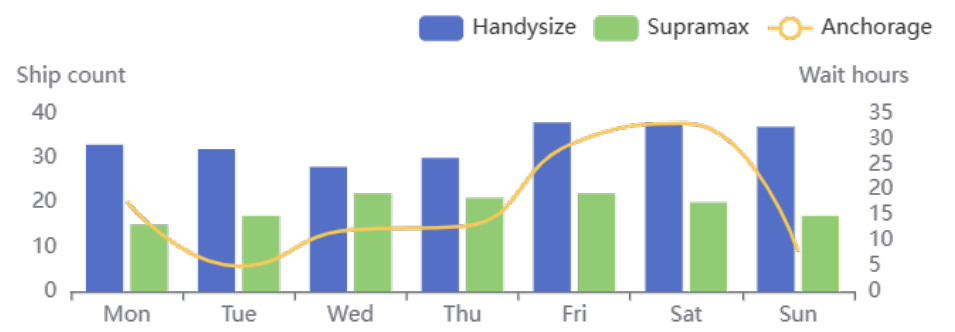
Type	M	T	W	Th	F	Sat	Sun
Pan.	64	63	55	44	58	52	56
Cap	86	82	81	80	77	79	77
WT.h.	133.3	177.8	110.8	157.7	126.5	156.3	180.3



最近一周黑海区域超大型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

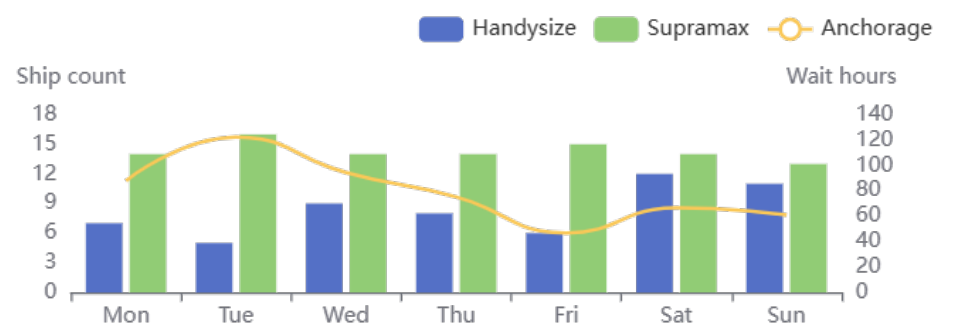
Type	M	T	W	Th	F	Sat	Sun
HDY	33	32	28	30	38	38	37
SMX	15	17	22	21	22	20	17
WT.h.	17.7	5	12.1	12.8	29.3	33.1	7.8



最近一周美湾区域超大型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

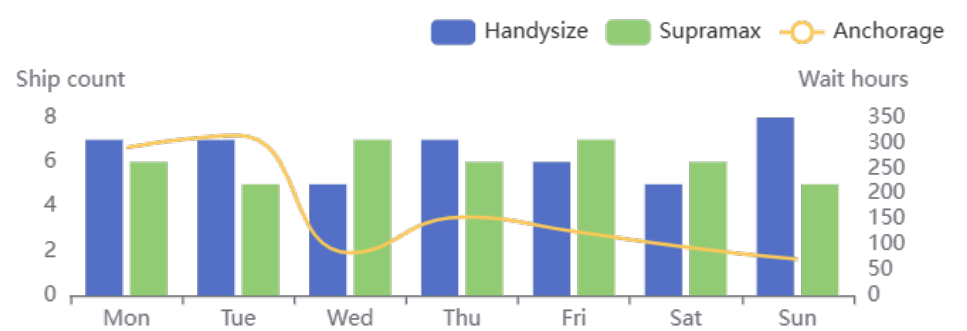
Type	M	T	W	Th	F	Sat	Sun
HDY	7	5	9	8	6	12	11
SMX	14	16	14	14	15	14	13
WT.h.	88	122.3	94.4	75.2	46.9	66.75	61.05



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

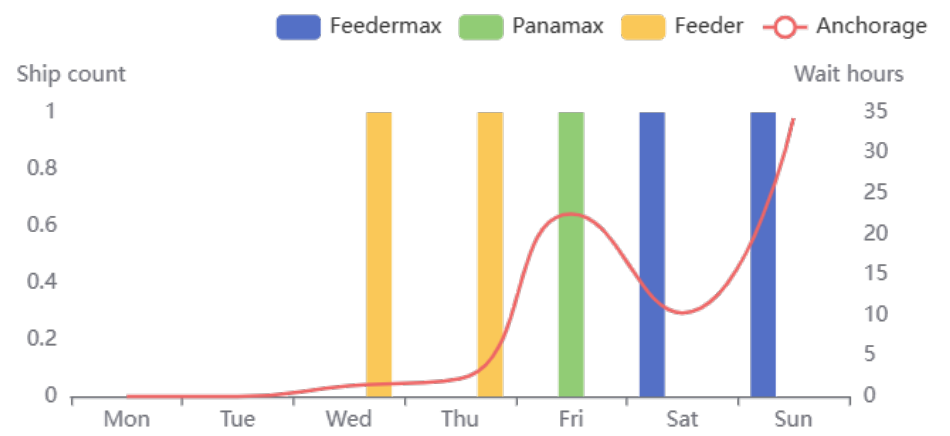
Type	M	T	W	Th	F	Sat	Sun
HDY	7	7	5	7	6	5	8
SMX	6	5	7	6	7	6	5
WT.h.	290.8	314.8	83.8	154.1	126.2	95	71.3



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

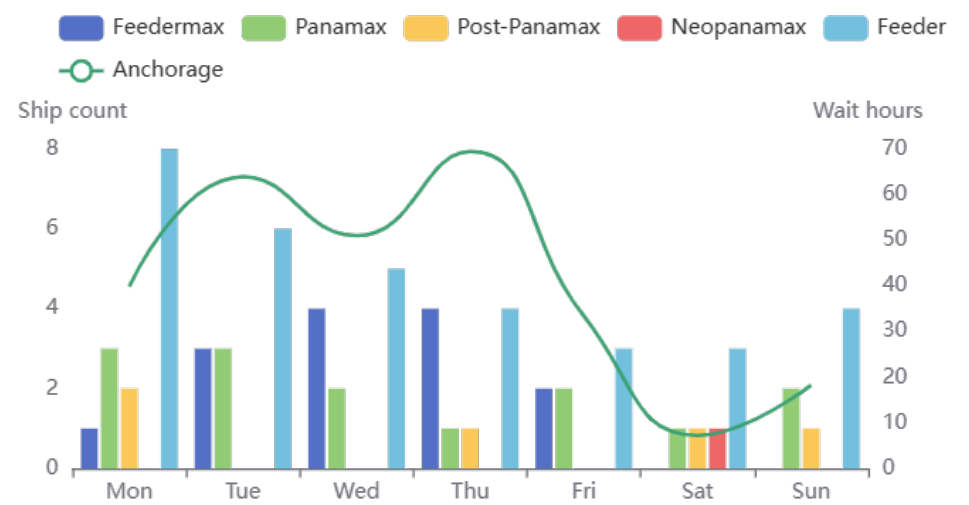
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	1	1
Pan.	0	0	0	0	1	0	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	0	0	1	1	0	0	0
WT.h.	0.0	0.0	1.3	2.2	22.5	10.3	34.3
UlcV	0	0	0	0	0	0	0



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

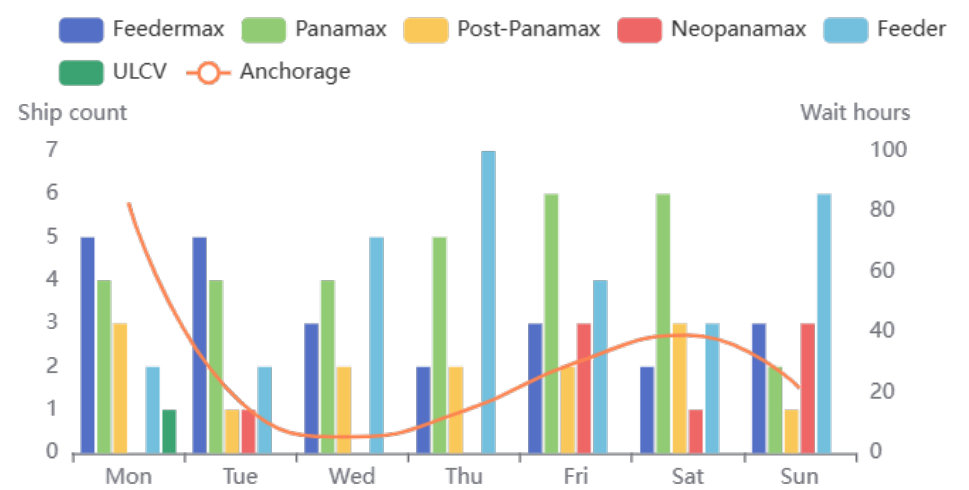
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	3	4	4	2	0	0
Pan.	3	3	2	1	2	1	2
PPx	2	0	0	1	0	1	1
NPx	0	0	0	0	0	1	0
Fd	8	6	5	4	3	3	4
UlcV	0	0	0	0	0	0	0
WT.h.	39.9	63.9	51	69.45	33.4	7.25	18.3



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

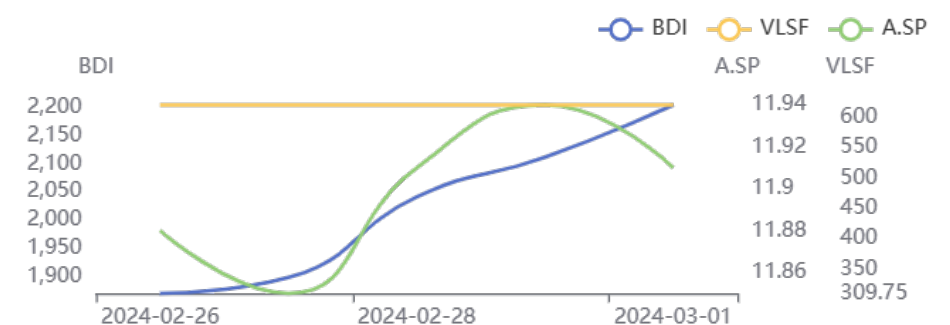
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	5	5	3	2	3	2	3
Pan.	4	4	4	5	6	6	2
PPx	3	1	2	2	2	3	1
NPx	0	1	0	0	3	1	3
Fd	2	2	5	7	4	3	6
UlcV	1	0	0	0	0	0	0
WT.h.	82.9	17	5.4	14	30	39.1	21.6



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

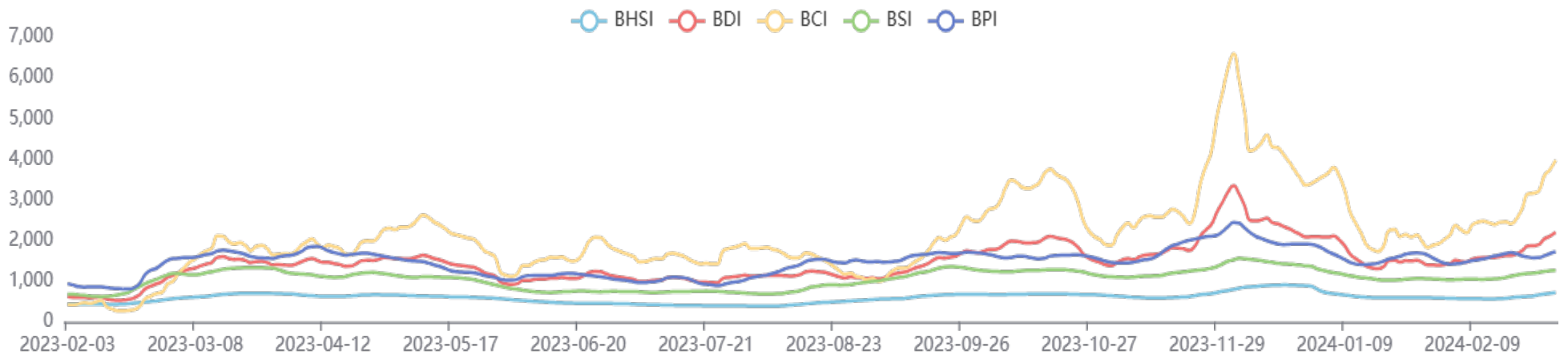
Type	M	T	W	Th	F	Sat	Sun
BDI	1578	1581	1627	1681	1723		
VLSF	619.50	619.50	619.50	619.50	619.50		
A.SP	11.88	11.85	11.91	11.94	11.91	11.98	11.98



第三部分 航运市场 SHIPPING MARKET

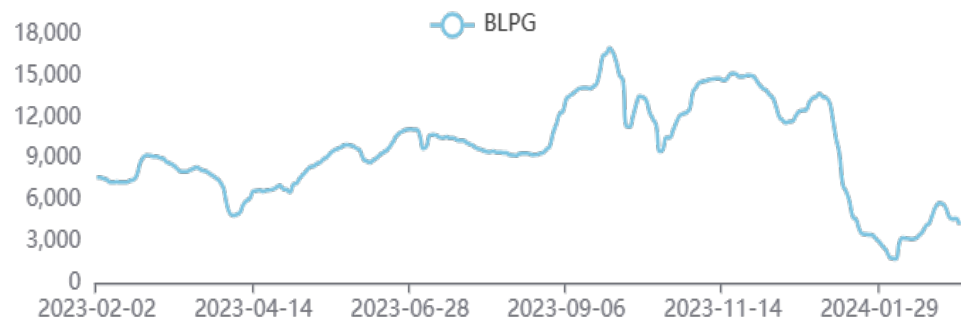
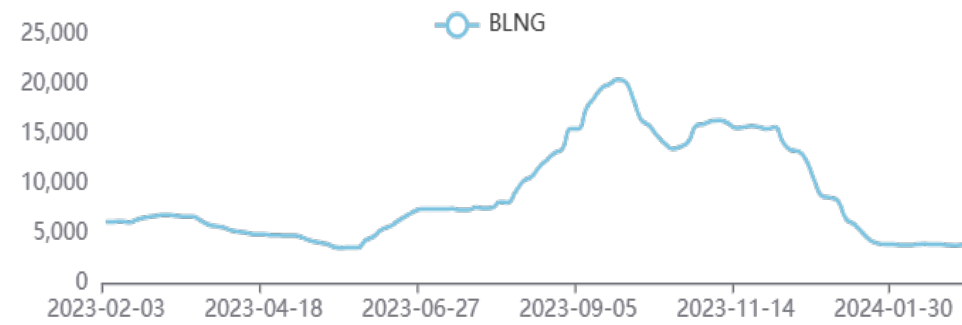
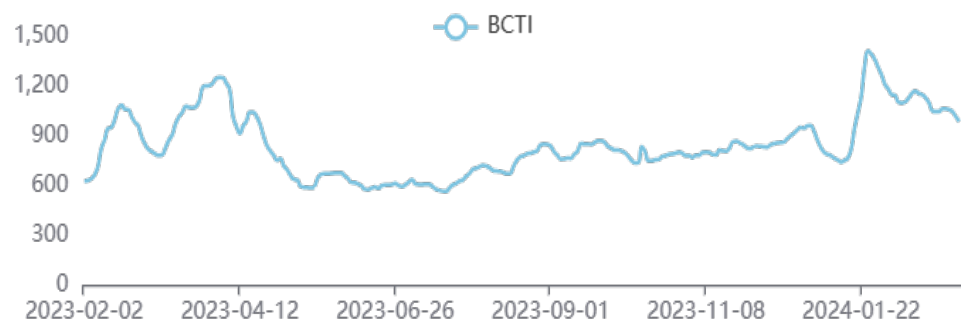
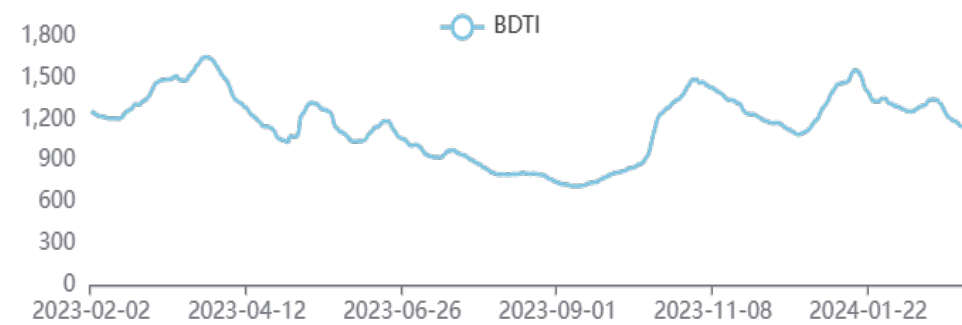
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2203	337.0	18.06	56.57	100.45
BCI	3977	832.0	26.45	95.91	328.09
BPI	1723	128.0	8.03	19.32	13.73
BSI	1267	78.0	6.56	21.71	9.6
BHSI	722	94.0	14.97	23.42	29.86

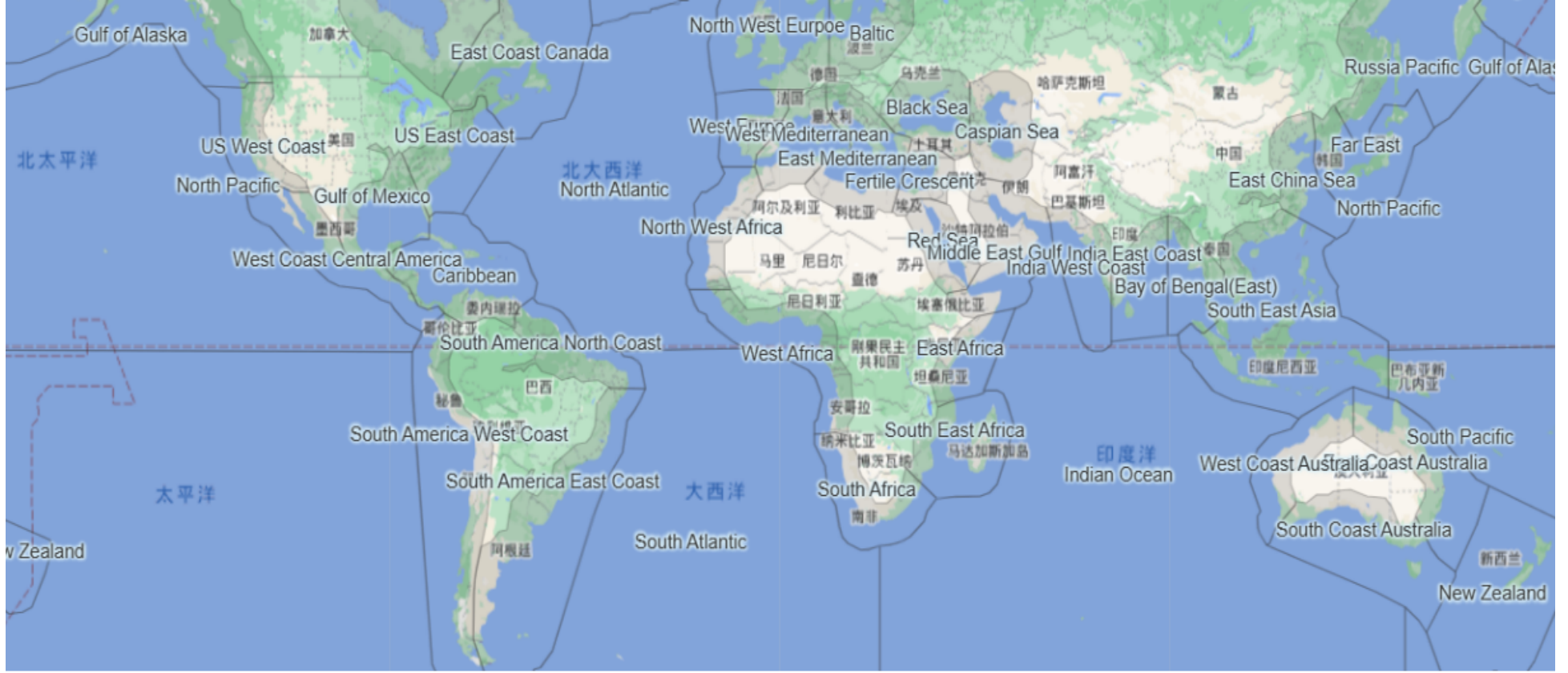


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1142	-67.0	-5.54	-11.27	-21.51
BCTI	986	-76.0	-7.16	-14.04	20.83
BLNG	3832	42.0	1.11	1.16	-43.81
BLPG	4208	-1514.0	-26.46	138.82	-53.49



第四部分 运力分布 SUPPLY DISTRIBUTION

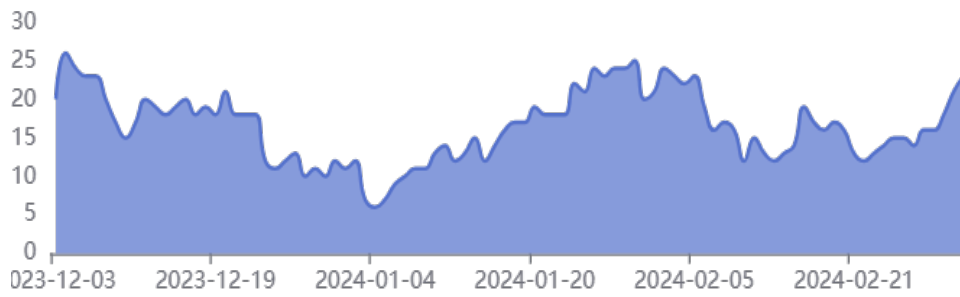


好望角型散货船 Capesize

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.

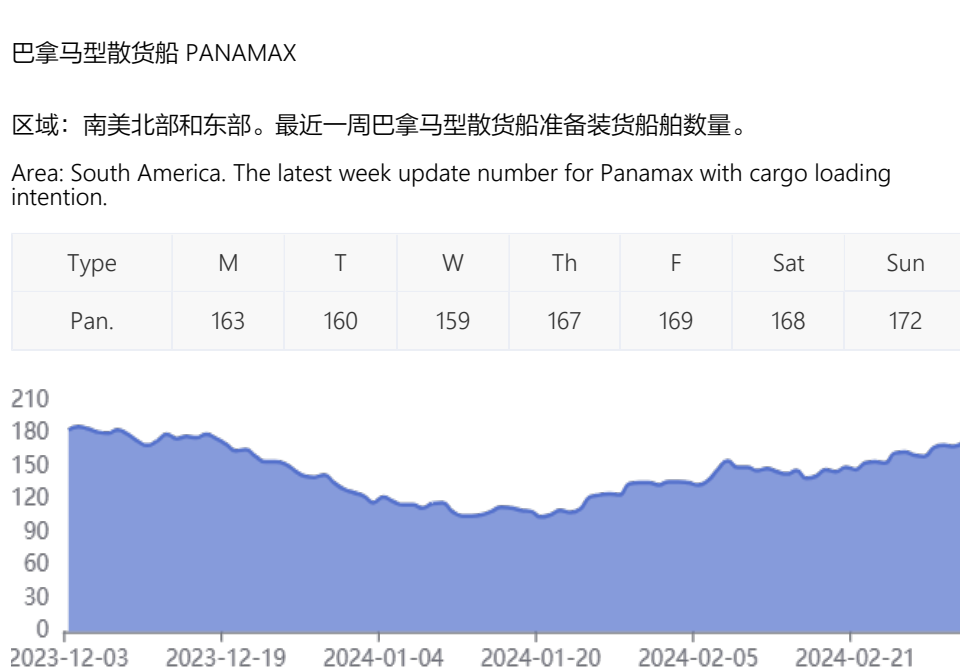
Type	M	T	W	Th	F	Sat	Sun
Cape	15	14	16	16	18	21	23



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	24	30	29	29	28	35	29

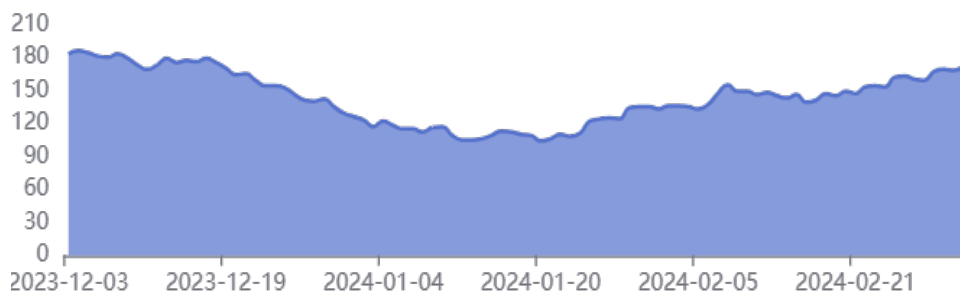


巴拿马型散货船 PANAMAX

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.

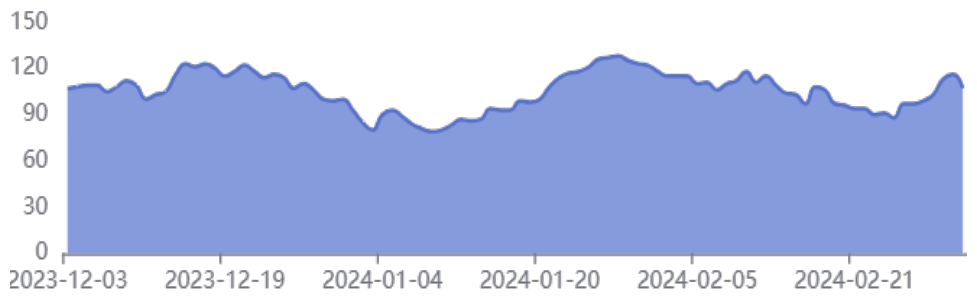
Type	M	T	W	Th	F	Sat	Sun
Pan.	163	160	159	167	169	168	172



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.

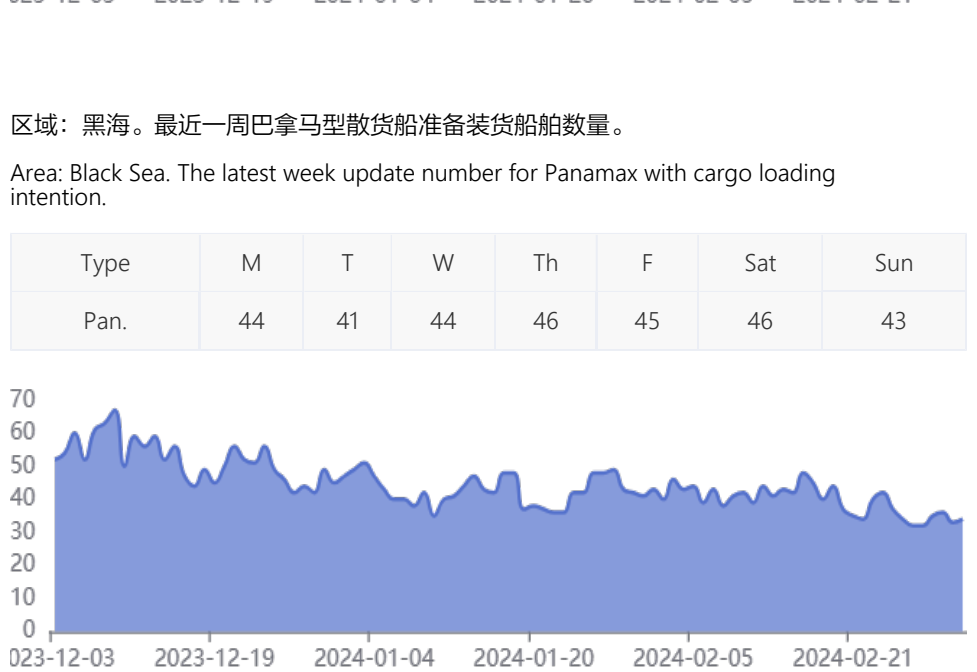
Type	M	T	W	Th	F	Sat	Sun
Cape	97	97	99	103	113	116	107



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.

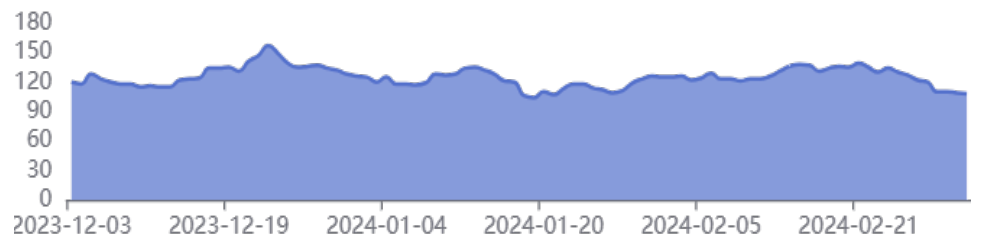
Type	M	T	W	Th	F	Sat	Sun
Pan.	44	41	44	46	45	46	43



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.	127	122	120	110	110	109	108

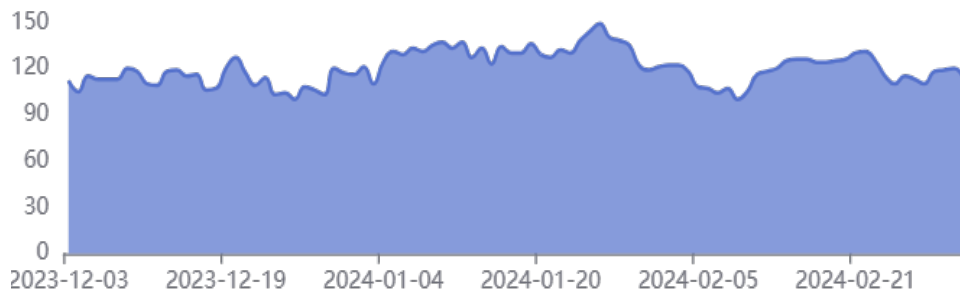


超大灵便型散货 SUPRAMAX

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.

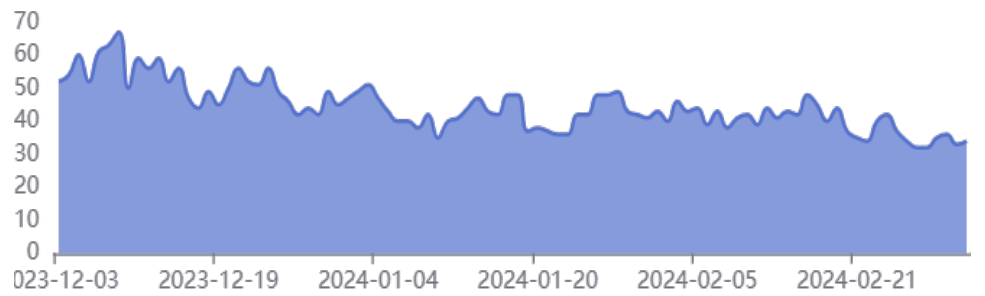
Type	M	T	W	Th	F	Sat	Sun
SMX	115	113	110	118	119	120	113



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.

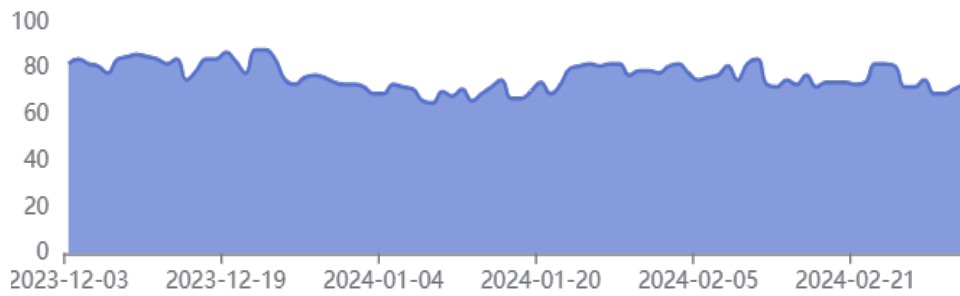
Type	M	T	W	Th	F	Sat	Sun
SMX	34	32	32	35	36	33	34



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.

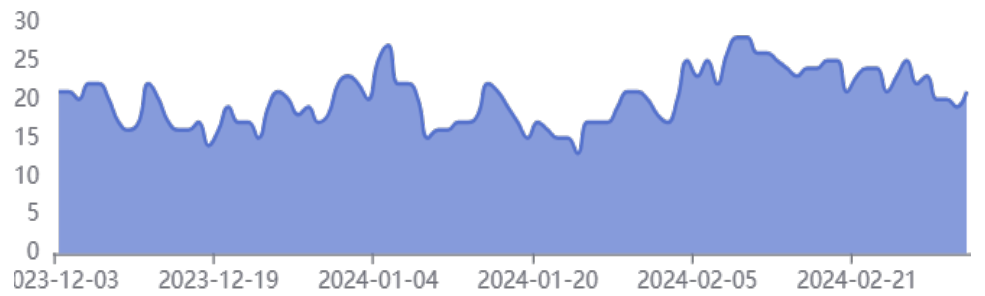
Type	M	T	W	Th	F	Sat	Sun
SMX	25	22	23	20	20	19	21



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.

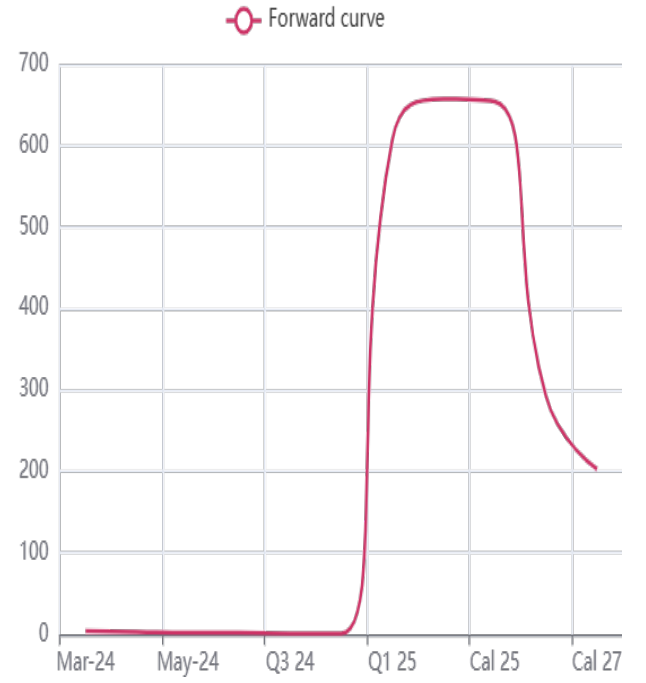
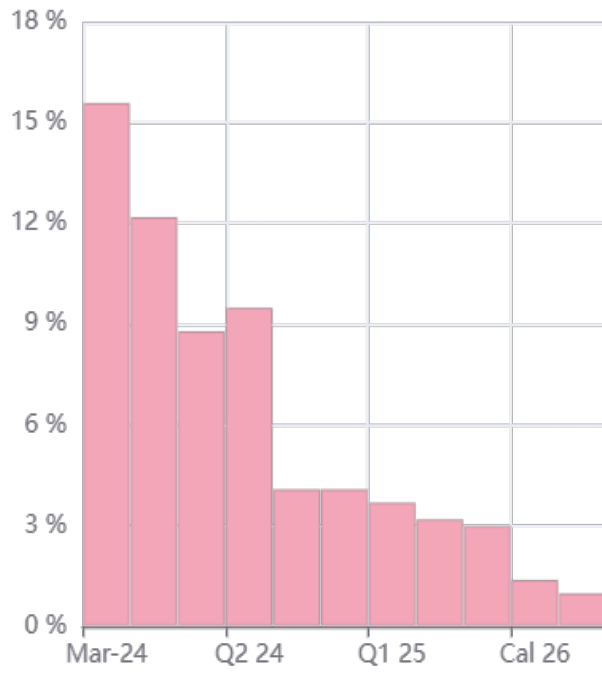
Type	M	T	W	Th	F	Sat	Sun
SMX	72	72	75	69	69	71	73



第五部分 远期运价协议 FFA

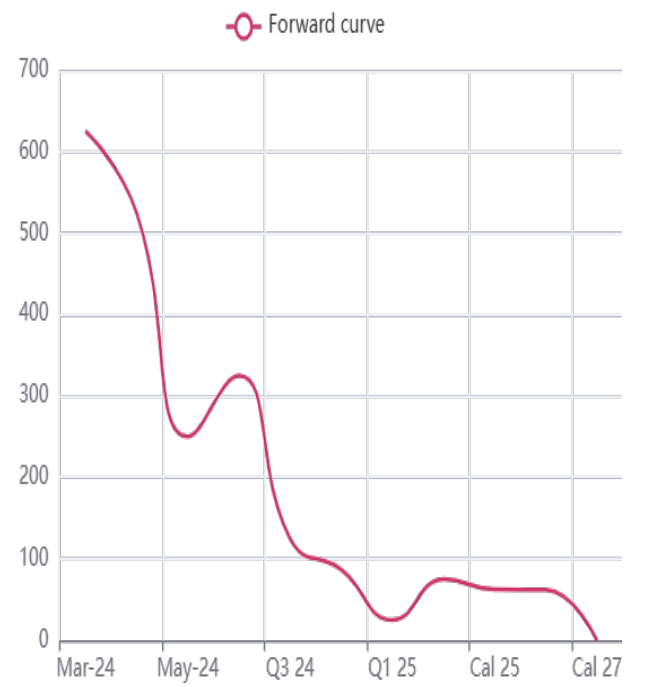
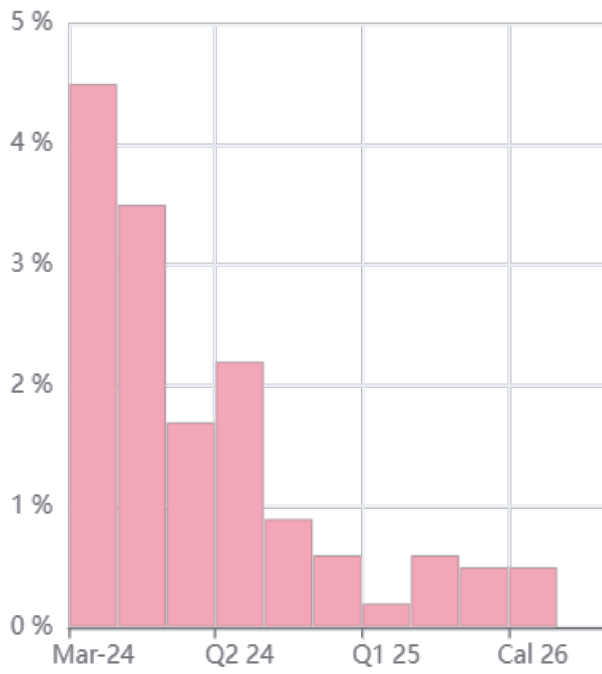
好望角型散货船Capesize

STC	\$/day	WoW	
Mar-24	34,911.00	4718.0	15.6 %
Apr-24	34,568.00	3757.0	12.2 %
May-24	33,179.00	2672.0	8.8 %
Q2 24	32,963.33	2862.0	9.5 %
Q3 24	28,211.00	1118.0	4.1 %
Q4 24	27,907.00	1089.0	4.1 %
Q1 25	17,050.00	607.0	3.7 %
Q2 25	21,121.00	657.0	3.2 %
Cal 25	22,143.00	654.0	3.0 %
Cal 26	20,643.00	293.0	1.4 %
Cal 27	19,539.00	203.0	1.0 %



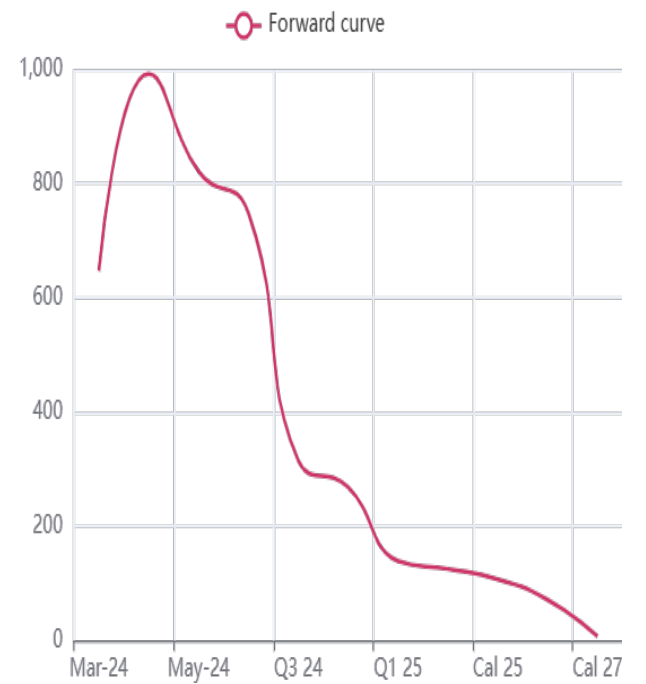
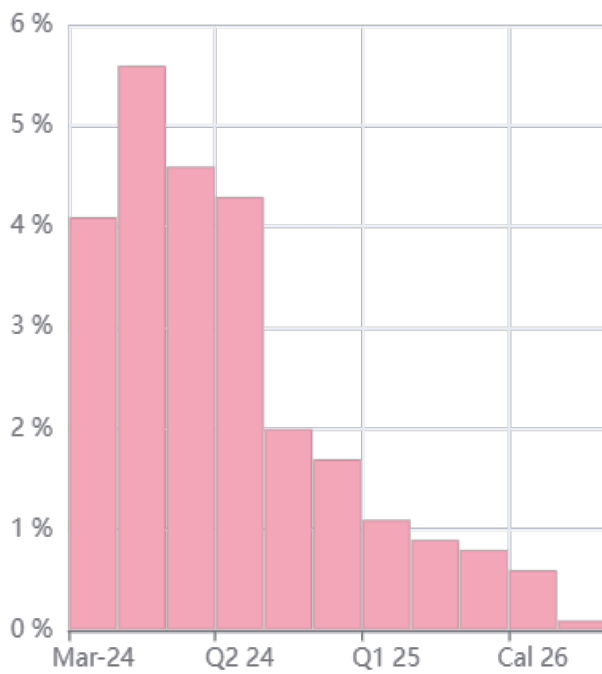
灵便型散货船Handysize

7TC	\$/day	WoW	
Mar-24	14,563.00	625.0	4.5 %
Apr-24	15,475.00	525.0	3.5 %
May-24	14,950.00	250.0	1.7 %
Q2 24	14,866.67	325.0	2.2 %
Q3 24	13,913.00	125.0	0.9 %
Q4 24	13,550.00	87.0	0.6 %
Q1 25	12,150.00	25.0	0.2 %
Q2 25	12,567.00	75.0	0.6 %
Cal 25	12,462.75	62.5	0.5 %
Cal 26	11,925.00	62.0	0.5 %
Cal 27	11,638.00	0.0	0.0 %



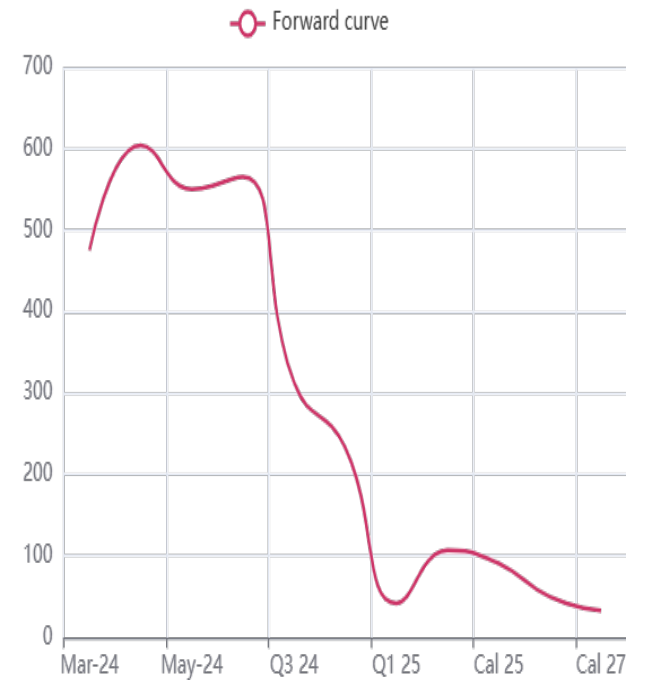
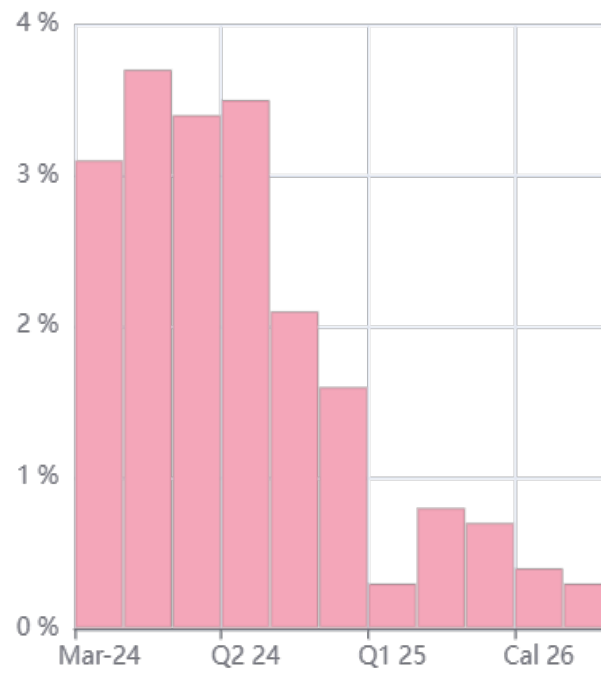
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Mar-24	16,611.00	647.0	4.1 %
Apr-24	18,696.00	992.0	5.6 %
May-24	18,500.00	821.0	4.6 %
Q2 24	18,157.00	748.33	4.3 %
Q3 24	16,336.00	315.0	2.0 %
Q4 24	15,700.00	268.0	1.7 %
Q1 25	13,243.00	139.0	1.1 %
Q2 25	14,271.00	125.0	0.9 %
Cal 25	13,836.00	107.0	0.8 %
Cal 26	12,664.00	71.0	0.6 %
Cal 27	12,264.00	7.0	0.1 %



超大灵便型散货船Supramax

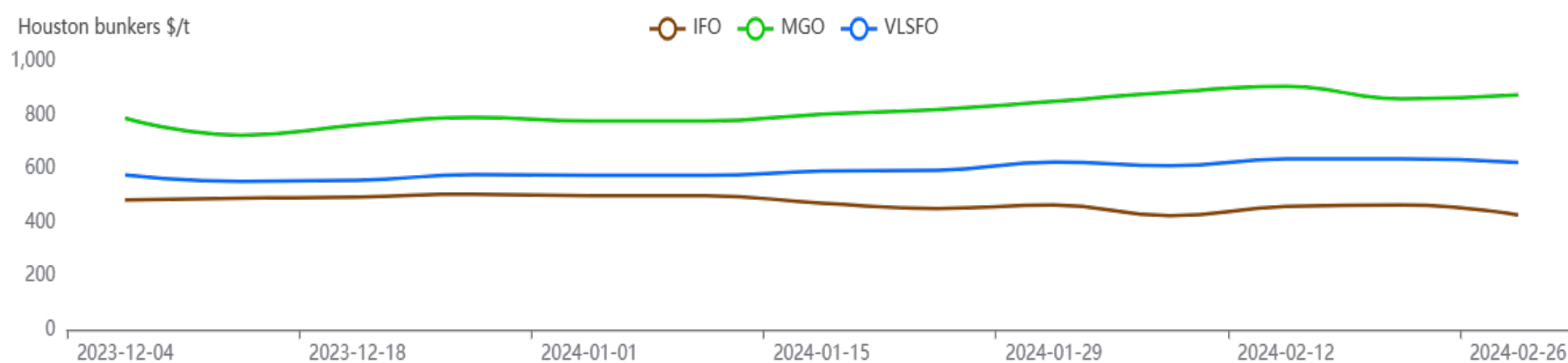
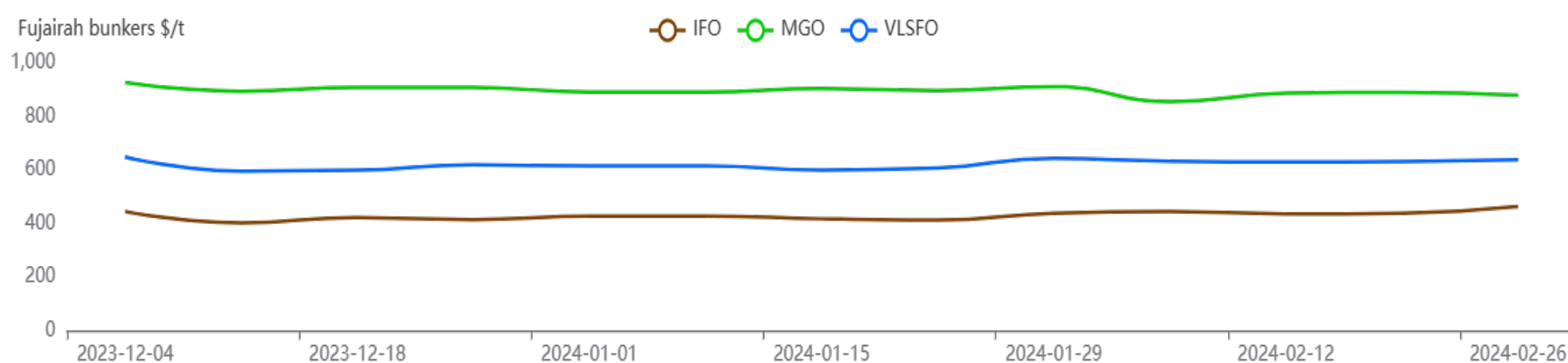
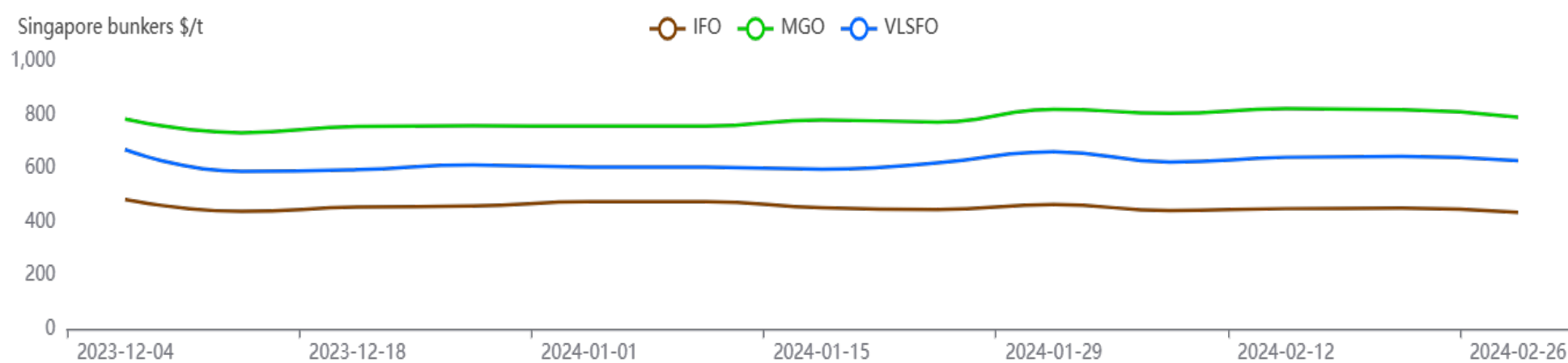
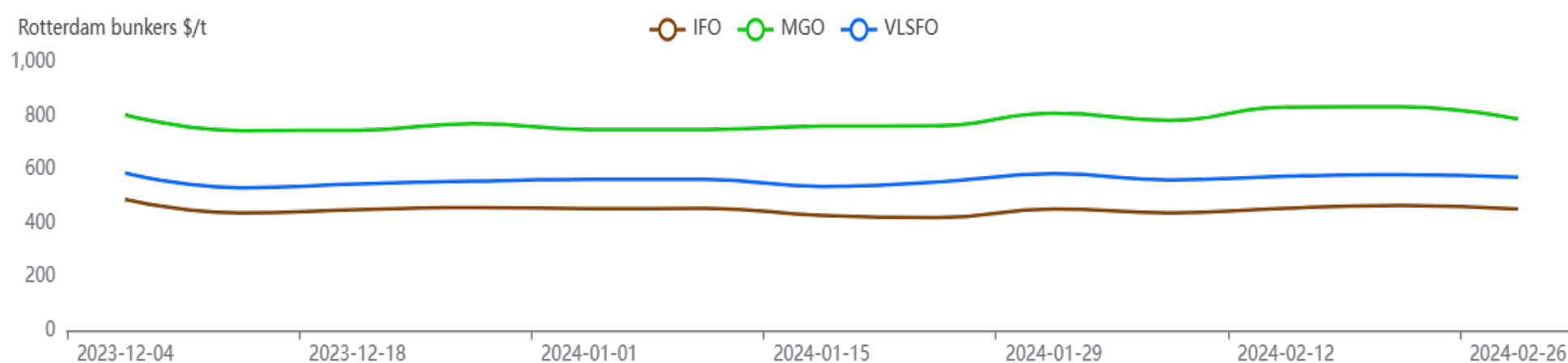
10TC	\$/day	WoW	
Mar-24	15,567.00	475.0	3.1 %
Apr-24	16,979.00	604.0	3.7 %
May-24	16,683.00	550.0	3.4 %
Q2 24	16,504.00	565.33	3.5 %
Q3 24	15,238.00	313.0	2.1 %
Q4 24	14,525.00	233.0	1.6 %
Q1 25	12,567.00	42.0	0.3 %
Q2 25	13,216.00	107.0	0.8 %
13,053.75	Cal 25	90.75	0.7 %
Cal 26	12,233.00	50.0	0.4 %
Cal 27	12,025.00	33.0	0.3 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	636.0	445.0	829.0	191.0	0.0	0.0	0.53
Singapore	629.5	436.0	792.5	193.5	-1.0	-0.51	-1.78
Rotterdam	572.5	453.5	789.0	119.0	4.0	3.48	-9.16
Fujairah	638.5	464.0	880.0	174.5	-19.0	-9.82	-14.88
Houston	624.5	428.0	875.5	196.5	24.5	14.24	22.81

(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		205.0	-2.0	-0.97	-5.96	-27.46
Maize		188.0	-3.0	-1.57	-10.05	-39.49
Soybeans		259.0	42.0	19.35	17.19	-13.86
Rice		210.0	-52.0	-19.85	-21.05	6.46
Barley		207.0	-2.0	-0.96	-5.48	-30.7
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	76.01	-2.81	-3.57	-2.48	-1.45
Brent	USD/Bbl	81.08	-1.76	-2.12	-2.15	-3.2
Natural Gas	USD/MMBtu	1.67	0.12	7.74	-21.6	-24.77
Gasoline	USD/Gal	2.27	-0.05	-2.16	-0.87	-6.58
Heating Oil	USD/Gal	2.68	-0.1	-3.6	-5.96	-2.9
Ethanol	USD/Gal	1.51	0.0	0.0	-5.03	-31.05
Naphtha	USD/T	660.09	-3.2	-0.48	3.0	-7.95
Propane	USD/Gal	0.9	-0.02	-2.17	12.5	9.76
Uranium	USD/Lbs	101.95	-1.25	-1.21	-3.82	97.0
Methanol	CNY/T	2545.0	-48.0	-1.85	1.6	-1.89
TTF Gas	EUR/MWh	23.15	-1.39	-5.66	-19.62	-54.56
UK Gas	GBP/thm	57.03	-2.68	-4.49	-20.11	-54.53
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	3.83	0.02	0.52	-0.26	-6.81
Coal	USD/T	119.4	0.15	0.13	-6.06	-42.98
Steel	CNY/T	3738.0	-153.0	-3.93	-5.41	-10.23
Iron Ore	USD/T	123.5	-4.5	-3.52	-10.18	-3.14
Aluminum	USD/T	2185.0	-27.5	-1.24	-2.63	-9.99
Iron Ore Fe 62%	USD/T	2185.0	-27.5	-1.24	-2.63	-9.99
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	2034.0	13.4	0.66	0.3	10.46
Silver	USD/t.oz	22.7	-0.4	-1.73	-0.87	3.99
Platium	USD/t.oz	890.5	-16.2	-1.79	-1.86	-3.52
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.08	0.0	0.0	0.0	0.93
USD/CNY		7.21	5.95	472.22	0.28	5.1

第八部分 本周话题 WEEKLY TOPIC



小宗散货市场

小宗散货一般使用灵便散货船运输，其特点是大小客户众多，货物品种也多，除了和大宗散货有所交叉，还有糖类，化肥，木材，大米，硫磺，水泥，盐粉，废铁，木屑，纸浆等。

与2022年同期相比，虽然2023年全年的干散货装货量有所增加，但因为增加的量主要集中在进口的大宗商品煤炭，实际小宗散货运输需求减少明显使得2023年整体灵便散货船的运费下降近50%，2024年初到目前灵便散货船型的运费市场相比2023年回升接近10%的水平，这主要归因于中国开年后重新在市场活跃起来。

2023年灵便散货船运力增加比较健康在3%的水平，2023年相对2022年小宗散货吨海里增加了4%水平，而2023年整体灵便散货船的平均运费大幅度下降，主要原因应不是灵便散货运力的增加造成的，而是小宗散货运量出现了较大的减少，而船舶的绕航造成了该船型吨海里增加的表象。

据hiFleet数据显示，2023年相对2022年水泥、林产品和氧化铝的下降最大，分别下降了11%，4%和15%。由于2023年厄尔尼诺现象的干旱，导致阿根廷和美国今年大部分时间的粮食产量下降或者密西西比河水位下降，致使粮食装载量同比分别下降45%和25%。尽管黑海战争依旧，但乌克兰全年仍在继续装载谷物，但与2022年相比下降超过了25%。相比而言巴西装载了创纪录的粮食量，与去年同期相比增长了28%。而俄罗斯仍然是一个重要的谷物出口国，但因为战争原因其干散货运输受到了限制。

现有灵便型散货船因为能源效率指数(EEXI)要求导致大多数船舶的航速降低，降低了船舶供给的压力，同时碳强度指标(CII)也将迫使船舶逐渐减速，当老旧和能源效率低的船只再也无法满足越来越严格的碳排放标准时，而目前可用的辅助技术和减速措施只能将船舶的CII合规性延长1至2年，到时候船舶会因此面临加速报废。

从小宗散货长远看灵便型散货船，结合当前新造船的高成本、以及更高的美金利率成本和其它船型挤占有限船台等，这些因素将继续阻碍新干散货船订单的爆发式发展。预计随着俄罗斯和乌克兰的战争的结束，重建乌克兰的运输需求将提振灵便散货船市场。

Minor bulk cargoes are generally transported by handy bulkers, which are characterized by large and small customers and many types of cargo. In addition to crossing with general bulk cargoes, there are sugar, fertilizer, wood, rice, sulfur, cement, salt powder, scrap iron, wood chips, pulp and so on for minor bulk cargoes.

Compared with the same period in 2022, although the annual dry bulk cargo loading in 2023 has increased, because the increase is mainly concentrated in the bulk commodity coal imported from China, the actual reduction in the demand for minor bulk cargo transportation has significantly reduced the freight rate of the overall portable bulk carrier in 2023 by nearly 50%. The freight market for handy-bulk carriers from early 2024 to the present has recovered nearly 10% compared to 2023, mainly due to China's renewed activity in the market after the start of the year.

In 2023, the capacity of handy bulkers increased at a healthy level of about 3%, and in 2023, the tonnage-miles of minor bulk carriers increased by 4% compared with that of 2022. While the average freight rate of handy bulkers as a whole decreased significantly in 2023, the main reason for the increased tonnage-miles should not be caused by the increase in minor bulk cargo capacity, but the large deviation causes the appearance of the increase of the tonnage miles of the minor bulkers.

According to hiFleet data, cement, forest products and alumina saw the biggest declines in 2023 relative to 2022, with declines of 11%, 4% and 15% respectively. Grain loadings in Argentina and the United States fell 45 percent and 25 percent, respectively, year on year due to El Nino drought in 2023, which reduced grain production for most of the year or reduced water levels in the Mississippi River. Despite the war in the Black Sea, Ukraine continues to load grain throughout the year, but this is down by more than 25% compared to 2022. Brazil, by contrast, loaded a record amount of grain, up 28% compared with the same period last year. Russia remains an important grain exporter, but its dry bulk shipments have been restricted because of the war.

The Energy Efficiency Index (EEXI) requirements of existing handy bulkers reduce the speed of most ships, reducing the pressure on ship supply, while the carbon intensity Index (CII) will also force ships to slow down gradually, when older and less energy efficient vessels can no longer meet the increasingly stringent carbon emission standards. Currently available assistive technologies and deceleration measures can only extend a ship's CII compliance by one to two years, at which point the ship will face accelerated scrapping.

From the long-term perspective of minor bulk cargo, portable bulk carriers, combined with the current high cost of new shipbuilding, as well as higher US dollar interest costs and other ship types crowding limited berth, these factors will continue to hinder the explosive development of new dry bulk carrier orders. With the end of the war between Russia and Ukraine, rebuilding Ukraine's transportation needs is expected to boost the handy bulkers market.