



2024年 第13周市场周报

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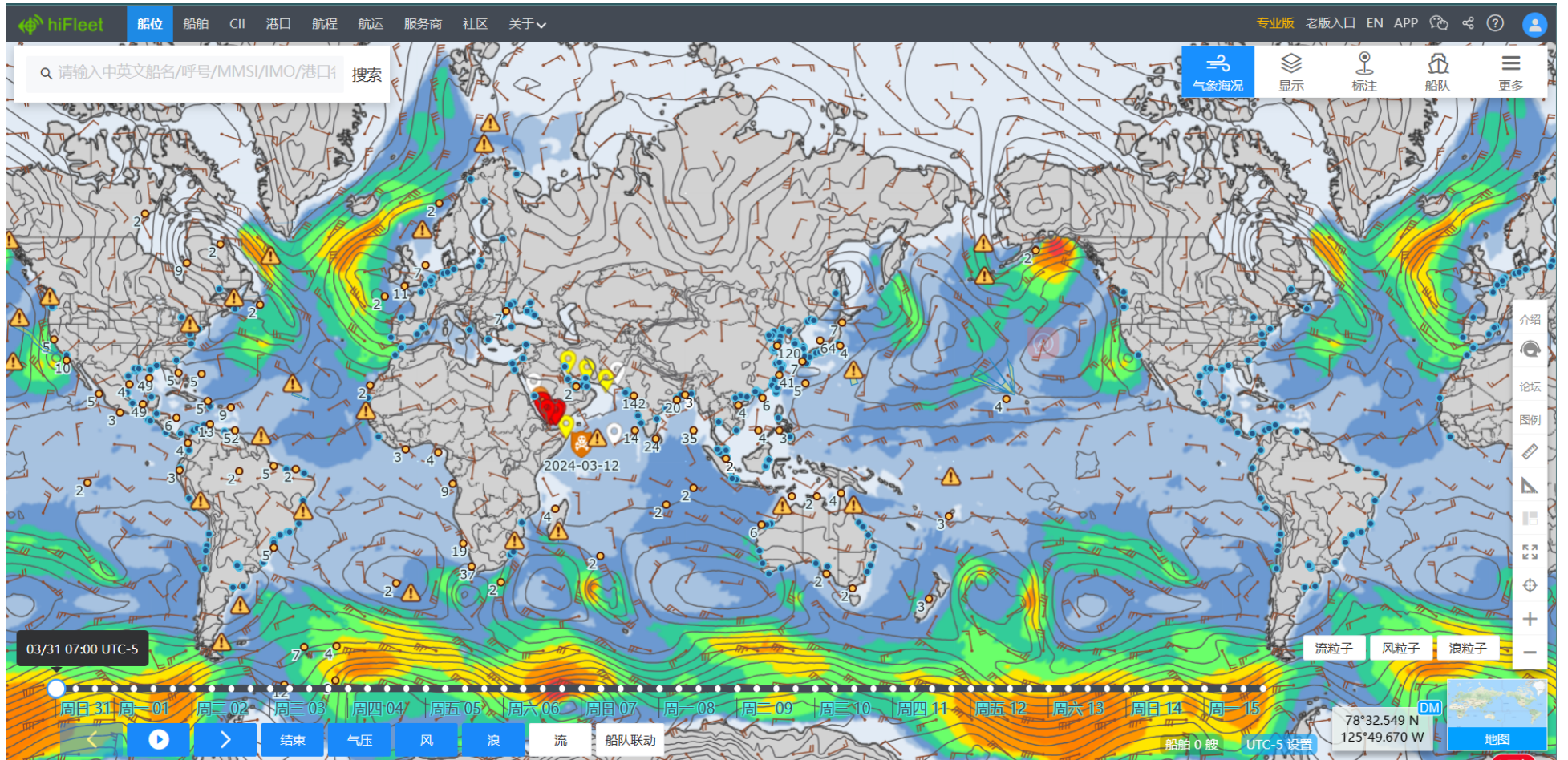
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最新商品价格 LATEST COMMODITIES PRICE

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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968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 968 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级逐渐增强到6-7级，相关海域海浪将从1米轻浪到2.5中浪；台湾海峡风力有时8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5-6级，有中浪。我国近海易发生海雾过程。大西洋北部区域低压活动偶尔增强，海域海况有时恶劣。太平洋北部区域低压活动有所减弱，海域海况有所好转。The coming week the wind in Bohai Sea, Yellow Sea and China East Sea will become stronger from breeze to near gale with the seas from moderate to rough. The wind in the Taiwan Strait might reach gale and the sea in the Taiwan Strait happens to experience rough. In most of the South China Sea the wind stays breeze with moderate sea. Low-pressure in the north of North Atlantic Ocean is becoming strong occasionally, sea conditions sometimes are rough. The low pressure in Pacific is improving with sea conditions easing.

海盗事件 Piracy

3月29日，孟加拉锚地，一艘停泊的货船上的船员和安全看守注意到一艘船上有三个人试图用绳子和钩子进入该船。警报响起，船员聚集起来，海盗撤离。29.03.2024: 1545 UTC: Posn: 22:14N - 091:42E, Chattogram Anchorage, Bangladesh Ship crew and security watchman onboard an anchored general cargo ship noticed three persons in a boat attempting to gain access to the vessel using a rope and hook. Alarm raised and crew mustered resulting in the persons aborting and moving away.

海上事件 Marine Incidents

据hiFleet数据显示，美国巴尔的摩时间2024年3月26日凌晨，一艘万箱集装箱船舶撞塌了巴尔的摩一座重要桥梁，整个大桥坠入帕塔普斯科河，报道超过20多人失踪。According to hiFleet data, in the early morning of March 26, 2024, Baltimore time, a big container ship crashed into an important bridge in Baltimore, and the entire bridge fell into the Patapsco River, and more than 20 people were reported missing.

其它 Others

没有 Nil

备注 Remark

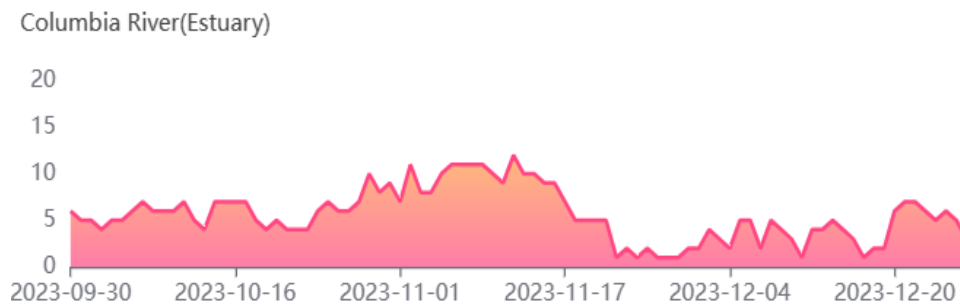
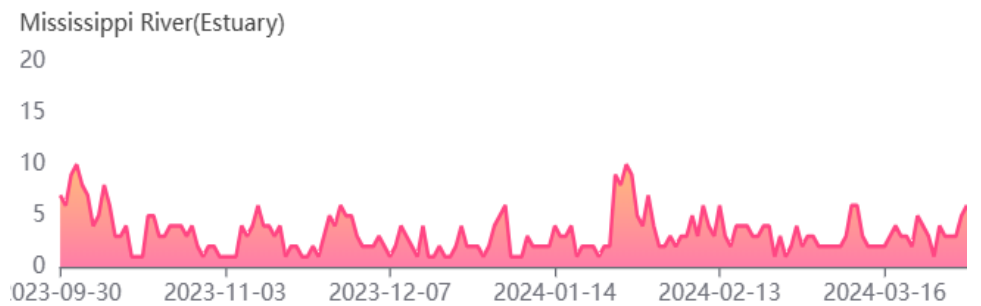
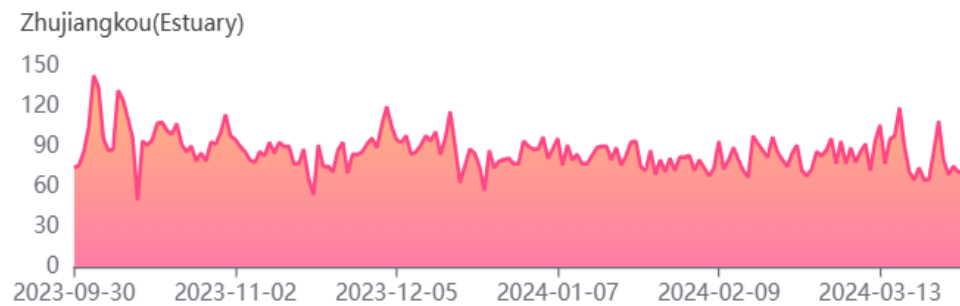
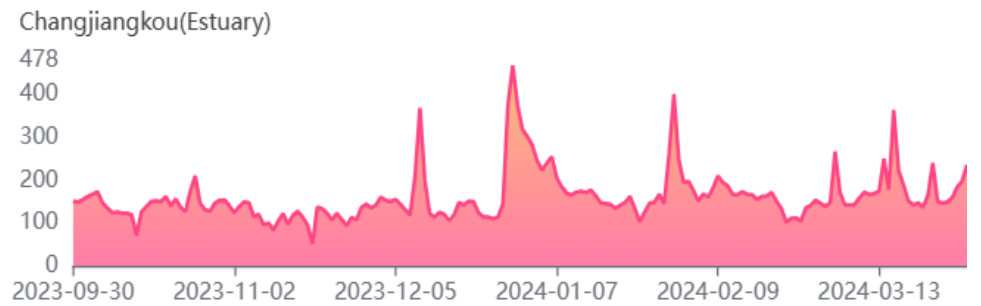
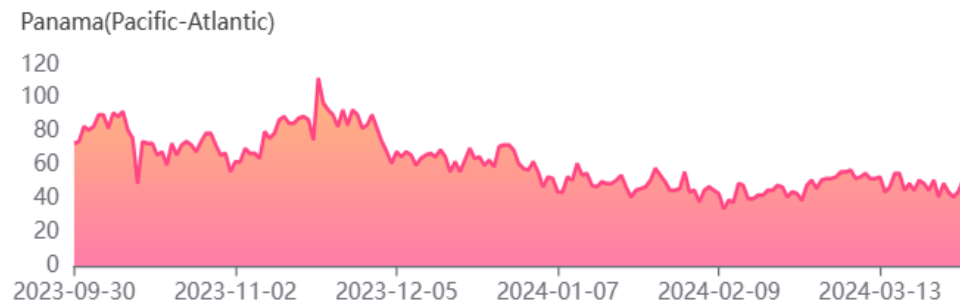
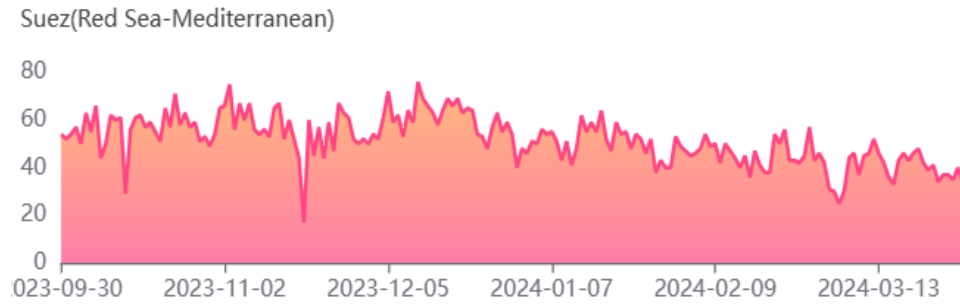
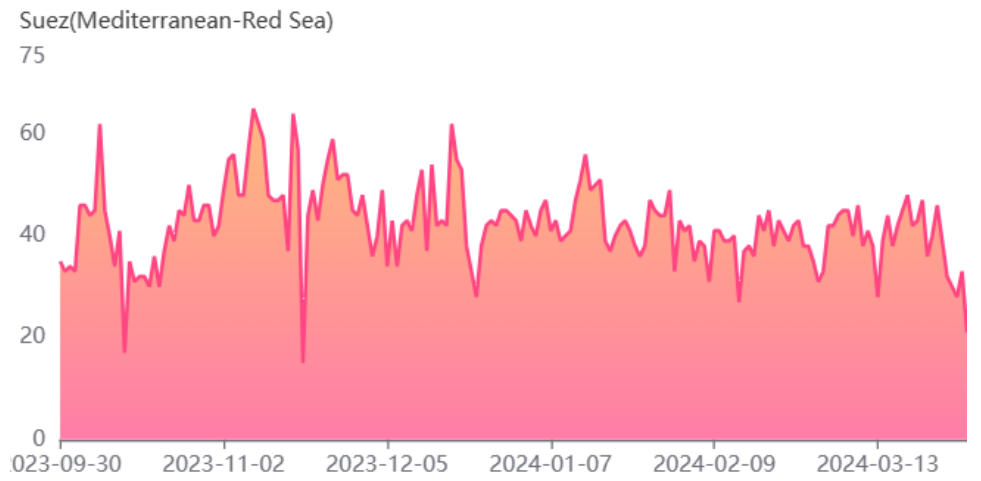
本报告数据截止时间为2024年3月31日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Mar 31 of 2024; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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 | 32 | 1140 | -58 | -172 |
| Miss.Riv. | 6 | 91 | 1 | 3 |
| CJK | 236 | 5260 | 67 | 767 |
| Pa.Atlan. | 39 | 1358 | -39 | -28 |
| Colum.Riv. | 7 | 164 | 2 | -9 |
| Suez.Med. | 21 | 1142 | -74 | 26 |
| Pa.Pac. | 55 | 1452 | -14 | 165 |
| ZJK | 73 | 2413 | -2 | 52 |

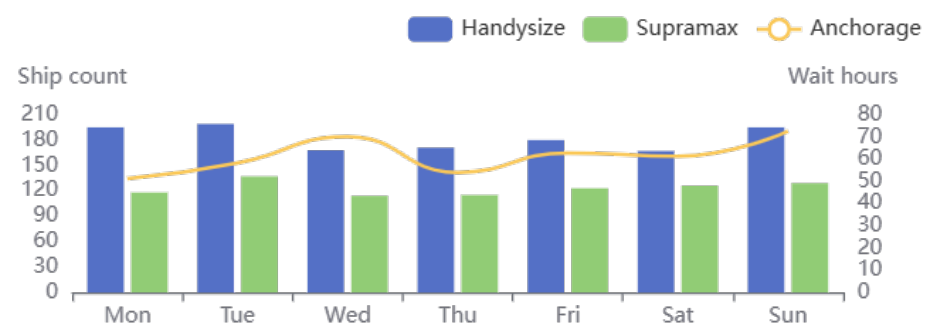


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

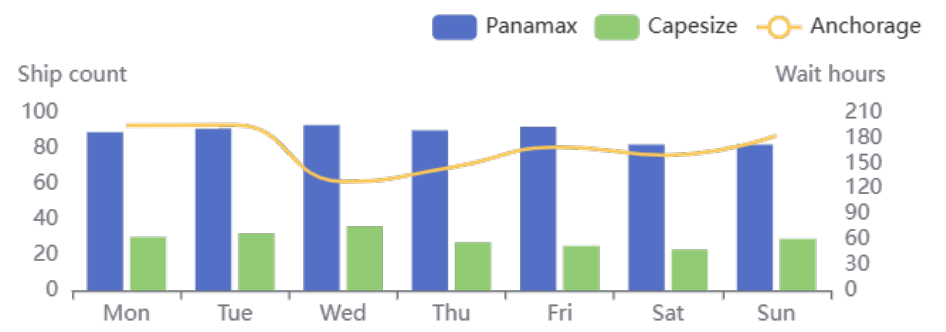
| Type | M | T | W | Th | F | Sat | Sun |
|-------|------|------|------|-----|------|------|------|
| HDY | 195 | 199 | 168 | 171 | 180 | 167 | 195 |
| SMX | 118 | 137 | 114 | 115 | 123 | 126 | 129 |
| WT.h. | 51.2 | 58.2 | 70.1 | 54 | 62.8 | 61.3 | 72.5 |



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

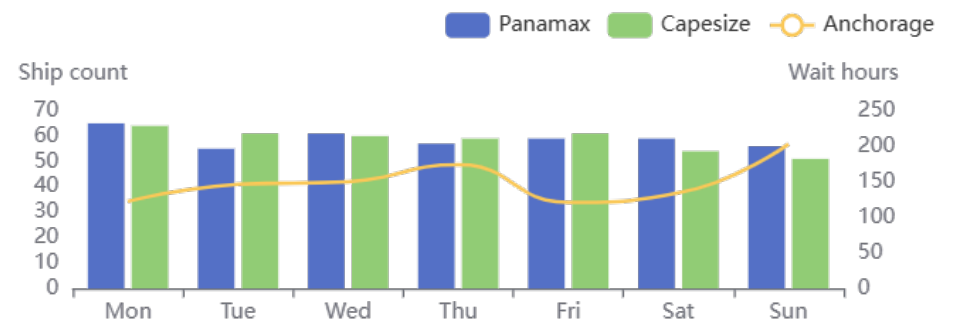
| Type | M | T | W | Th | F | Sat | Sun |
|-------|-------|-------|-------|-------|-------|-------|-----|
| Pan. | 89 | 91 | 93 | 90 | 92 | 82 | 82 |
| Cap | 30 | 32 | 36 | 27 | 25 | 23 | 29 |
| WT.h. | 194.9 | 195.5 | 128.6 | 145.4 | 169.3 | 159.8 | 183 |



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

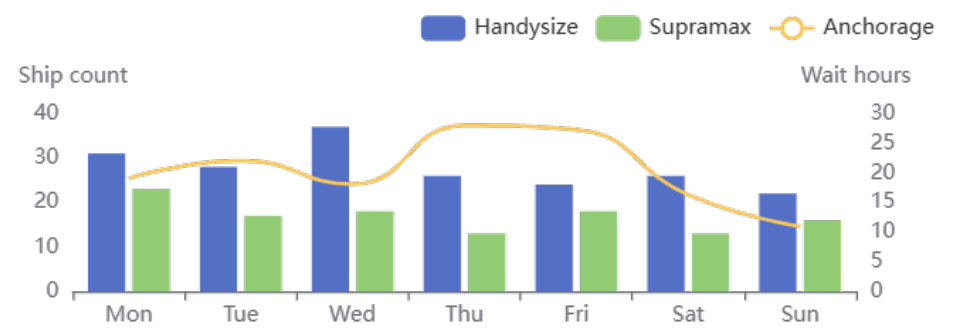
| Type | M | T | W | Th | F | Sat | Sun |
|-------|-------|-------|-------|-------|-------|-------|-----|
| Pan. | 65 | 55 | 61 | 57 | 59 | 59 | 56 |
| Cap | 64 | 61 | 60 | 59 | 61 | 54 | 51 |
| WT.h. | 122.3 | 146.3 | 150.2 | 174.2 | 120.9 | 134.3 | 203 |



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

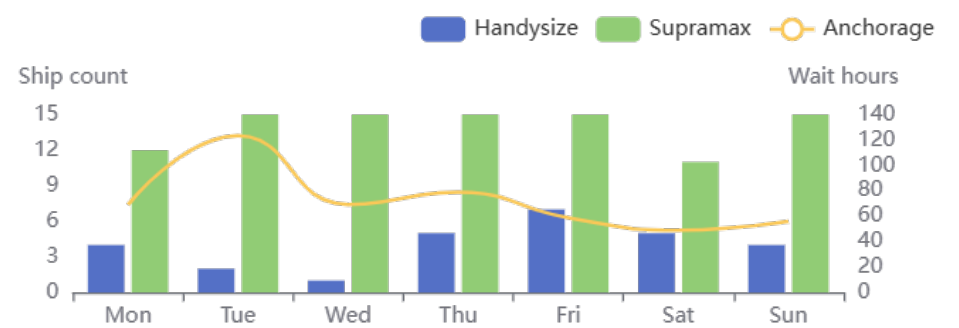
| Type | M | T | W | Th | F | Sat | Sun |
|-------|------|------|------|----|------|------|-----|
| HDY | 31 | 28 | 37 | 26 | 24 | 26 | 22 |
| SMX | 23 | 17 | 18 | 13 | 18 | 13 | 16 |
| WT.h. | 19.1 | 22.1 | 18.1 | 28 | 27.3 | 16.3 | 11 |



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

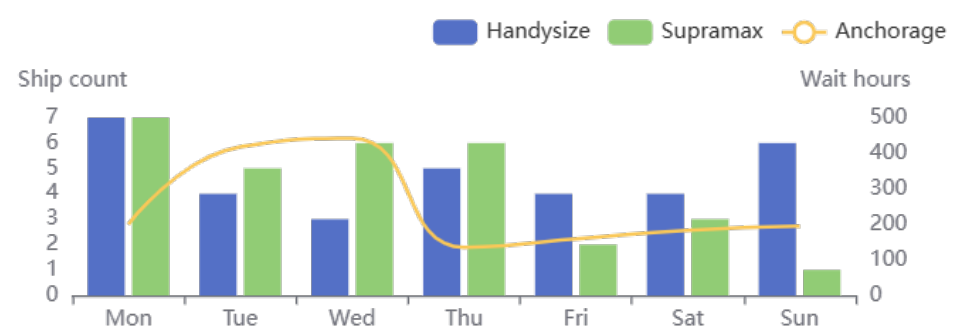
| Type | M | T | W | Th | F | Sat | Sun |
|-------|----|-------|------|------|------|------|-----|
| HDY | 4 | 2 | 1 | 5 | 7 | 5 | 4 |
| SMX | 12 | 15 | 15 | 15 | 15 | 11 | 15 |
| WT.h. | 69 | 123.4 | 69.2 | 78.9 | 58.8 | 49.0 | 56 |



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

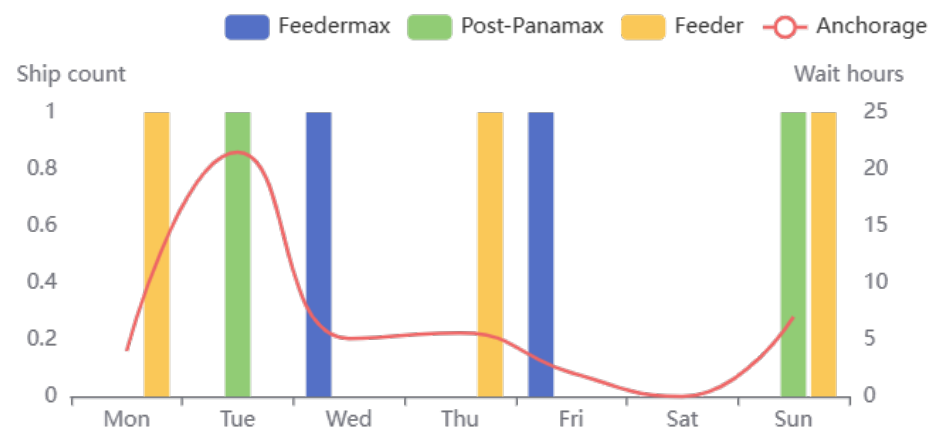
| Type | M | T | W | Th | F | Sat | Sun |
|-------|-------|-------|-------|-------|-------|-------|-----|
| HDY | 7 | 4 | 3 | 5 | 4 | 4 | 6 |
| SMX | 7 | 5 | 6 | 6 | 2 | 3 | 1 |
| WT.h. | 200.2 | 417.8 | 441.8 | 135.3 | 159.3 | 183.3 | 195 |



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

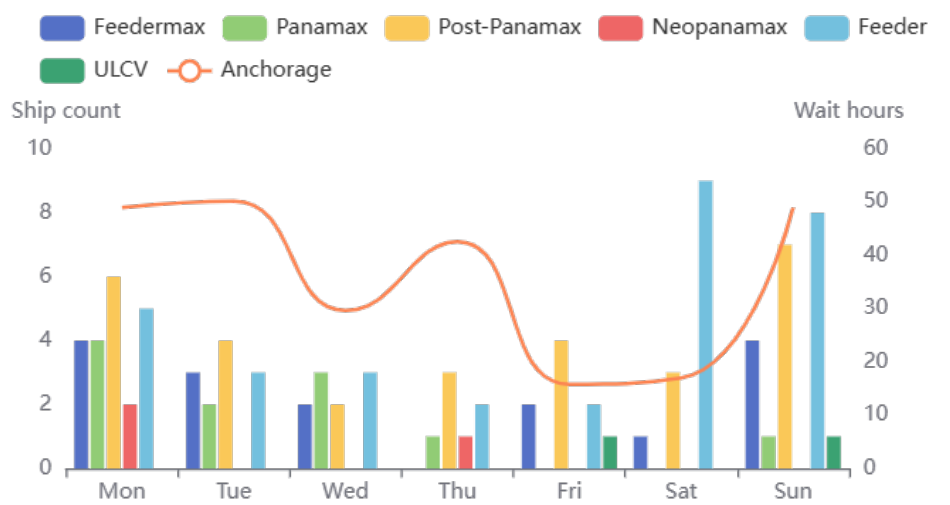
| Type | M | T | W | Th | F | Sat | Sun |
|-------|---|------|-----|-----|-----|-----|-----|
| F.ma. | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| Pan. | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PPx | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| NPx | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fd | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| WT.h. | 4 | 21.5 | 5.1 | 5.6 | 2.1 | 0.0 | 7 |
| 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

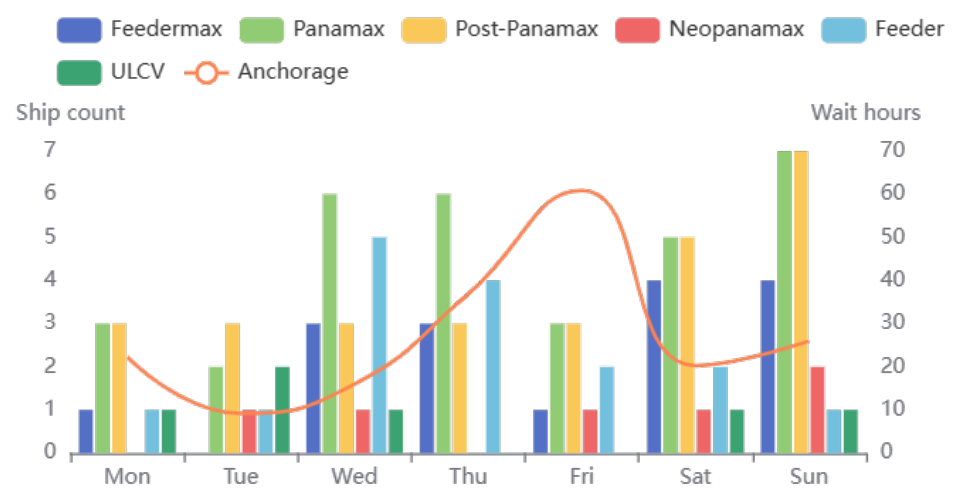
| Type | M | T | W | Th | F | Sat | Sun |
|-------|----|------|-------|------|------|-----|-----|
| F.ma. | 4 | 3 | 2 | 0 | 2 | 1 | 4 |
| Pan. | 4 | 2 | 3 | 1 | 0 | 0 | 1 |
| PPx | 6 | 4 | 2 | 3 | 4 | 3 | 7 |
| NPx | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| Fd | 5 | 3 | 3 | 2 | 2 | 9 | 8 |
| Ulcw | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| WT.h. | 49 | 50.2 | 29.65 | 42.6 | 15.8 | 17 | 49 |



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

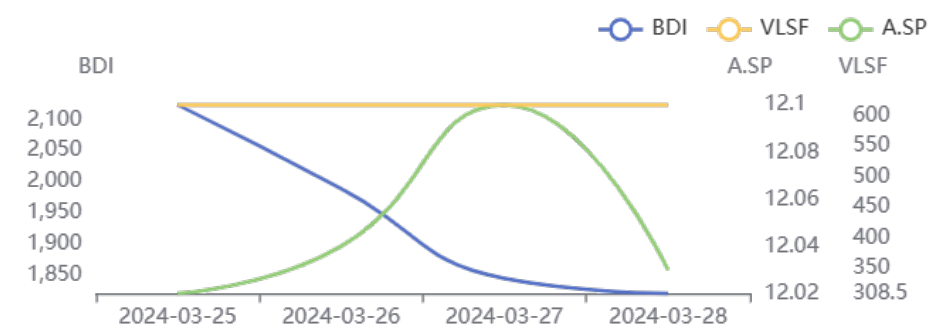
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

| Type | M | T | W | Th | F | Sat | Sun |
|-------|------|-----|----|------|------|------|-----|
| F.ma. | 1 | 0 | 3 | 3 | 1 | 4 | 4 |
| Pan. | 3 | 2 | 6 | 6 | 3 | 5 | 7 |
| PPx | 3 | 3 | 3 | 3 | 3 | 5 | 7 |
| NPx | 0 | 1 | 1 | 0 | 1 | 1 | 2 |
| Fd | 1 | 1 | 5 | 4 | 2 | 2 | 1 |
| Ulcw | 1 | 2 | 1 | 0 | 0 | 1 | 1 |
| WT.h. | 22.3 | 9.2 | 16 | 36.9 | 60.9 | 20.3 | 26 |



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

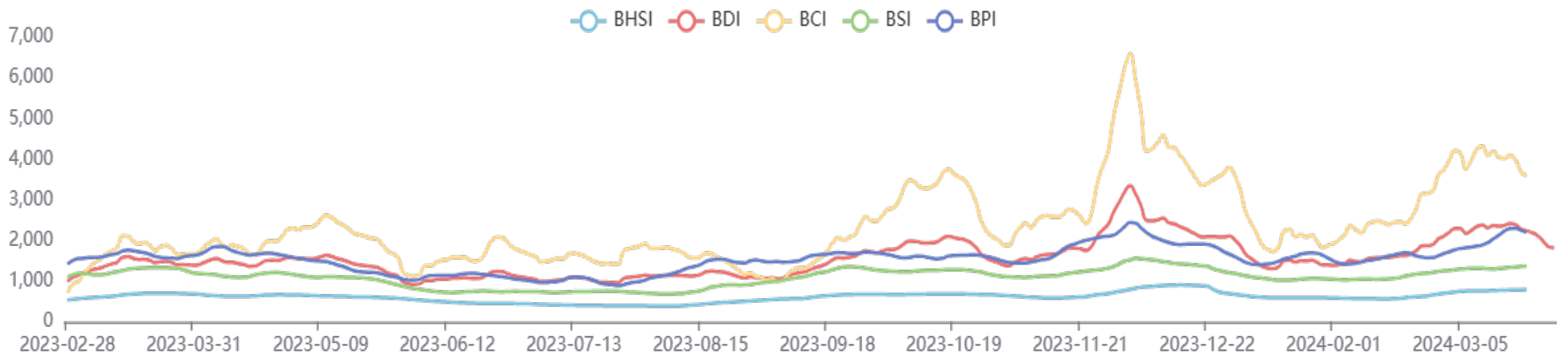
| Type | M | T | W | Th | F | Sat | Sun |
|------|--------|--------|--------|--------|--------|-------|-----|
| BDI | 2120 | 2044 | 1941 | 1879 | | | |
| VLSF | 617.00 | 617.00 | 617.00 | 617.00 | 616.50 | | |
| A.SP | 12.02 | 12.04 | 12.1 | 12.03 | 12.02 | 12.08 | |



第三部分 航运市场 SHIPPING MARKET

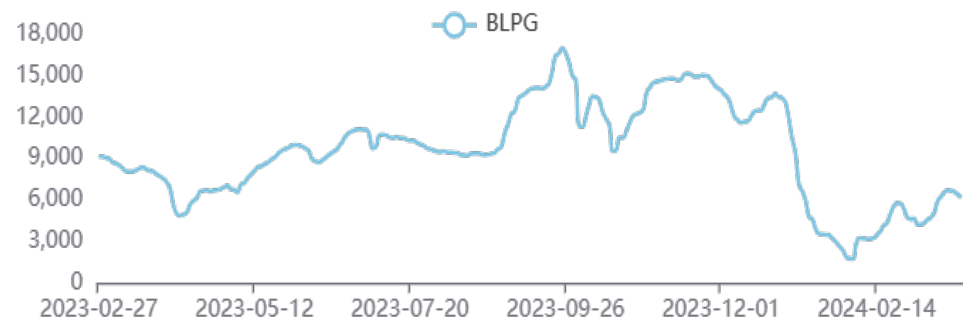
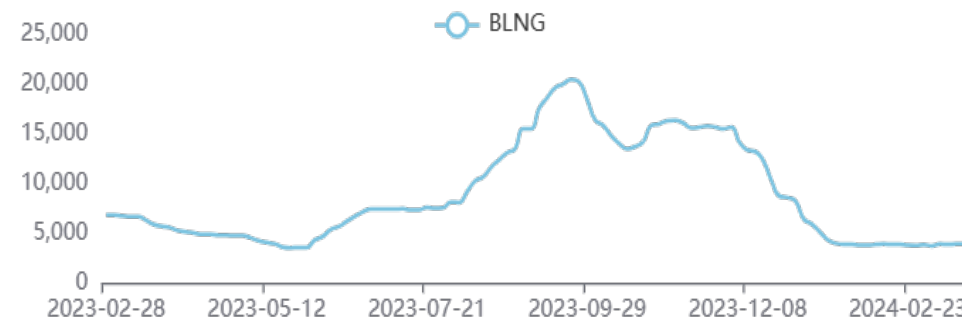
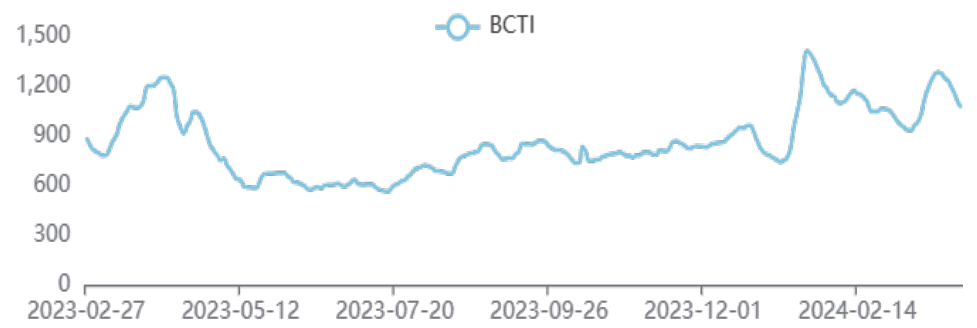
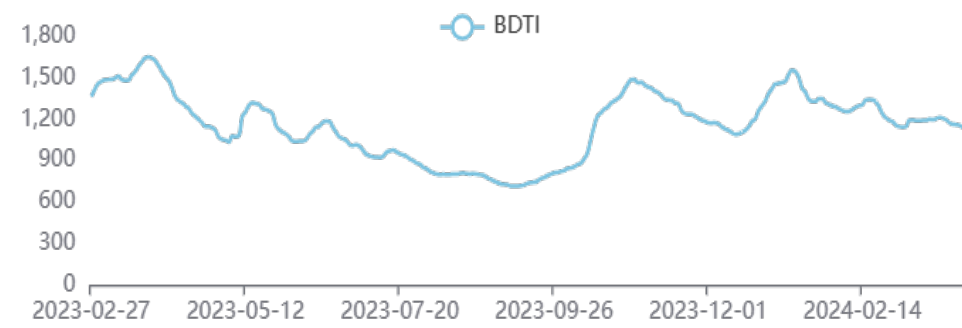
波罗的海干散货指数Baltic Dry Index

| Type | PI | WoW | W% | M% | y% |
|------|------|--------|--------|--------|----------|
| BDI | 795 | 18.0 | 2.32 | 28.64 | 12.77 |
| BCI | 1821 | -419.0 | -18.71 | -13.74 | 29.89 |
| BPI | 1994 | 79.0 | 4.13 | 5.22 | -17.87 |
| BSI | 772 | -23.0 | -2.89 | N/A | Infinity |
| BHSI | 5190 | -350.0 | -6.32 | N/A | Infinity |

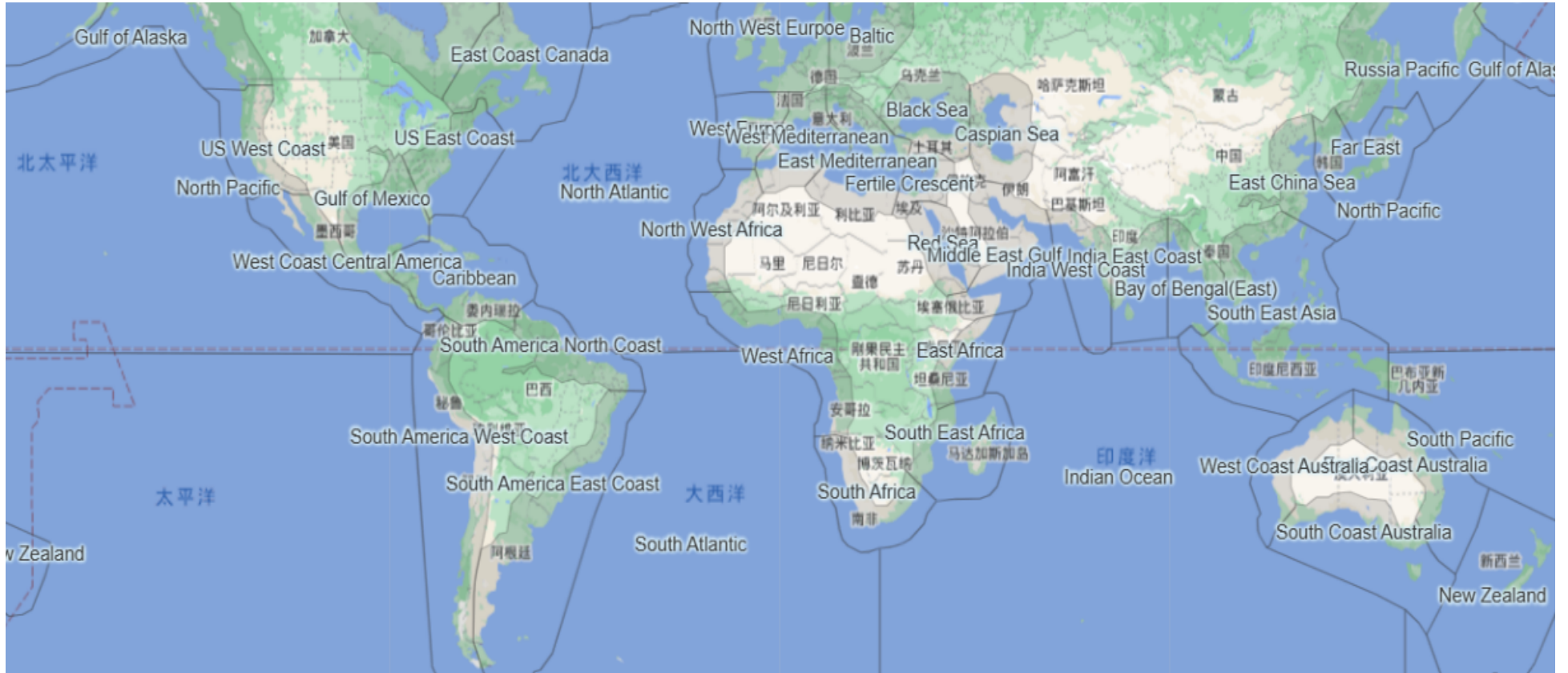


能源运价指数Energy Shipping Index

| Type | PI | WoW | W% | M% | y% |
|------|------|-------|-------|------|----------|
| BDTI | 1331 | -52.0 | -3.76 | N/A | Infinity |
| BCTI | 1137 | -36.0 | -3.07 | -0.7 | -26.41 |
| BLNG | 2055 | 61.0 | 3.06 | N/A | Infinity |
| BLPG | 2682 | -96.0 | -3.46 | N/A | Infinity |



第四部分 运力分布 SUPPLY DISTRIBUTION

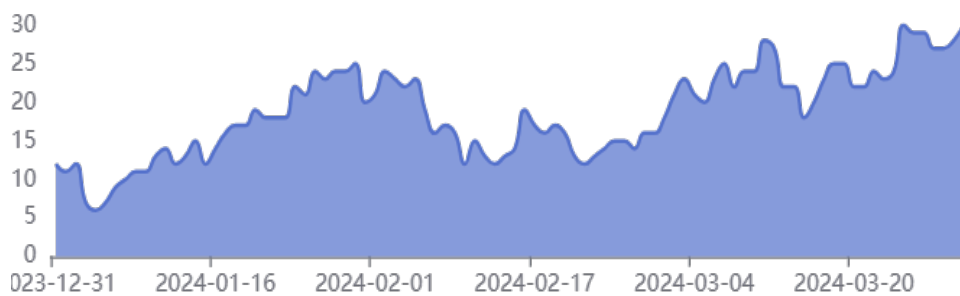


好望角型散货船 Capesize

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.

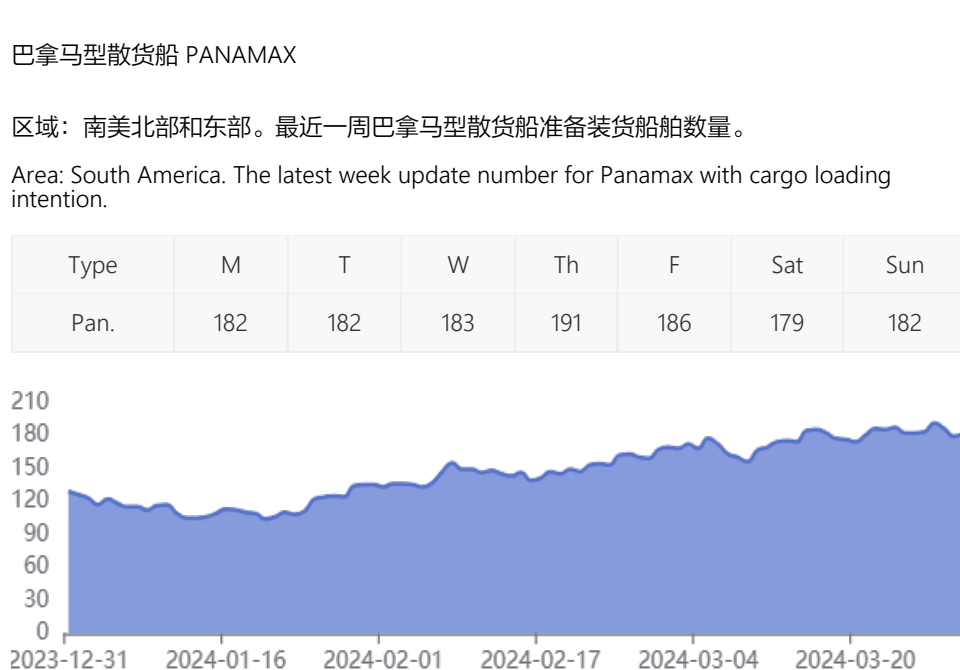
| Type | M | T | W | Th | F | Sat | Sun |
|------|----|----|----|----|----|-----|-----|
| Cape | 30 | 29 | 29 | 27 | 27 | 28 | 30 |



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 | 34 | 39 | 37 | 37 | 38 | 35 | 29 |

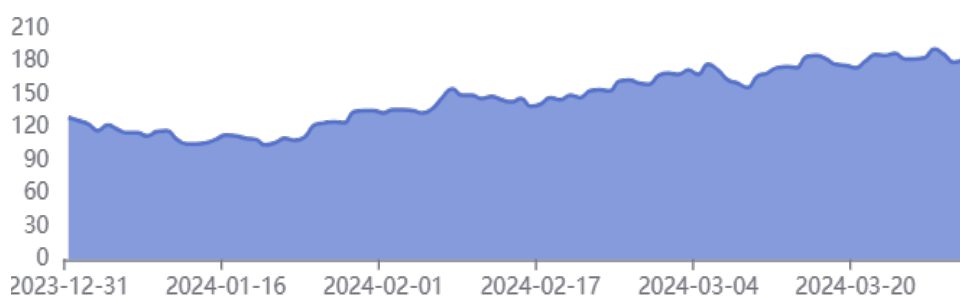


巴拿马型散货船 PANAMAX

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.

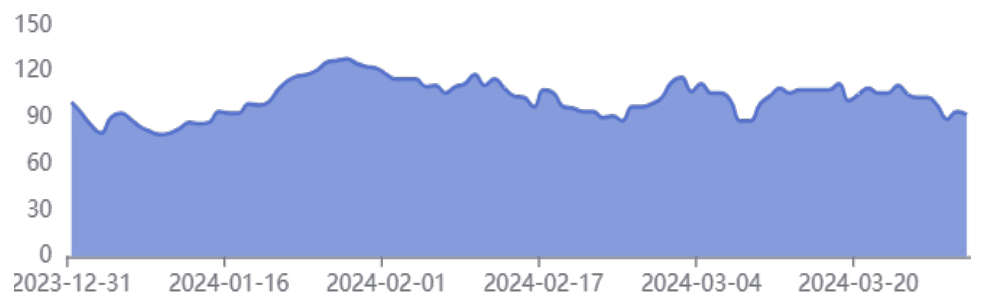
| Type | M | T | W | Th | F | Sat | Sun |
|------|-----|-----|-----|-----|-----|-----|-----|
| Pan. | 182 | 182 | 183 | 191 | 186 | 179 | 182 |



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.

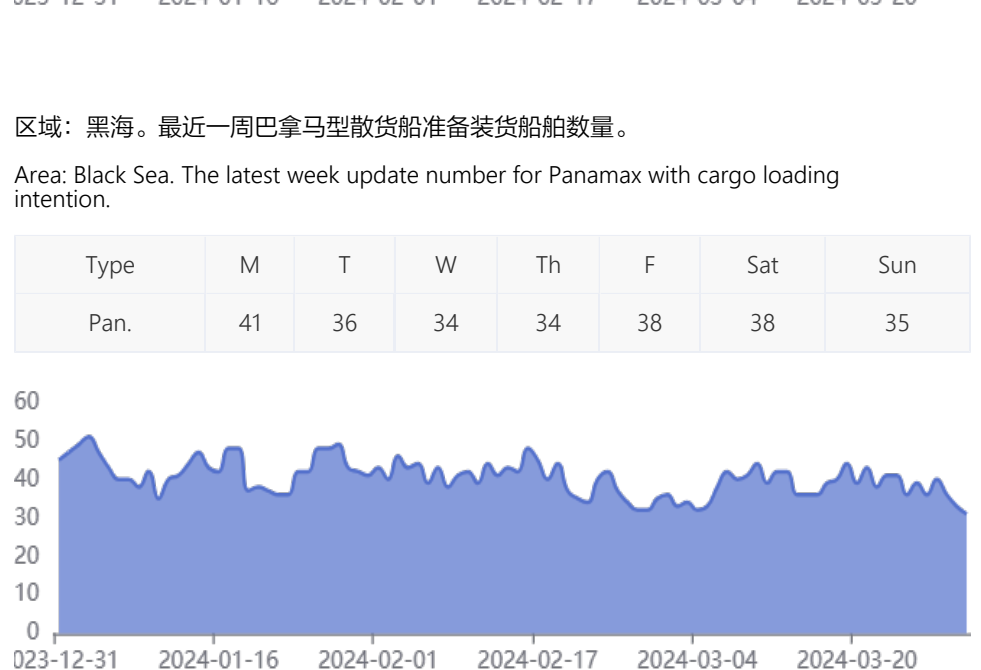
| Type | M | T | W | Th | F | Sat | Sun |
|------|-----|-----|-----|----|----|-----|-----|
| Cape | 105 | 103 | 103 | 98 | 89 | 94 | 92 |



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.

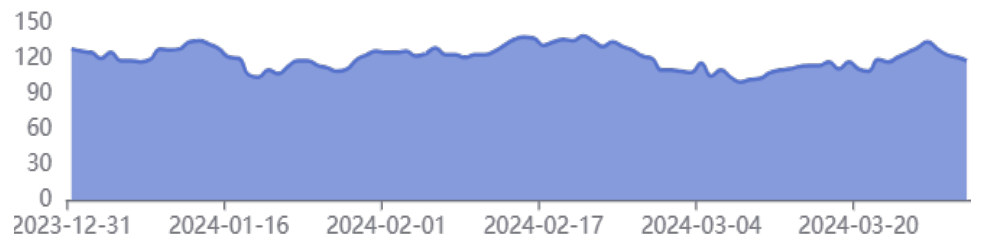
| Type | M | T | W | Th | F | Sat | Sun |
|------|----|----|----|----|----|-----|-----|
| Pan. | 41 | 36 | 34 | 34 | 38 | 38 | 35 |



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. | 125 | 129 | 134 | 128 | 123 | 121 | 118 |

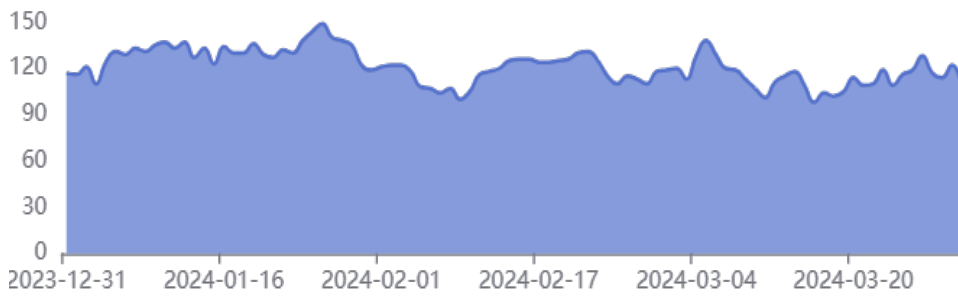


超大灵便型散货 SUPRAMAX

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.

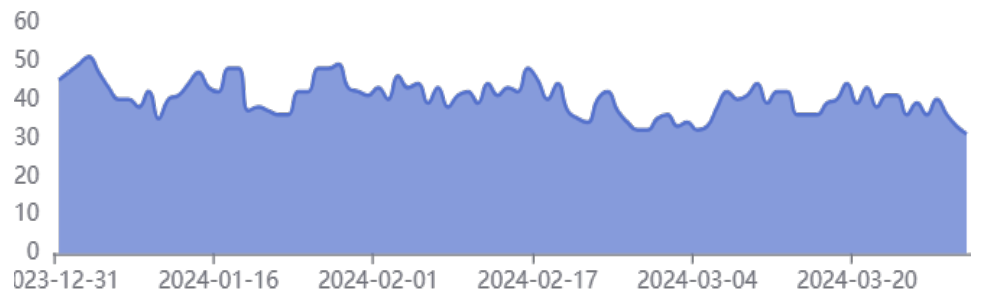
| Type | M | T | W | Th | F | Sat | Sun |
|------|-----|-----|-----|-----|-----|-----|-----|
| SMX | 116 | 119 | 128 | 117 | 114 | 122 | 109 |



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.

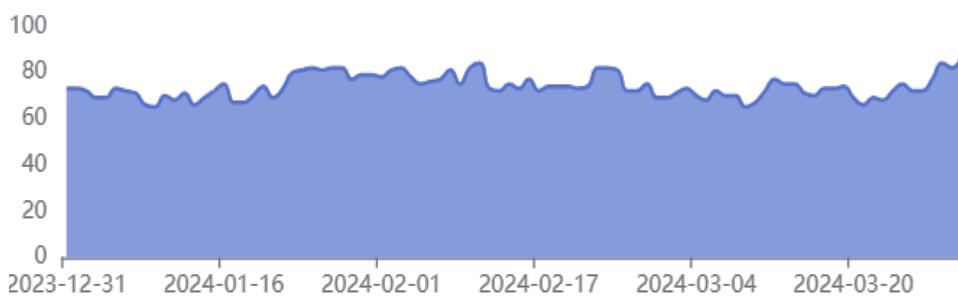
| Type | M | T | W | Th | F | Sat | Sun |
|------|----|----|----|----|----|-----|-----|
| SMX | 36 | 39 | 36 | 40 | 36 | 33 | 31 |



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.

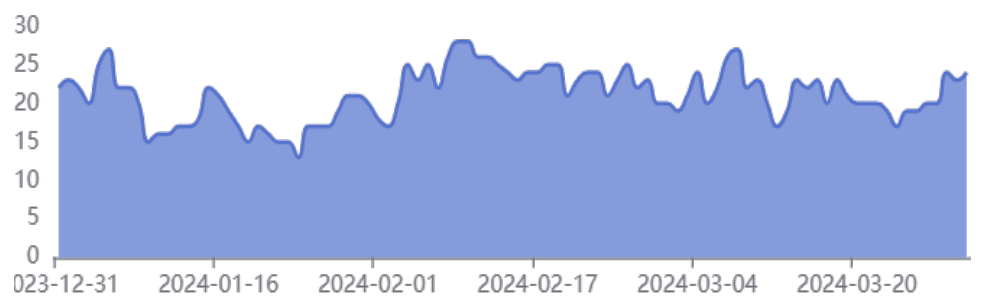
| Type | M | T | W | Th | F | Sat | Sun |
|------|----|----|----|----|----|-----|-----|
| SMX | 19 | 19 | 20 | 20 | 24 | 23 | 24 |



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.

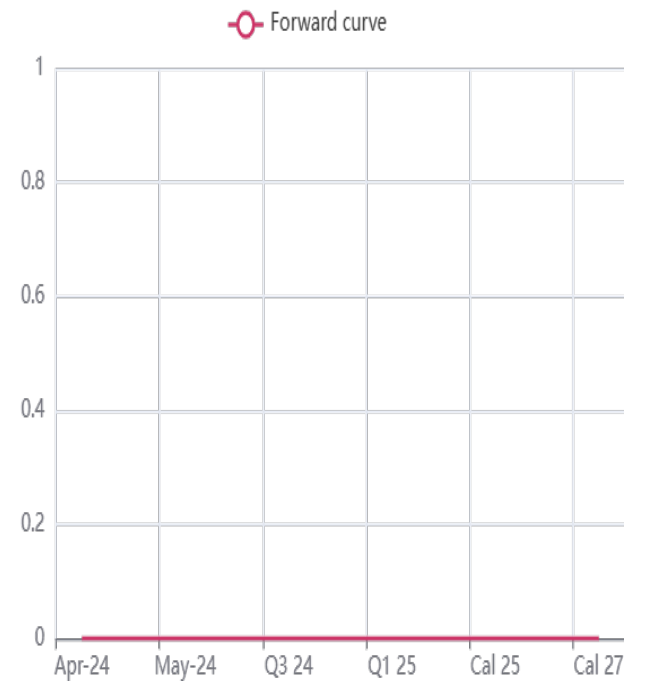
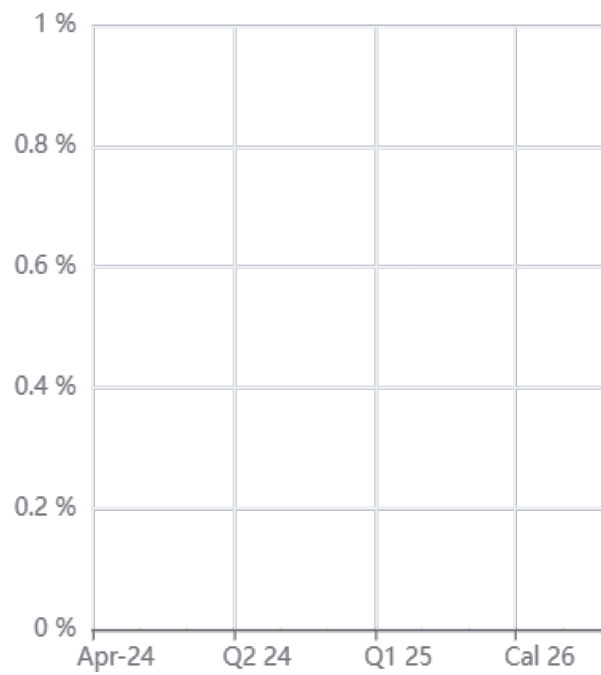
| Type | M | T | W | Th | F | Sat | Sun |
|------|----|----|----|----|----|-----|-----|
| SMX | 75 | 72 | 72 | 77 | 84 | 82 | 87 |



第五部分 远期运价协议 FFA

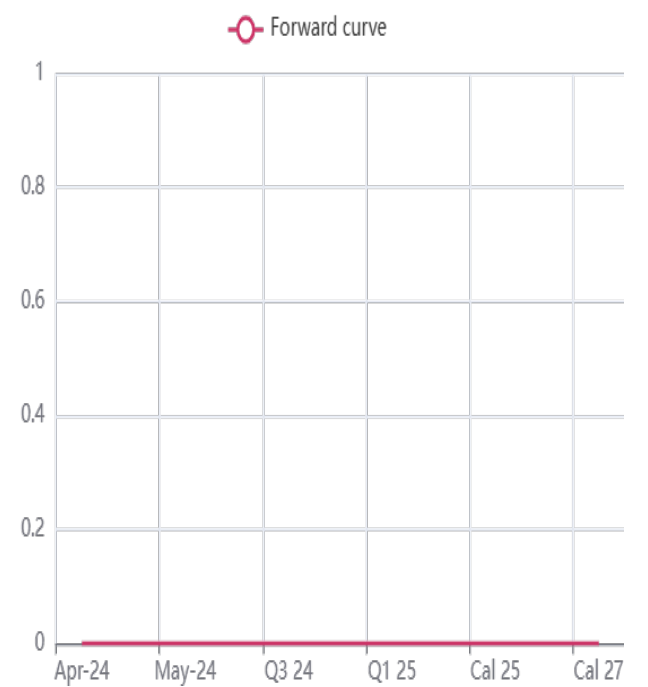
好望角型散货船Capesize

| 5TC | \$/day | WoW | |
|--------|-----------|-----|-------|
| Apr-24 | 24,779.00 | 0.0 | 0.0 % |
| Apr-24 | 24,779.00 | 0.0 | 0.0 % |
| May-24 | 28,182.00 | 0.0 | 0.0 % |
| Q2 24 | 27,059.67 | 0.0 | 0.0 % |
| Q3 24 | 27,409.67 | 0.0 | 0.0 % |
| Q4 24 | 27,036.00 | 0.0 | 0.0 % |
| Q1 25 | 15,782.00 | 0.0 | 0.0 % |
| Q2 25 | 20,086.00 | 0.0 | 0.0 % |
| Cal 25 | 20,070.50 | 0.0 | 0.0 % |
| Cal 26 | 19,157.00 | 0.0 | 0.0 % |
| Cal 27 | 18,836.00 | 0.0 | 0.0 % |



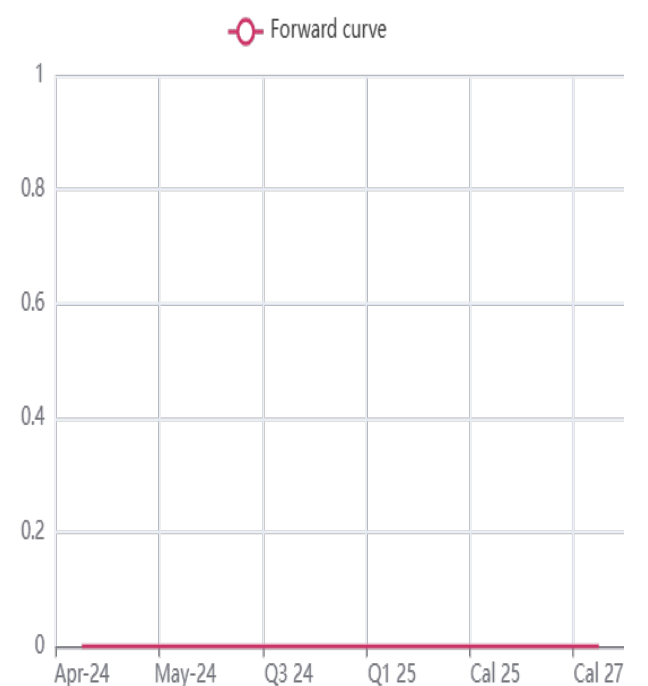
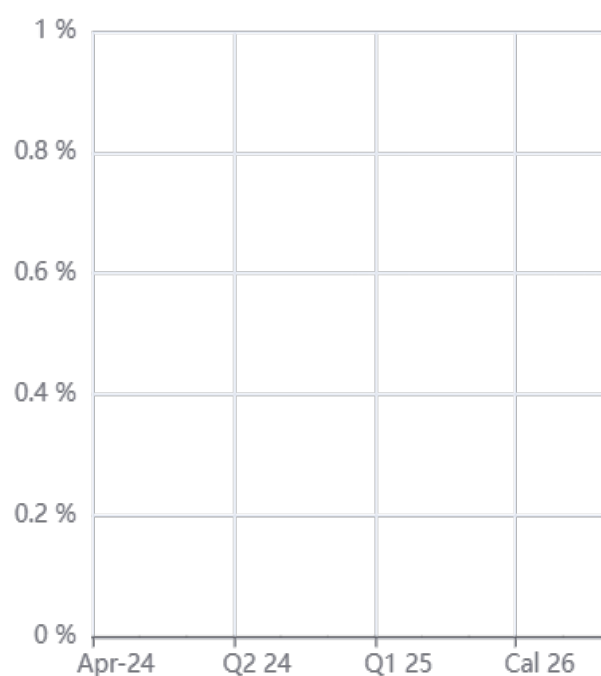
灵便型散货船Handysize

| 7TC | \$/day | WoW | |
|--------|-----------|-----|-------|
| Apr-24 | 13,513.00 | 0.0 | 0.0 % |
| Apr-24 | 13,513.00 | 0.0 | 0.0 % |
| May-24 | 13,650.00 | 0.0 | 0.0 % |
| Q2 24 | 13,529.33 | 0.0 | 0.0 % |
| Q3 24 | 13,242.00 | 0.0 | 0.0 % |
| Q4 24 | 12,838.00 | 0.0 | 0.0 % |
| Q1 25 | 11,313.00 | 0.0 | 0.0 |
| Q2 25 | 11,813.00 | 0.0 | 0.0 % |
| Cal 25 | 11,900.00 | 0.0 | 0.0 % |
| Cal 26 | 11,525.00 | 0.0 | 0.0 % |
| Cal 27 | 11,550.00 | 0.0 | 0.0 % |



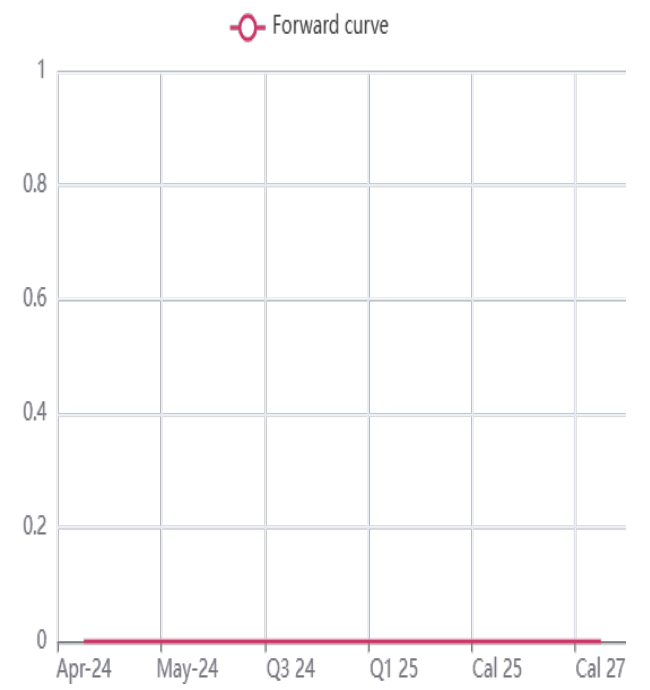
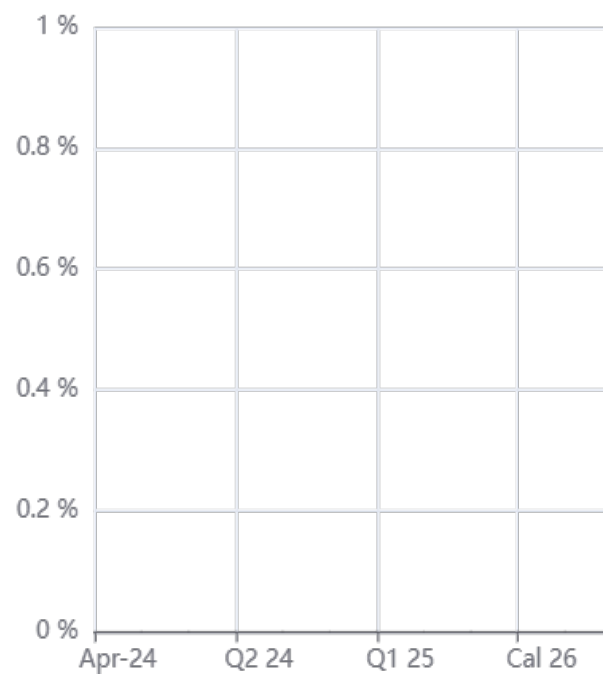
巴拿马型散货船Panamax

| 4TC | \$/day | WoW | |
|--------|-----------|-----|-------|
| Apr-24 | 16,321.00 | 0.0 | 0.0 % |
| Apr-24 | 16,321.00 | 0.0 | 0.0 % |
| May-24 | 17,279.00 | 0.0 | 0.0 % |
| Q2 24 | 16,803.67 | 0.0 | 0.0 % |
| Q3 24 | 16,483.00 | 0.0 | 0.0 % |
| Q4 24 | 15,432.00 | 0.0 | 0.0 % |
| Q1 25 | 12,879.00 | 0.0 | 0.0 % |
| Q2 25 | 14,029.00 | 0.0 | 0.0 % |
| Cal 25 | 13,380.50 | 0.0 | 0.0 % |
| Cal 26 | 12,421.00 | 0.0 | 0.0 % |
| Cal 27 | 12,111.00 | 0.0 | 0.0 % |



超大灵便型散货船Supramax

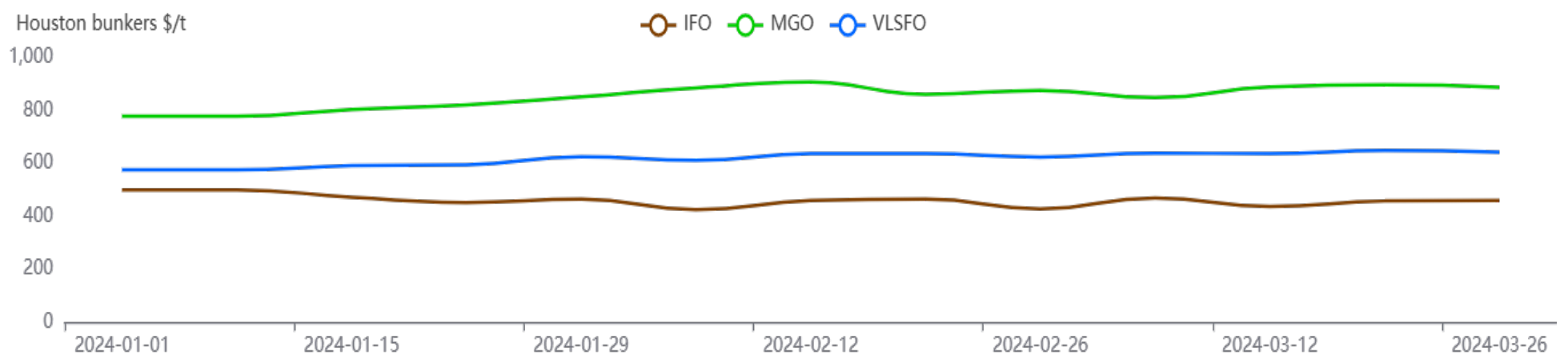
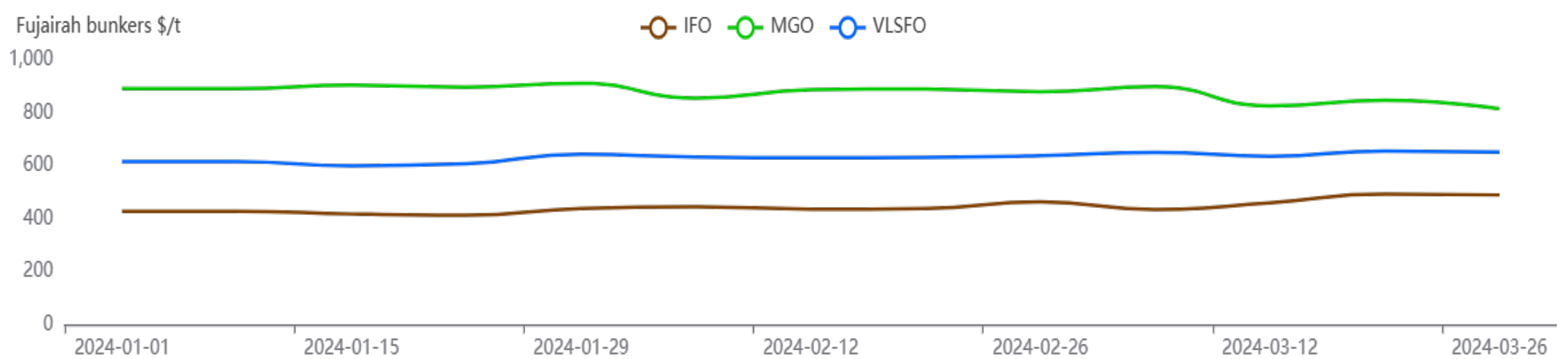
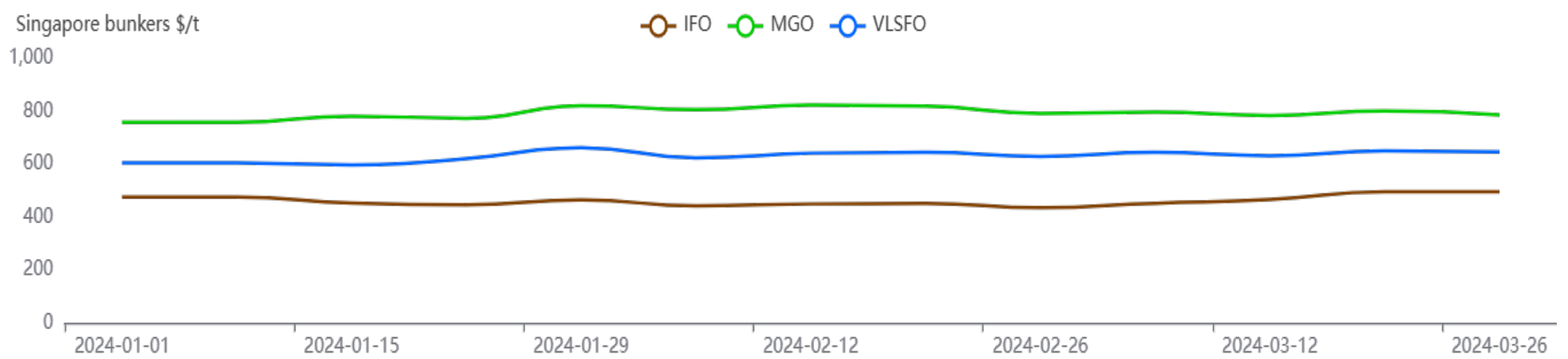
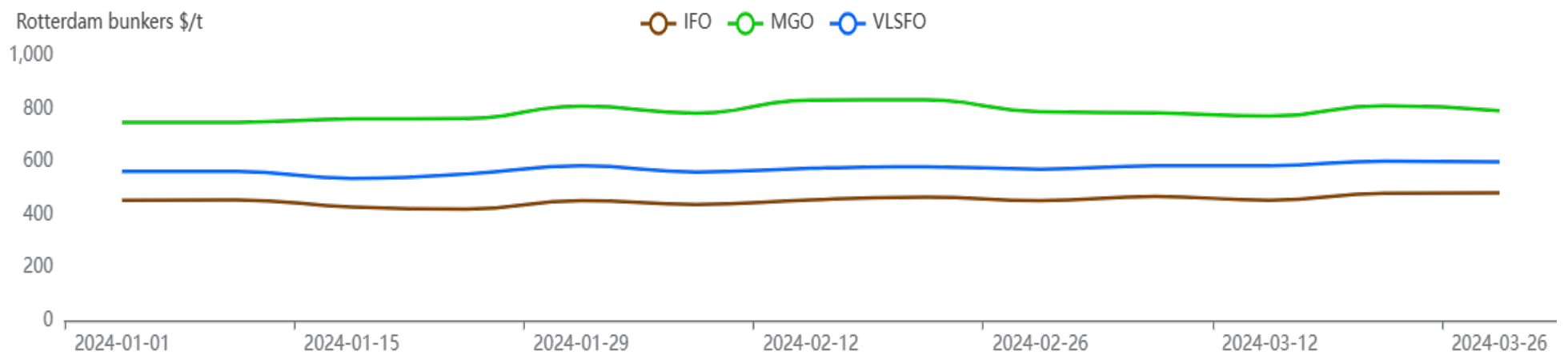
| 10TC | \$/day | WoW | |
|-----------|-----------|-----|-------|
| Apr-24 | 14,246.00 | 0.0 | 0.0 % |
| Apr-24 | 14,246.00 | 0.0 | 0.0 % |
| May-24 | 14,496.00 | 0.0 | 0.0 % |
| Q2 24 | 14,362.67 | 0.0 | 0.0 % |
| Q3 24 | 14,136.00 | 0.0 | 0.0 % |
| Q4 24 | 14,050.00 | 0.0 | 0.0 % |
| Q1 25 | 11,975.00 | 0.0 | 0.0 % |
| Q2 25 | 12,383.00 | 0.0 | 0.0 % |
| 12,883.00 | Cal 25 | 0.0 | 0.0 % |
| Cal 26 | 12,183.00 | 0.0 | 0.0 % |
| Cal 27 | 11,975.00 | 0.0 | 0.0 % |



第六部分 燃油价格 BUNKER PRICE

| MP | LO | HO | MO | SP | WoW | W% | M% |
|-----------|-------|-------|-------|-------|-------|-------|--------|
| zhoushan | 617.5 | 476.0 | 809.0 | 141.5 | -11.0 | -7.21 | -25.92 |
| Singapore | 647.0 | 496.0 | 787.0 | 151.0 | -3.5 | -2.27 | -21.96 |
| Rotterdam | 600.0 | 483.0 | 793.5 | 117.0 | -4.0 | -3.31 | -1.68 |
| Fujairah | 652.5 | 490.0 | 816.5 | 162.5 | 0.5 | 0.31 | -6.88 |
| Houston | 643.0 | 460.5 | 888.5 | 182.5 | -9.0 | -4.7 | -7.12 |

(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 | | 199.0 | 3.0 | 1.53 | -2.93 | -23.92 |
| Maize | | 198.0 | 1.0 | 0.51 | 5.32 | -33.29 |
| Soybeans | | 225.0 | -29.0 | -11.42 | -13.13 | -22.15 |
| Rice | | 251.0 | 31.0 | 14.09 | 19.52 | 28.38 |
| Barley | | 207.0 | 3.0 | 1.47 | 0.0 | -26.32 |
| Energy | | Index | +/- | Weekly | Monthly | YTD |
| Crude Oil | USD/Bbl | 82.03 | -0.51 | -0.62 | 7.92 | 26.22 |
| Brent | USD/Bbl | 86.78 | 0.14 | 0.16 | 7.03 | 22.23 |
| Natural Gas | USD/MMBtu | 1.82 | 0.09 | 5.2 | 8.98 | -22.22 |
| Gasoline | USD/Gal | 2.75 | 0.01 | 0.36 | 21.15 | 12.7 |
| Heating Oil | USD/Gal | 2.67 | -0.09 | -3.26 | -0.37 | 1.91 |
| Ethanol | USD/Gal | 1.59 | -0.02 | -1.24 | 5.3 | -28.05 |
| Naphtha | USD/T | 711.05 | -1.72 | -0.24 | 7.72 | 8.35 |
| Propane | USD/Gal | 0.82 | 0.01 | 1.23 | -8.89 | 5.13 |
| Uranium | USD/Lbs | 85.0 | -6.0 | -6.59 | -16.63 | 70.68 |
| Methanol | CNY/T | 2521.0 | -73.0 | -2.81 | -0.94 | -0.2 |
| TTF Gas | EUR/MWh | 27.85 | -0.94 | -3.27 | 20.3 | -30.37 |
| UK Gas | GBP/thm | 71.6 | -2.01 | -2.73 | 25.55 | -26.75 |
| Industrial | | Index | +/- | Weekly | Monthly | YTD |
| Copper | USD/Lbs | 4.0 | -0.07 | -1.72 | 4.44 | 2.3 |
| Coal | USD/T | 128.95 | -0.8 | -0.62 | 8.0 | -25.46 |
| Steel | CNY/T | 3549.0 | 4.0 | 0.11 | -5.06 | -16.16 |
| Iron Ore | USD/T | 110.5 | 6.0 | 5.74 | -10.53 | -16.29 |
| Aluminum | USD/T | 2325.0 | 59.5 | 2.63 | 6.41 | 2.79 |
| Iron Ore Fe 62% | USD/T | 2325.0 | 59.5 | 2.63 | 6.41 | 2.79 |
| Metals | | Index | +/- | Weekly | Monthly | YTD |
| Gold | USD/t.oz | 2180.2 | 26.6 | 1.24 | 7.19 | 8.64 |
| Silver | USD/t.oz | 24.6 | -0.3 | -1.2 | 8.37 | 8.95 |
| Platium | USD/t.oz | 903.3 | 3.5 | 0.39 | 1.44 | -6.84 |
| Currencies | | Index | +/- | Weekly | Monthly | YTD |
| EUR/USD | | 1.08 | 0.0 | 0.0 | 0.0 | 0.93 |
| USD/CNY | | 7.25 | 0.04 | 0.55 | 0.55 | 5.22 |

第八部分 本周话题 WEEKLY TOPIC



2023年铝土矿海运市场

2023年中国铝土矿海运到港量为1.4亿吨，再创历史新高，比上一年同期增长12.6%，增幅达1580万吨。中国国产铝土矿产量下跌，导致其国内铝产品制造加工业对进口铝土矿需求日益提升，中国对进口铝土矿的依赖程度也逐年显著。

从进口来源看，2023年中国自几内亚进口的铝土矿突破亿吨，创历史新高，虽然弥补了印尼禁止出口带来的缺口，但仍未能完全满足中国对进口铝土矿高涨的需求；从澳大利亚进口铝土矿约3350万吨，与上一年同期基本持平。从中国铝土矿进口来源结构比例来看，几内亚的政局变化以及印尼的政策变动均将对中国的铝土矿进口造成较大影响；所以近两年，中国也积极采购巴西、加纳和马来西亚等地的铝土矿。

几内亚的雨季为每年的五月至十月，其中七八月份雨量最为集中；雨季来临，几内亚铝土矿出口量开始下滑，导致中国进口铝土矿到港量从六月份即开始减少，直到九月才会触底反弹；雨季结束，几内亚铝土矿很快就能恢复正常的供应水平。去年第四季度，运抵中国的几内亚铝土矿明显下降，这主要是受到了罢工事件的影响，几内亚部分矿山的开采发运工作受到了干扰。2023年12月，在几内亚首都科纳克里发生了油库爆炸事故，根据HiFleet压港数据，油库火灾给几内亚铝土矿发运量和港口作业效率造成较大冲击，燃油紧缺给铝土矿的开采和运输带来不少限制。根据HiFleet数据，2023年几内亚-中国铝土矿贸易量比2022年同期增长了约3200万吨，这一变化导致中国铝土矿海运进口量的80%依赖海岬型（CAPE）船舶；博凯矿业公司宣布，在未来五年内持续扩大铝土矿产量，预计到今年年底，该项目年出口能力即可提高至5800万吨的水平，并声称将所产铝土矿全部出口到中国。

在2014年之前，中国高度依赖印尼铝土矿，但随着印尼政府为其国内铝产业的发展而禁止出口铝土矿，中国开始寻找新的铝土矿资源。可是，印尼的矿业公司未能在境内找到合适的销售渠道而纷纷关闭，导致废弃的露天矿坑带来严重的环境污染。2017年，印尼政府放松了禁令，恰逢全球市场对氧化铝的需求激增，导致印尼铝土矿出口迅速增长。然而，2023年6月10日印尼再次全面禁止铝土矿出口，印尼政府再次希望通过此举能够提高其国内铝产业的经济附加值。

澳大利亚铝土矿储量世界第三，氧化铝含量高且矿石产量严重过剩。近五年中国从澳大利亚进口铝土矿的数量相对于稳定，平均每年3500万吨；2023年，在印尼禁止出口和中国需求快速增加的基础上，中国从澳大利亚进口的铝土矿并没有明显的增加。

根据HiFleet数据，2024年1-2月份中国铝土矿海运进口量累计达2415万吨，与2023年同比增加150万吨；其中自几内亚进口1776万吨，与2023年同比持平，自澳大利亚进口554万吨，与2023年同比增加了55%。

Seaborne bauxite to China in 2023 reached a record high of 140 million tons, an increase of 12.6% over the same period of the previous year, an increase of about 15.8 million tons. Tight supply of domestic bauxite in China brings about the increasing demand for imported bauxite in the manufacturing industry of aluminum products, and China's dependence on imported bauxite increased significantly year by year.

In terms of sources, bauxite imports from Guinea to China in 2023 hit a new high of more than 100 million tonnes, making up for Indonesia's bauxite export ban but not fully meeting China's growing demand. About 33.5 million tons were imported from Australia, equal to the same period of the previous year. The instability of political situation in Guinea and the policy changes in Indonesia will have a greater impact on China's bauxite imports, so other bauxite from Brazil, Ghana or Malaysia has been transported to China positively in the past two years.

The rainy season in Guinea is from May to October every year, with the most concentrated rainfall in July and August. When the rainy season comes, the export of bauxite in Guinea begins to decline, resulting in a decrease of China's import volume from June to September. The supply of Guinea's bauxite can be restored soon with the end of the rainy season. Shipments of Guinean bauxite to China fell sharply in the fourth quarter of 2023, mainly due to the strike, which disrupted the operations of some mines in Guinea. In December of 2023, an explosion happened at the fuel oil depot in Conakry, the capital of Guinean; and then, according to the Guinean port congestion, the fuel depot conflagration had a great impact on the bauxite shipment and port operation, and the shortage of fuel had brought many restrictions to the mining and transportation of bauxite. According to HiFleet, the Guinea-China bauxite trade in 2023 increased by about 32 million tons compared with 2022, leading to the 80% of China's seaborne bauxite was completed by Capesize bulkers. According to the announcement of Société Minière de Boké in Guinea, the annual export of its project will be increased to 58 million tons by the end of this year, and all the bauxite produced will be exported to China.

China was highly dependent on Indonesian bauxite until 2014, but as the Indonesian government banned exports of bauxite for the development of its domestic aluminum industry, China began to look for new bauxite resources. Regrettably, Indonesian mining companies were closed down after failing to find domestic sales channel, resulting in serious environmental pollution caused by abandoned open-pit mines. In 2017, the Indonesian government relaxed the ban to catch up with the surge in demand for alumina in the global market, which led to a rapid growth in Indonesian bauxite exports. However, on June 10, 2023, Indonesia banned the export of bauxite again, hoping to increase the added economic value of its domestic aluminium industry by this measure.

Australia has the third largest bauxite reserves in the world, with high alumina content and overabundance of ore production. Over the past five years, China's bauxite imports from Australia have been relatively stable, averaging 35 million tons per year. In 2023, China's bauxite imports from Australia did not increase significantly on the basis of Indonesia's export ban and China's rapidly increasing demand.

According to HiFleet, China's seaborne bauxite imports in January-February of 2024 totaled 24.15 million tons, an increase of 1.5 million tons compared with the same period in 2023. Among them, 17.76 million tons of bauxite were imported from Guinea, which was the same as that in 2023. Imports of bauxite from Australia reached 5.54 million tons, an increase of 55% over the same period in 2023.