



2025年 第30周市场周报

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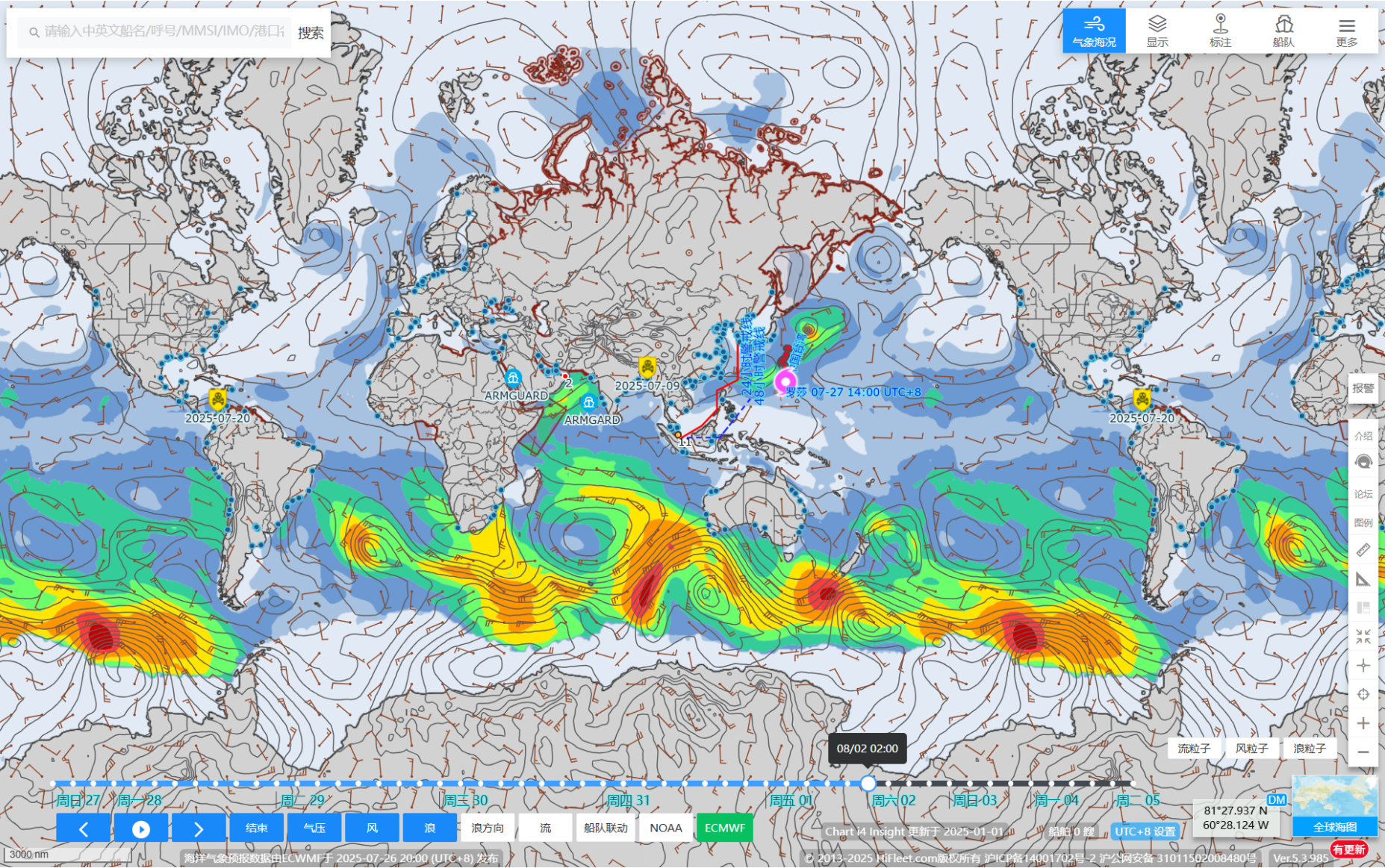
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最新商品价格 LATEST COMMODITIES PRICE

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1189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 1189 navigational warnings in effect around the ocean on hiFleet with the Far East being the majority. Please pay attention to the navigational warnings in relevant waters.

航海气象 Meteorology

未来一周中国渤海海域风力3-4级，轻浪；黄海风力4-5级，有中浪；东海风力4-6级，前半周有巨浪；台湾海峡4-6级风，有中浪；南海大部海域风力4-6级，有大浪。太平洋北部和北大西洋的气旋开始变得频繁。The coming week the wind in Bohai Sea is moderate with slight sea. Wind in Yellow Sea is moderate with moderate sea as well. And China East Sea becomes strong with moderate sea. The wind in the Taiwan Strait is fresh with moderate sea. In most of the South China Sea the wind becomes strong with rough sea occasionally. The cyclone low activities become frequent in North of Pacific and Atlantic.

海盗事件 Piracy

7月20日，哥伦比亚卡塔赫纳锚地，一艘停泊中的油轮上的值班人员发现两名手持刀具的劫匪，随即向驾驶台报告。警报响起，导致劫匪得以逃脱。随后进行了搜查，但未发现任何被盗物品。20.07.2025: 0740 UTC: Posn: 10:18.18N – 075:33.12W, Cartagena Anchorage, Colombia. Duty crew onboard an anchored tanker noticed two robbers armed with knives and immediately notified the bridge. Alarm raised resulting in the perpetrators escaping. A search was conducted and nothing was reported stolen.

海上事件 Marine Incidents

7月19日市场报道，在越南下龙湾的一次观光游船之旅中，一艘小型越南国内旅游船在暴风雨中倾覆，至少 35 名乘客溺亡。On Jul 09th 2025, at least 35 passengers drowned when a small domestic tour boat on a sightseeing cruise of Vietnam's Halong Bay capsized during a storm.

其它 Others

没有 Nil

备注 Remark

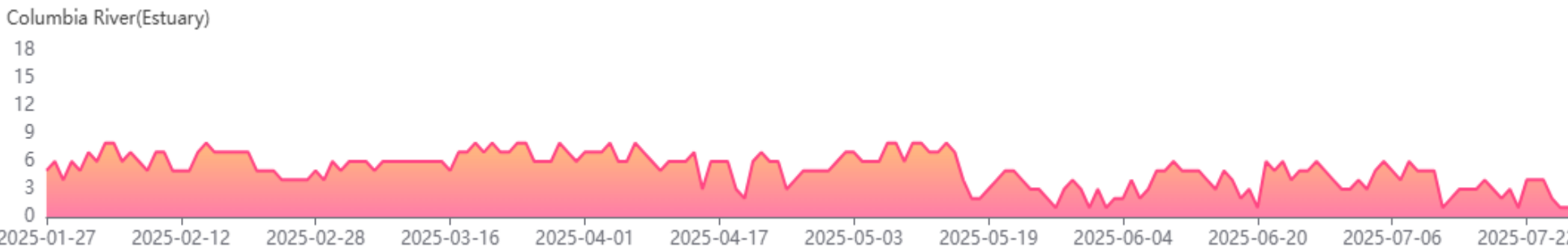
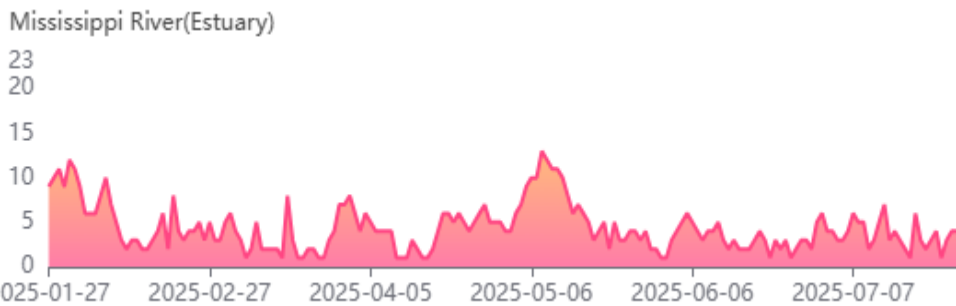
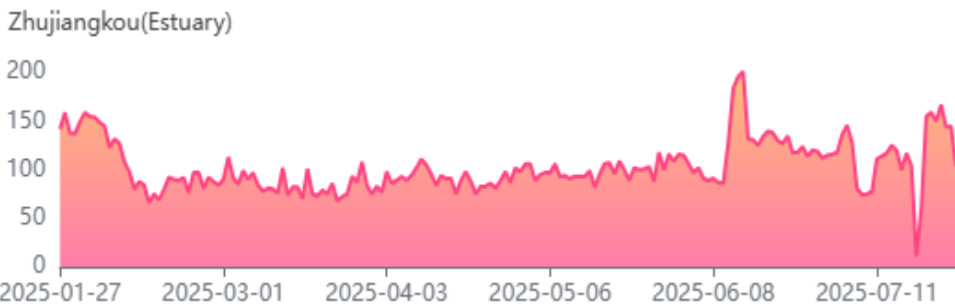
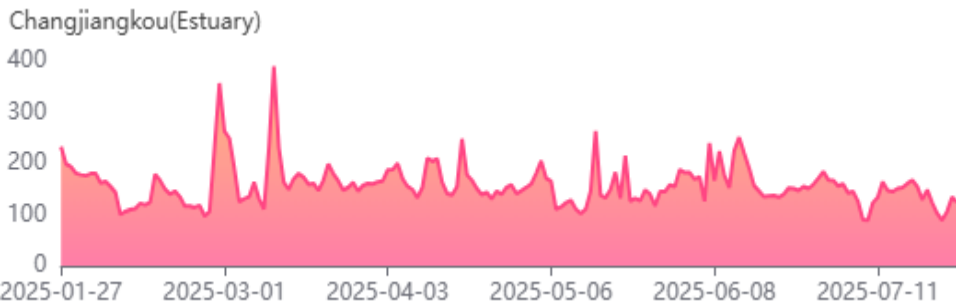
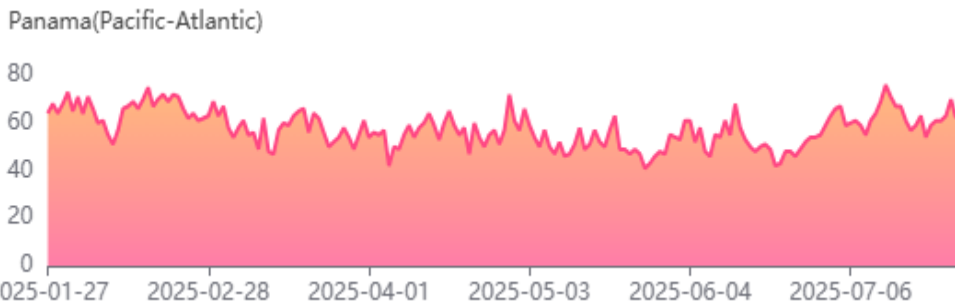
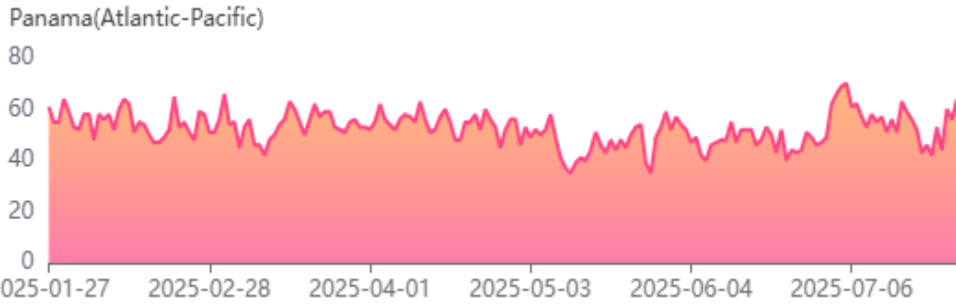
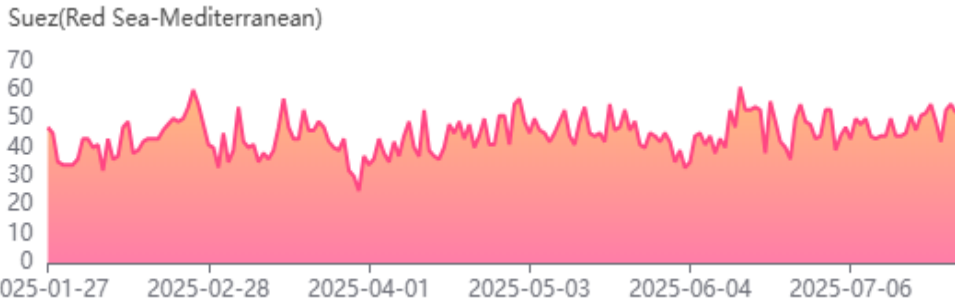
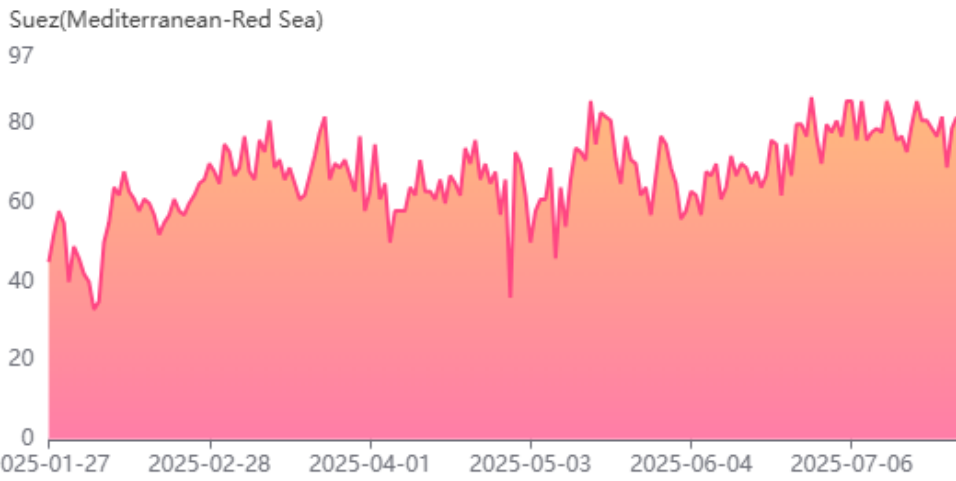
本报告数据截止时间为2025年7月27日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Jul 27th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	52	1378	34	61
Miss.Riv.	4	107	-5	19
CJK	124	4052	-252	-887
Pa.Atlan.	64	1608	-23	211
Colum.Riv.	1	99	-3	-17
Suez.Med.	82	2298	-11	309
Pa.Pac.	62	1803	-28	282
ZJK	104	3299	330	-295

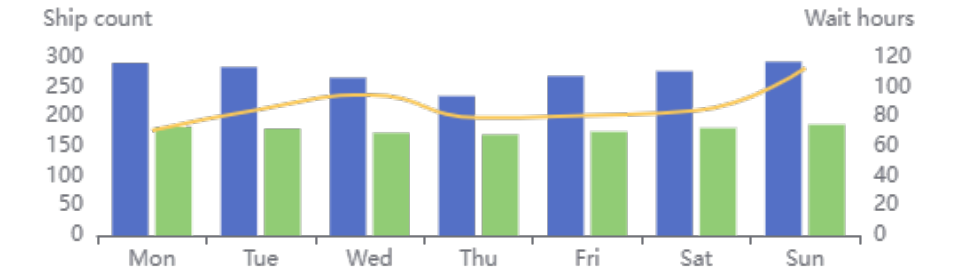
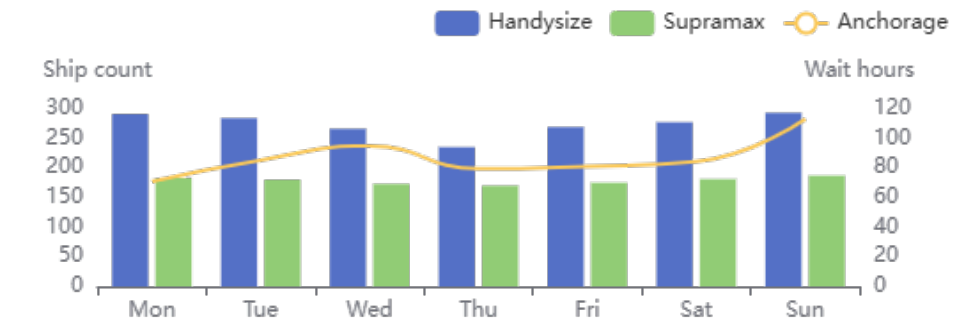


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

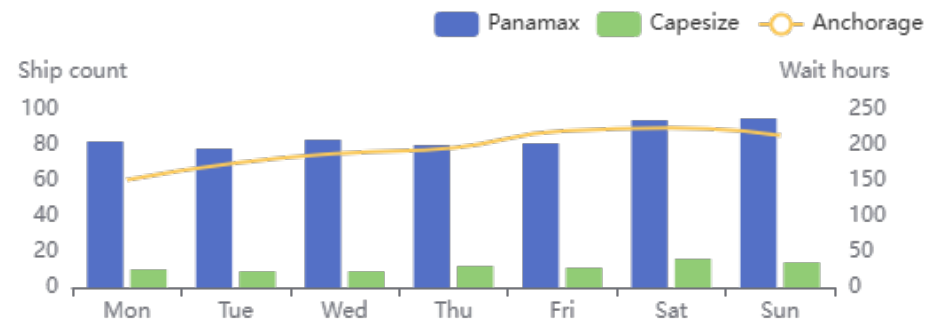
Type	M	T	W	Th	F	Sat	Sun
HDY	291	284	266	235	269	277	293
SMX	183	180	173	170	175	181	187
WT.h.	70.8	85.3	94.9	79.4	81	84.3	113



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

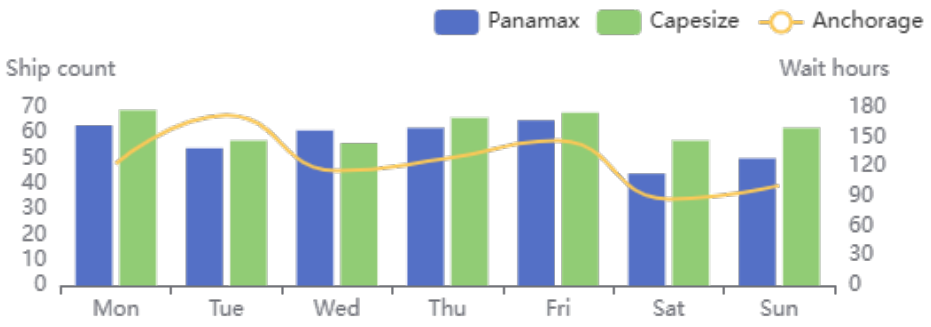
Type	M	T	W	Th	F	Sat	Sun
Pan.	82	78	83	80	81	94	95
Cap	10	9	9	12	11	16	14
WT.h.	151	175	189	196.3	220.3	224.3	214



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

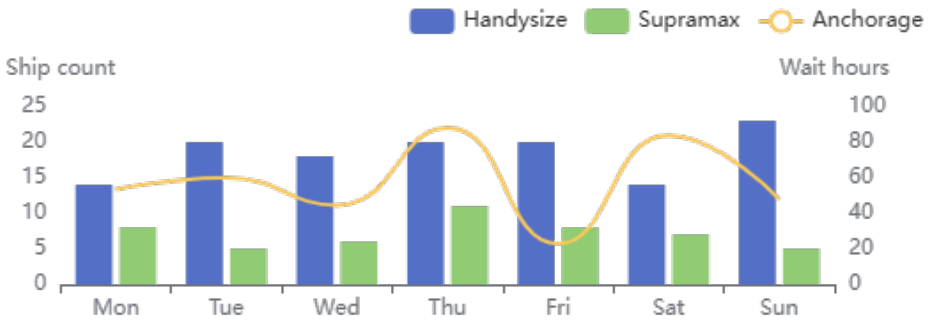
Type	M	T	W	Th	F	Sat	Sun
Pan.	63	54	61	62	65	44	50
Cap	69	57	56	66	68	57	62
WT.h.	123.4	172.2	116	128.7	146.5	87.5	101



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

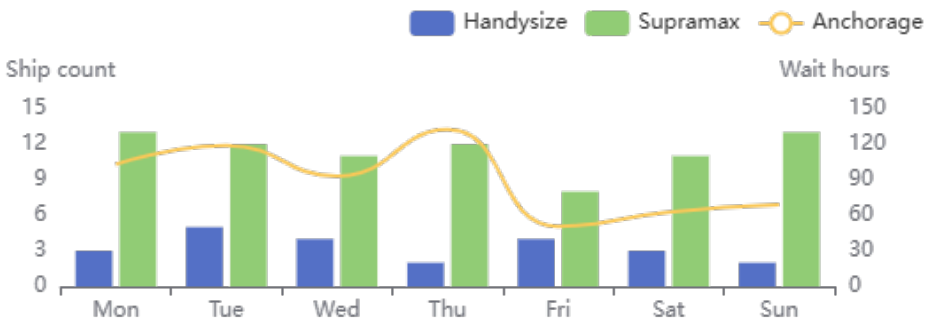
Type	M	T	W	Th	F	Sat	Sun
HDY	14	20	18	20	20	14	23
SMX	8	5	6	11	8	7	5
WT.h.	53.5	60	44.55	88.1	22.9	83.8	48



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

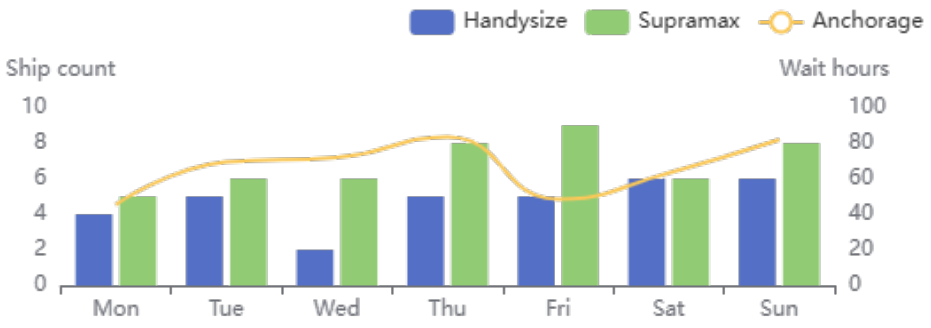
Type	M	T	W	Th	F	Sat	Sun
HDY	3	5	4	2	4	3	2
SMX	13	12	11	12	8	11	13
WT.h.	103.05	118.9	93.1	132.55	50.65	62.8	69



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

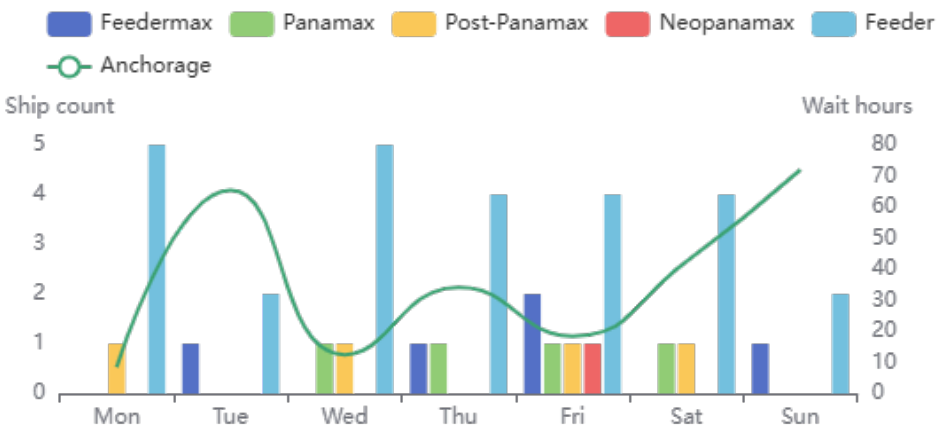
Type	M	T	W	Th	F	Sat	Sun
HDY	4	5	2	5	5	6	6
SMX	5	6	6	8	9	6	8
WT.h.	45.4	69.4	71.95	83.5	48.5	63.3	82



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

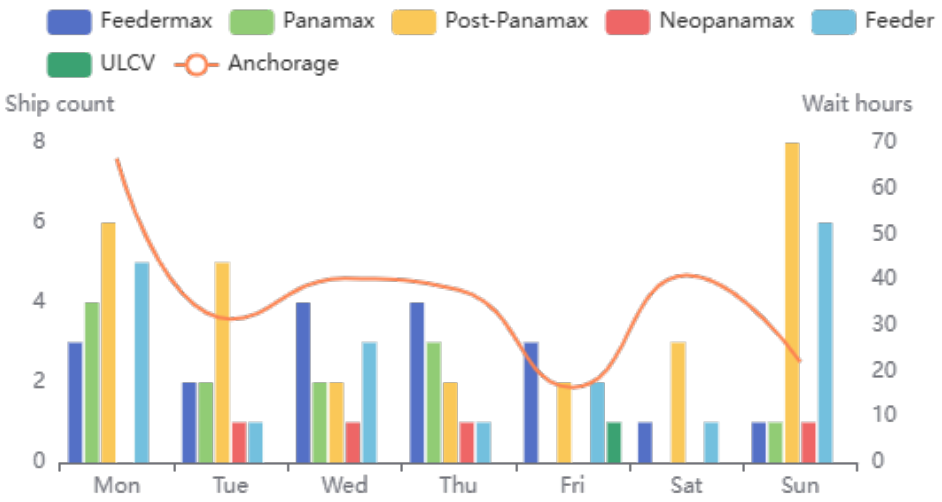
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	1	0	1	2	0	1
Pan.	0	0	1	1	1	1	0
PPx	1	0	1	0	1	1	0
NPx	0	0	0	0	1	0	0
Fd	5	2	5	4	4	4	2
WT.h.	8.5	65.5	12.5	34.2	18.5	42.5	72
Ulcw	0	0	0	0	0	0	0



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

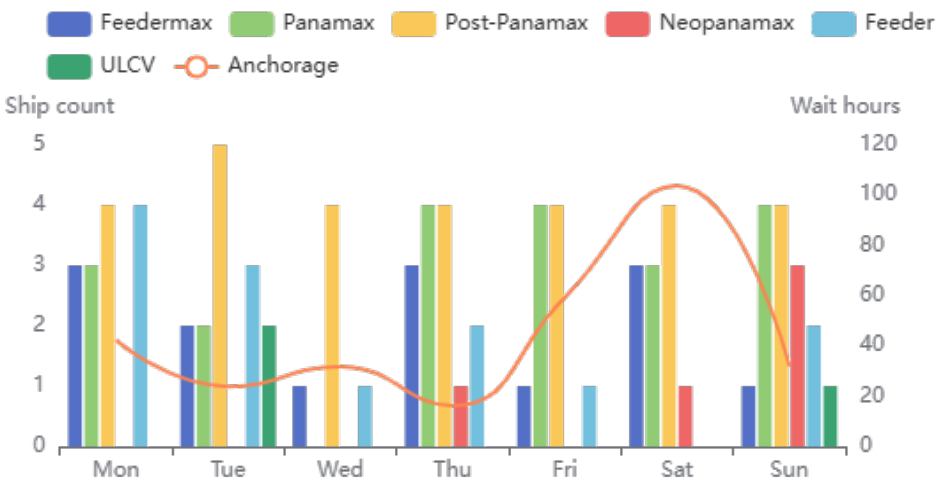
Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	2	4	4	3	1	1
Pan.	4	2	2	3	0	0	1
PPx	6	5	2	2	2	3	8
NPx	0	1	1	1	0	0	1
Fd	5	1	3	1	2	1	6
Ulcw	0	0	0	0	1	0	0
WT.h.	66.6	31.4	40.3	37.8	16.45	41	22



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

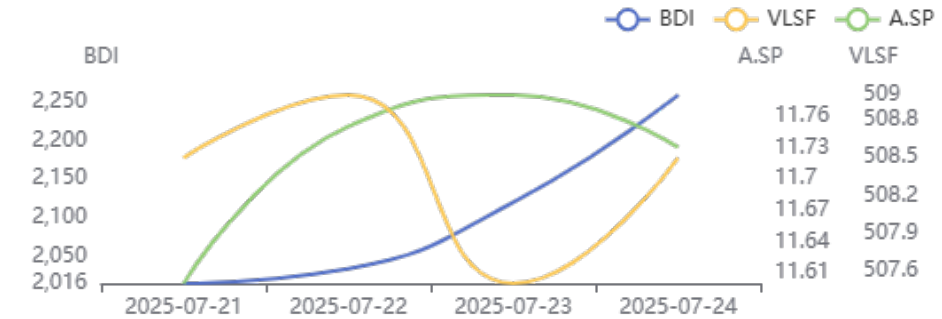
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	2	1	3	1	3	1
Pan.	3	2	0	4	4	3	4
PPx	4	5	4	4	4	4	4
NPx	0	0	0	1	0	1	3
Fd	4	3	1	2	1	0	2
Ulcw	0	2	0	0	0	0	1
WT.h.	42.3	23.9	31.7	16.3	59.4	103.7	32



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

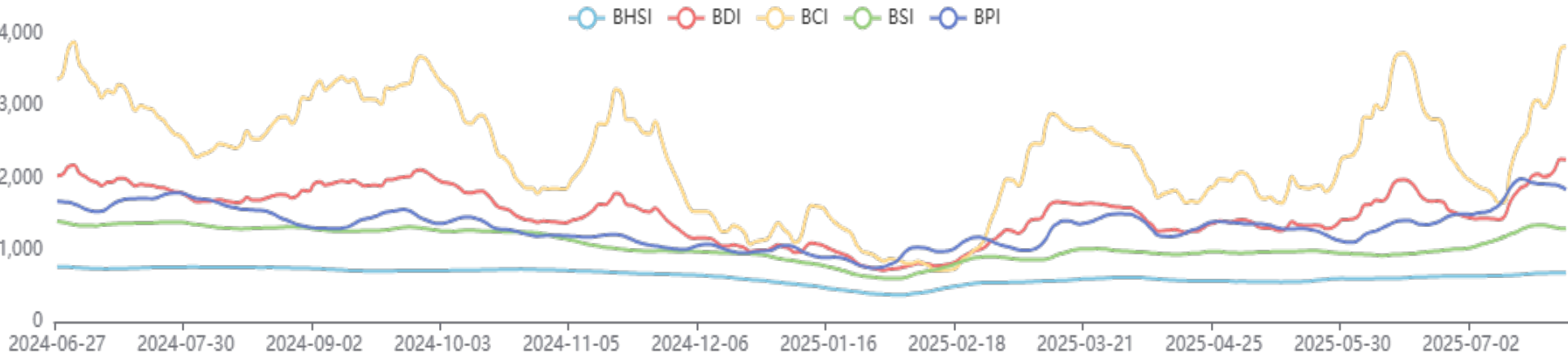
Type	M	T	W	Th	F	Sat	Sun
BDI	1915	1909	1905	1882			
VLSF	508.50	509.00	507.50	508.50			
A.SP	11.6	11.75	11.78	11.73	11.61	11.61	



第三部分 航运市场 SHIPPING MARKET

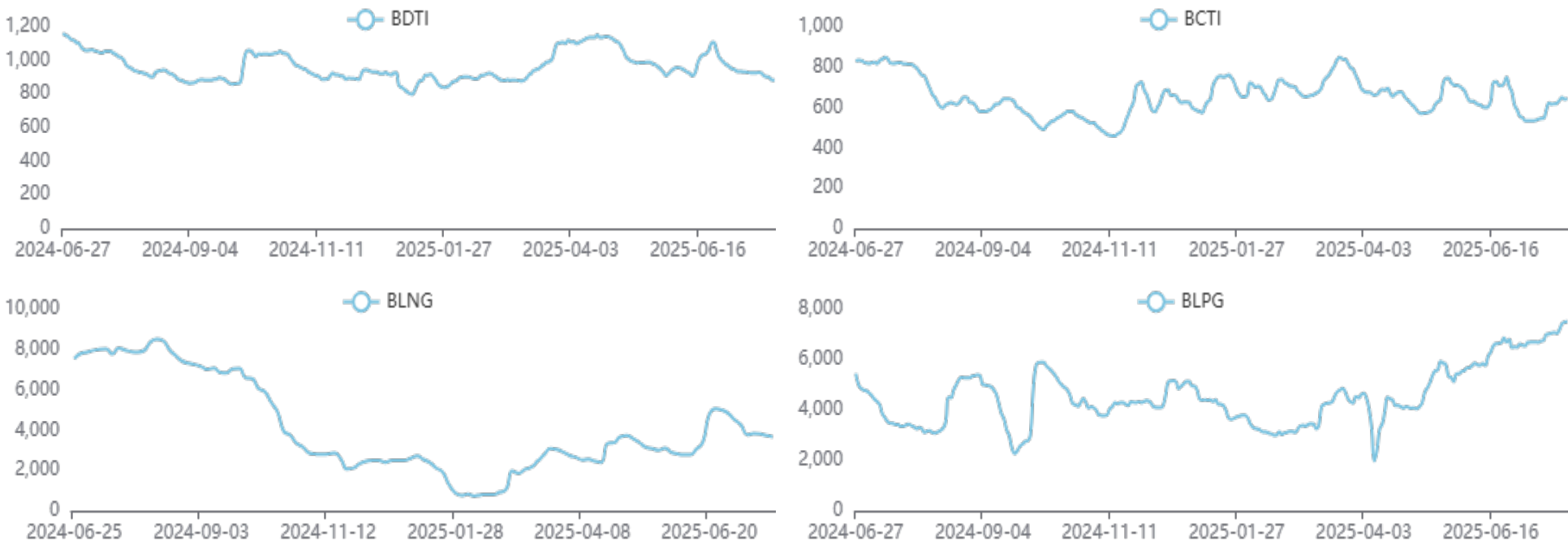
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2257	205.0	9.99	48.39	23.06
BCI	3829	745.0	24.16	72.48	42.03
BPI	1838	-81.0	-4.22	23.36	2.97
BSI	1294	-52.0	-3.86	28.25	-6.71
BHSI	682	9.0	1.34	7.23	-10.26



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	882	-43.0	-4.65	-11.98	-14.86
BCTI	644	25.0	4.04	5.06	-20.88
BLNG	3673	-137.0	-3.6	-26.44	-53.43
BLPG	7500	430.0	6.08	15.42	118.79



第四部分 运力分布 SUPPLY DISTRIBUTION

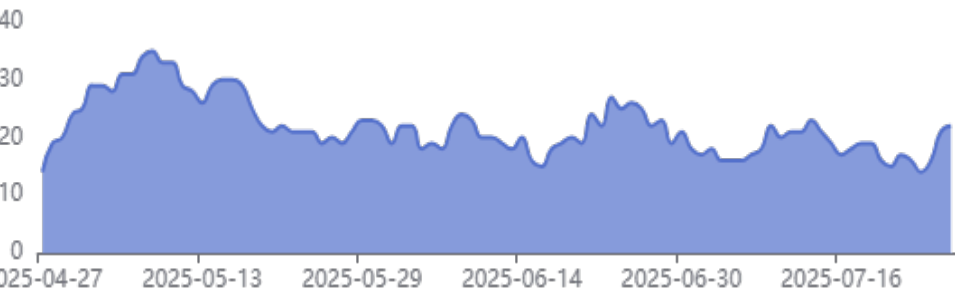


好望角型散货船 Capesize

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	17	16	14	16	21	22



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.

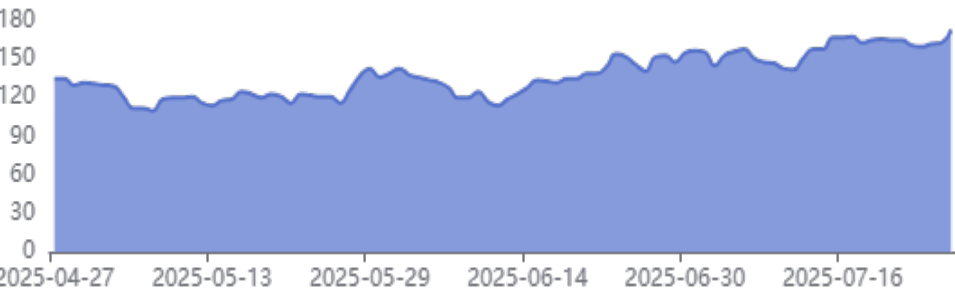
Type	M	T	W	Th	F	Sat	Sun
Cape	24	25	31	33	38	33	32

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.

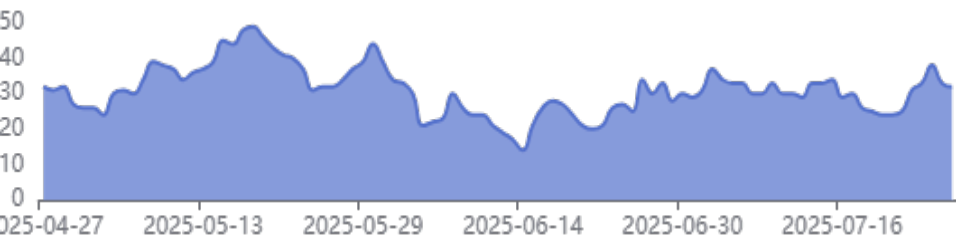
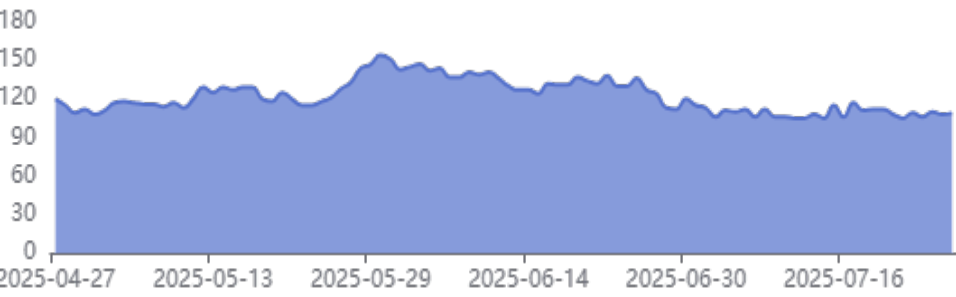
Type	M	T	W	Th	F	Sat	Sun
Pan.	165	165	161	160	162	163	173



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.

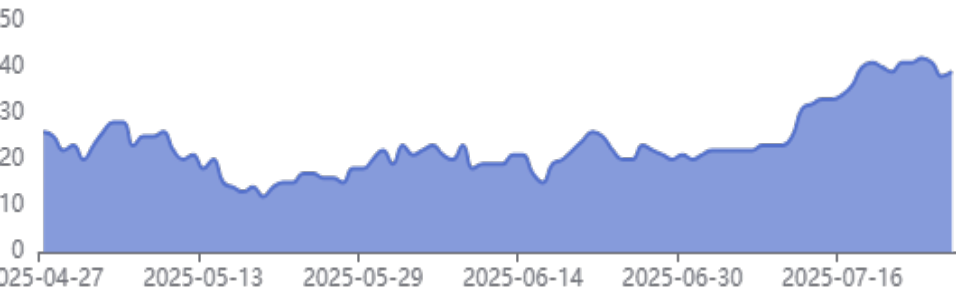
Type	M	T	W	Th	F	Sat	Sun
Cape	108	105	109	106	110	108	109



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.

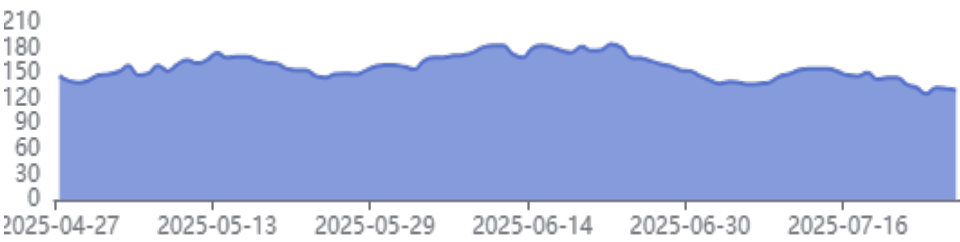
Type	M	T	W	Th	F	Sat	Sun
Pan.	17	19	20	18	21	19	20



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.	145	137	133	126	133	132	130

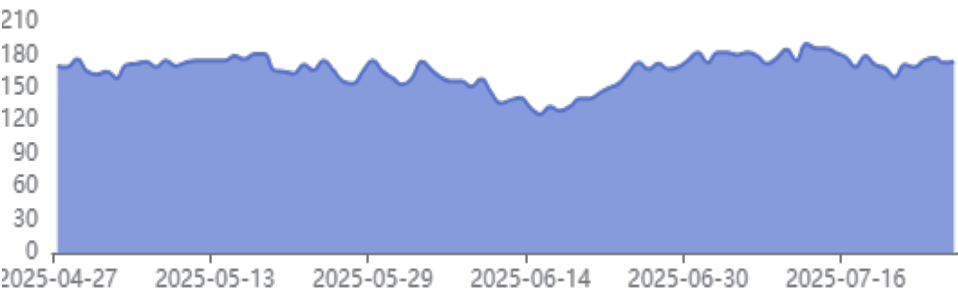


超大灵便型散货 SUPRAMAX

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.

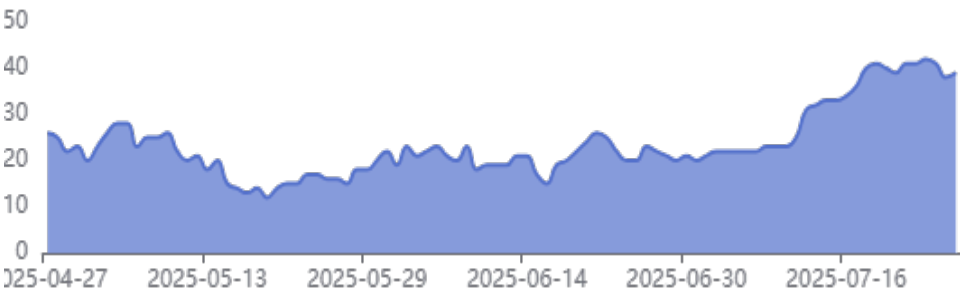
Type	M	T	W	Th	F	Sat	Sun
SMX	160	171	169	175	177	173	174



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.

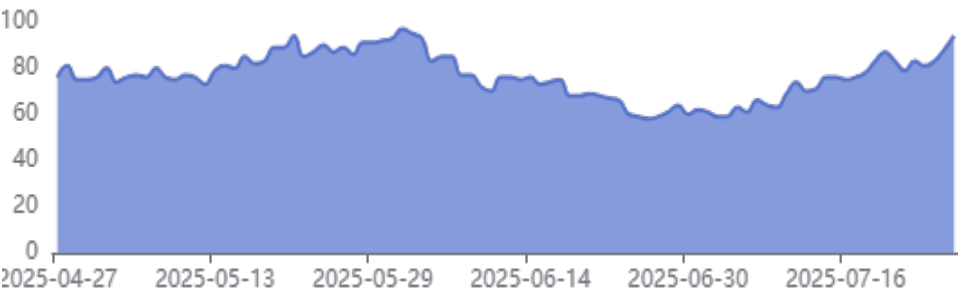
Type	M	T	W	Th	F	Sat	Sun
SMX	39	41	41	42	41	38	39



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.

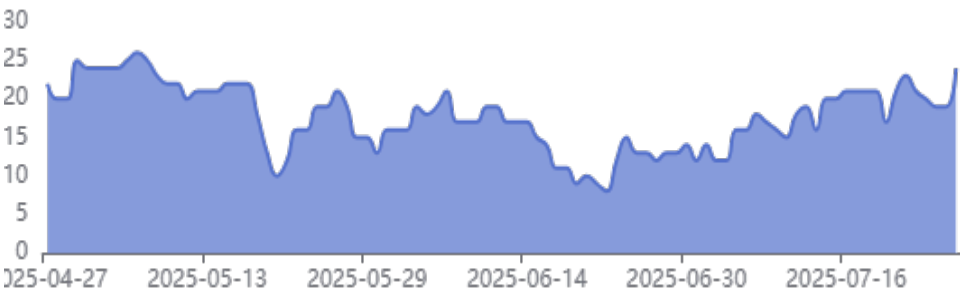
Type	M	T	W	Th	F	Sat	Sun
SMX	21	23	21	20	19	19	24



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.

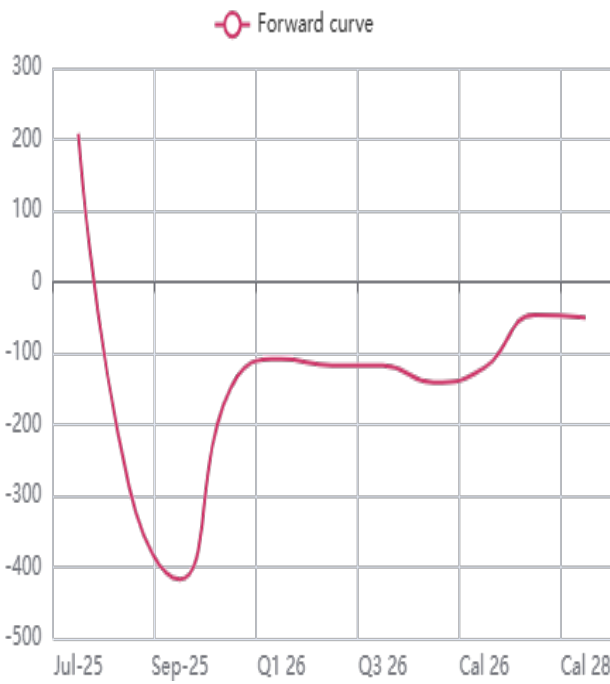
Type	M	T	W	Th	F	Sat	Sun
SMX	83	79	83	81	83	88	94



第五部分 远期运价协议 FFA

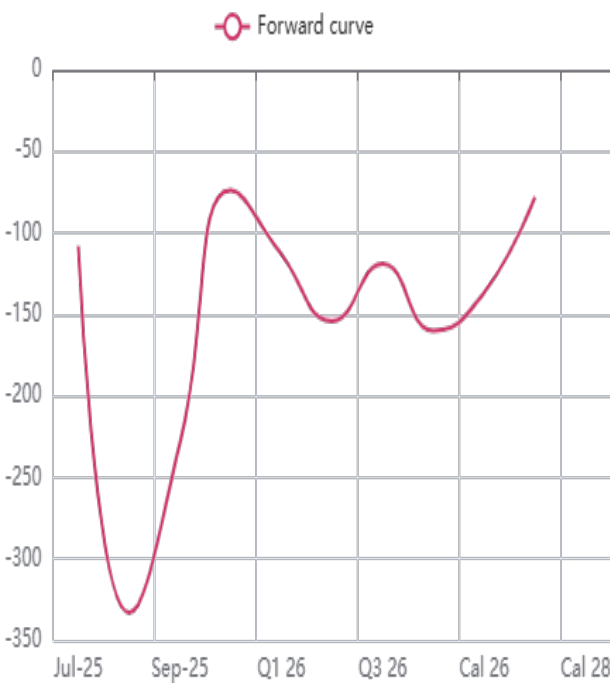
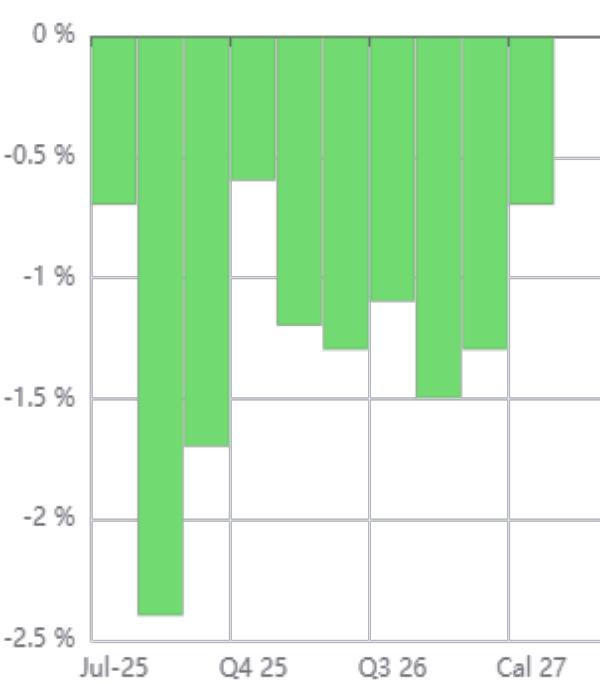
好望角型散货船Capesize

5TC	\$/day	WoW	
Jul-25	21,908.00	208.0	1.0 %
Aug-25	25,171.00	-287.0	-1.1 %
Sep-25	24,571.00	-417.0	-1.7 %
Q4 25	23,493.00	-148.67	-0.6 %
Q1 26	14,725.00	-108.0	-0.7 %
Q2 26	19,371.00	-117.0	-0.6 %
Q3 26	22,429.00	-117.0	-0.5 %
Q4 26	23,017.00	-141.0	-0.6 %
Cal 26	19,885.50	-120.75	-0.6 %
Cal 27	19,667.00	-46.0	-0.2 %
Cal 28	19,038.00	-50.0	-0.3 %



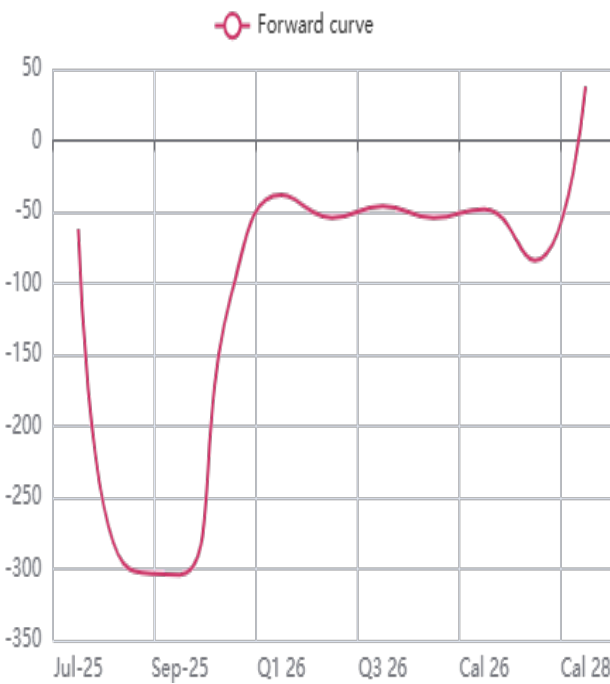
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Jul-25	14,563.00	-108.0	-0.7 %
Aug-25	13,788.00	-333.0	-2.4 %
Sep-25	13,046.00	-229.0	-1.7 %
Q4 25	11,652.33	-73.67	-0.6 %
Q1 26	9,300.00	-113.0	-1.2 %
Q2 26	11,254.00	-154.0	-1.3 %
Q3 26	11,079.00	-119.0	-1.1 %
Q4 26	10,436.00	-160.0	-1.5 %
Cal 26	10,517.25	-136.5	-1.3 %
Cal 27	10,329.00	-78.0	-0.7 %
Cal 28	-	-	-



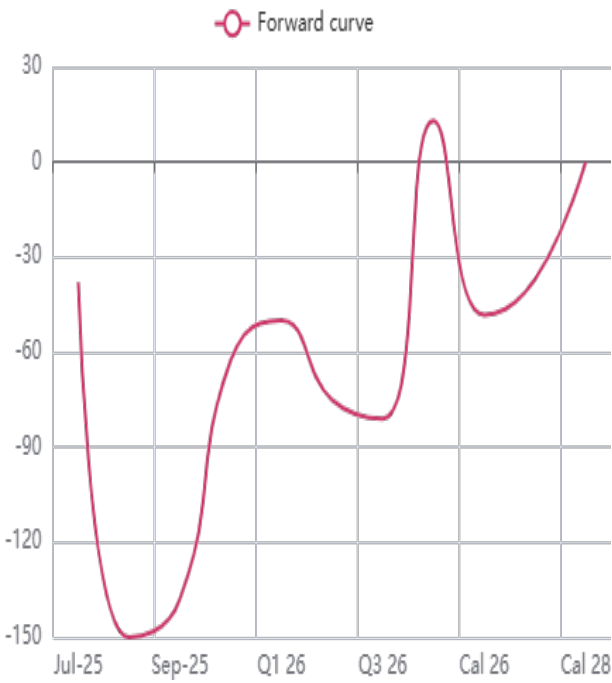
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Jul-25	13,446.00	-62.0	-0.5 %
Aug-25	13,329.00	-300.0	-2.2 %
Sep-25	13,288.00	-304.0	-2.2 %
Q4 25	12,100.00	-110.0	-0.9 %
Q1 26	9,458.00	-38.0	-0.4 %
Q2 26	11,467.00	-54.0	-0.5 %
Q3 26	11,425.00	-46.0	-0.4 %
Q4 26	11,217.00	-54.0	-0.5 %
10,891.75	Cal 26	-48.0	-0.4 %
Cal 27	10,683.00	-84.0	-0.8 %
Cal 28	10,871.00	38.0	0.4 %



灵便型散货船Handysize

7TC	\$/day	WoW	
Jul-25	12,000.00	-38.0	-0.3 %
Aug-25	12,588.00	-150.0	-1.2 %
Sep-25	12,575.00	-138.0	-1.1 %
Q4 25	11,692.00	-62.67	-0.5 %
Q1 26	9,225.00	-50.0	-0.5 %
Q2 26	11,438.00	-75.0	-0.7 %
Q3 26	11,469.00	-81.0	-81.0
Q4 26	11,163.00	13.0	0.1 %
Cal 26	10,823.75	-48.25	-0.4 %
Cal 27	10,713.00	-37.0	-0.3 %
Cal 28	10,725.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	523.0	440.0	703.0	83.0	0.5	0.61	14.48
Singapore	516.5	421.0	692.5	95.5	-11.5	-10.75	15.06
Rotterdam	506.0	438.5	713.5	67.5	-8.0	-10.6	46.74
Fujairah	501.5	447.0	732.5	54.5	-11.0	-16.79	-33.94
Houston	511.0	404.0	750.0	107.0	-5.0	-4.46	16.3

(MP-Bunkering Main Ports; LO-Heavy Low Sulphur Fuel Oil; HO-Heavy Hight 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	196.0		-4.0	-2.0	-2.49	-2.0
Maize	223.0		6.0	2.76	4.69	13.2
Soybeans	212.0		4.0	1.92	0.95	-1.85
Rice	168.0		0.0	0.0	-1.75	-31.98
Barley	224.0		1.0	0.45	1.36	5.66
Energy	Index		+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	65.46	-1.58	-2.36	-1.16	-17.03
Brent	USD/Bbl	68.65	-0.65	-0.94	-0.56	-17.26
Natural Gas	USD/MMBtu	3.32	-0.11	-3.21	-8.79	53.0
Gasoline	USD/Gal	2.11	-0.05	-2.31	-2.31	-14.23
Heating Oil	USD/Gal	2.48	0.09	3.77	8.77	2.06
Ethanol	USD/Gal	1.78	0.01	0.56	9.2	-2.2
Naphtha	USD/T	550.1	-1.95	-0.35	-2.97	-20.26
Propane	USD/Gal	0.71	-0.02	-2.74	-8.97	-10.13
Uranium	USD/Lbs	71.25	-1.05	-1.45	-8.12	-15.53
Methanol	CNY/T	2381.0	11.0	0.46	-1.73	-3.45
TTF Gas	EUR/MWh	33.16	-1.76	-5.04	-8.98	5.17
UK Gas	GBp/thm	80.32	-3.52	-4.2	-5.63	10.03
Industrial	Index		+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.51	0.0	0.0	12.91	30.88
Coal	USD/T	109.85	-1.25	-1.13	2.42	-18.69
Steel	CNY/T	3070.0	0.0	0.0	4.03	-5.13
Iron Ore	USD/T	96.76	0.0	0.0	2.12	-10.78
Aluminum	USD/T	2452.05	0.0	0.0	0.0	4.86
Lithium	CNY/T	64900.0	0.0	0.0	8.35	-24.09
Metals	Index		+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	3360.63	0.0	0.0	1.24	39.85
Silver	USD/t.oz	38.25	0.0	0.0	6.07	31.44
Platium	null	1391.9	0.0	0.0	6.84	N/A
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.17		0.0	0.0	0.86	7.34
USD/CNY	7.17		-0.01	-0.14	0.0	-1.65

第八部分 本周话题 WEEKLY TOPIC



船舶风帆

2025年7月22号市场报道，英国船东Union Maritime为其两艘LR2型油轮新造船加装风帆系统，旨在节省燃料消耗。该公司是风帆技术的积极推广者，持续为船队新增风力推进改装项目。

2025年7月10号市场信息，德国船东HGK Shipping与化工企业Covestro合作，在化学品船 "Amadeus Titanium" 上安装风帆系统，旨在为欧洲短途航线提供可持续绿色航运服务，协议期限至2040年。同时德国船东Reederei Bernd Sibum获得德国政府 NaMKu计划资助，为4艘中国建造的3850载重吨杂货船加装相同风帆系统，预计将减少12.5%的燃料消耗，并整合生物燃料、电池混动推进、余热回收等综合绿色技术。

当前风帆技术在船舶减排领域的应用大有可为，一则其技术成熟与成本下降，风帆系统在船舶领域已实现商业化应用，模块化设计便于新造船集成或旧船改装。同时各国政策和金融机构的支持，加速风帆技术在航运领域的落地。最后是风帆技术的节能效益明显，风帆可辅助主推进系统，降低 10%至15%的燃料消耗。

但是风帆技术在船舶上的应用也有明显局限性。最重要的是风帆的节能依赖自然条件，风帆效能受风速、航向限制，在无风或逆风航段作用减弱，需配合传统动力系统；其次是风帆的改装费和自身重量导致船舶丧失一定载货能力让船东望而却步；再是风帆技术的船舶适配性问题，大型集装箱船或高航速的船

舶难以完全依赖风帆；甲板空间、结构强度也是挑战。

风帆技术作为船舶辅助动力，是船舶石化燃料的重要补充，而非主要替代途径。若结合人工智能（优化风帆角度/航线）、新材料（轻量化刚性帆）及更高效储能技术，风帆的贡献率可能进一步提升。

国际海事组织（IMO）要求2050年航运碳排放减半，风帆将与氨/氢燃料、电池推进等共同构成多元化脱碳方案。风帆技术已从概念走向实践，在特定航线与船型中展现出经济环保价值。未来其角色将是 传统燃料的“减负器” 而非替代者，需与其他清洁能源技术协同，推动航运业实现深度脱碳。政策支持、技术迭代和跨行业合作（如船东货主船厂联盟）将是规模化应用的关键。

On July 22, 2025, market reports indicated that British shipowner Union Maritime had installed sail systems on two new LR2 oil tankers to reduce fuel consumption. The company is an active promoter of sail technology and continues to add wind propulsion retrofit projects to its fleet.

On July 10, 2025, market information indicated that German shipowner HGK Shipping, in collaboration with chemical company Covestro, installed a wind-assisted propulsion system on the chemical tanker "Amadeus Titanium", aiming to provide sustainable and green shipping services for short-haul routes in Europe. The agreement is valid until 2040. Meanwhile, German shipowner Reederei Bernd Sibum received funding from the German government's NaMKu program to retrofit four 3,850 DWT general cargo ships built in China with the same wind-assisted propulsion system. It is expected that this will reduce fuel consumption by 12.5% and integrate comprehensive green technologies such as biofuels, battery hybrid propulsion, and waste heat recovery.

The current application of sail technology in the field of ship emission reduction holds great promise. Firstly, its technology is mature and costs have decreased, allowing sail systems to be commercially applied in the shipping industry. The modular design makes it easy to integrate into new ships or retrofit old ones. Additionally, the support from policies and financial institutions in various countries has accelerated the implementation of sail technology in the shipping sector. Lastly, the energy-saving benefits of sail technology are significant. Sails can assist the main propulsion system and reduce fuel consumption by 10% to 15%.

However, the application of sail technology on ships also has obvious limitations. The most important one is that the energy-saving effect of sails depends on natural conditions. The efficiency of sails is restricted by wind speed and course, and their effect weakens in windless or headwind sections, thus requiring the support of traditional power systems. Secondly, the modification cost and the weight of sails cause ships to lose some cargo capacity, which deters shipowners. Additionally, there is the issue of the adaptability of sail technology to ships. Large container ships or high-speed vessels cannot rely entirely on sails. The deck space and structural strength also pose challenges.

As an auxiliary power source for ships, wind sail technology is an important supplement to the ship's petrochemical fuel rather than a major alternative. If combined with artificial intelligence (optimizing the angle of the wind sail/ship route), new materials (lightweight rigid sails), and more efficient energy storage technologies, the contribution rate of wind sails may further increase.

The International Maritime Organization (IMO) requires that carbon emissions from shipping be halved by 2050. Sails will work together with ammonia/hydrogen fuel, battery propulsion, and other technologies to form a diversified decarbonization solution. Sailing technology has moved from concept to practice and has demonstrated economic and environmental benefits in specific routes and vessel types. In the future, its role will be as a "load reducer" for traditional fuels rather than a replacement. It needs to work in synergy with other clean energy technologies to drive the shipping industry towards deep decarbonization. Policy support, technological iteration, and cross-industry cooperation (such as alliances among shipowners, cargo owners, and shipyards) will be key to large-scale application.