



2025年 第32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

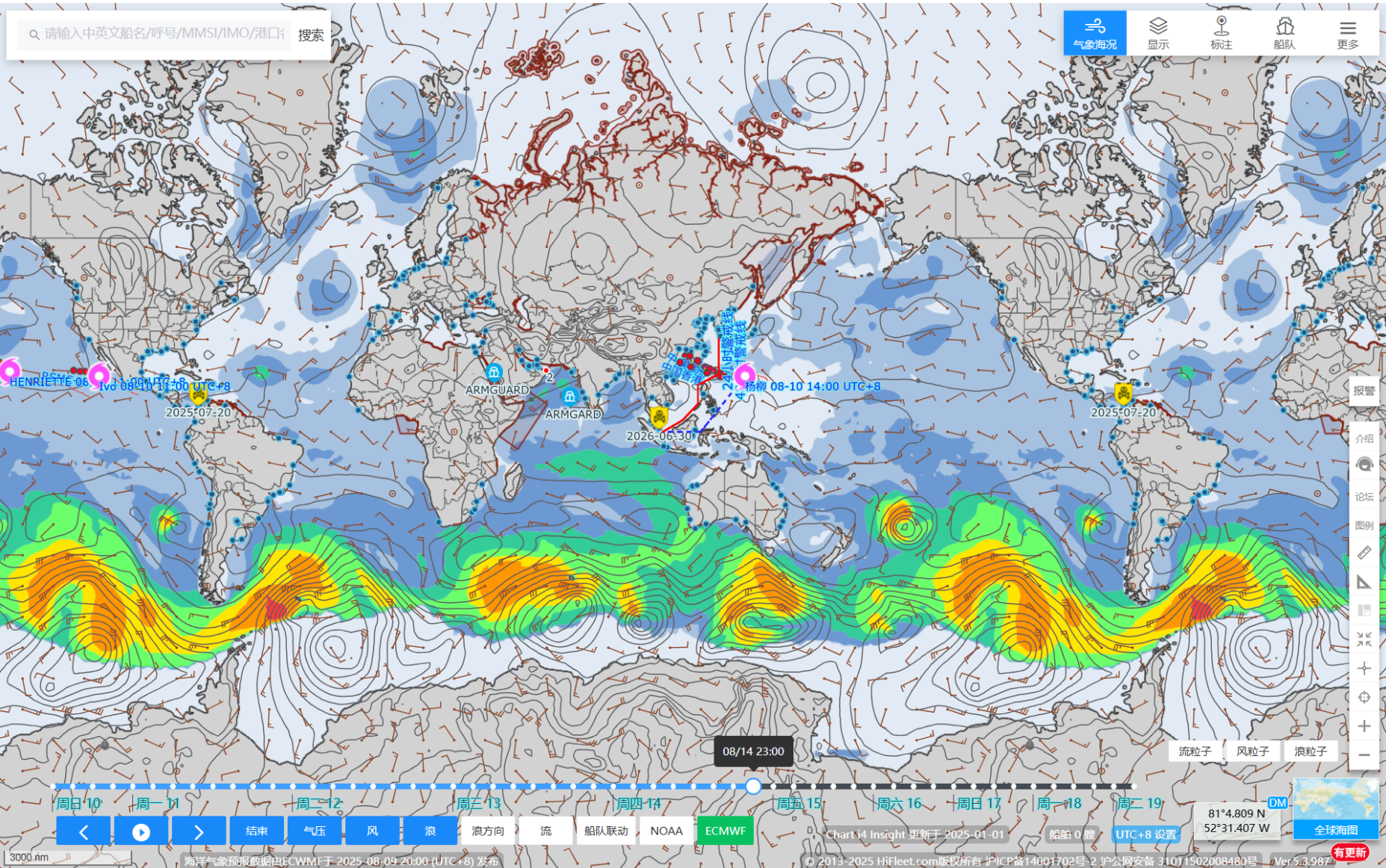
第七部分

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1202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 1202 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3-4级，有中浪；东海风力5-6级，有大浪；台湾海峡5-6级风，有大浪；南海大部海域风力3-4级，中浪。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 occasionally. And China East Sea becomes strong with rough sea occasionally. The wind in the Taiwan Strait becomes strong with rough sea in the mid of the week. In most of the South China Sea the wind becomes easy with moderate sea in the week. The cyclone low activities become frequent in North of Pacific and Atlantic.

海盗事件 Piracy

最近一周没有最新海盗报告。There is no piracy report for the latest week.

海上事件 Marine Incidents

8月市场报道，胡塞武装组织于近期发布了一段自行制作的视频，视频中显示COSMOSHIP管理公司旗下一艘 36800 吨载重的“ENTERNITY C 号”轮船上的船员（该船于2012 年建造）在也门被俘，并得到了照料。In August, the Houthi armed group recently released a self-produced video. The video shows that the crew of the "ENTERNITY C" ship, a 36,800-ton vessel managed by COSMOSHIP company (built in 2012), were captured in Yemen and received care.

其它 Others

没有 Nil

备注 Remark

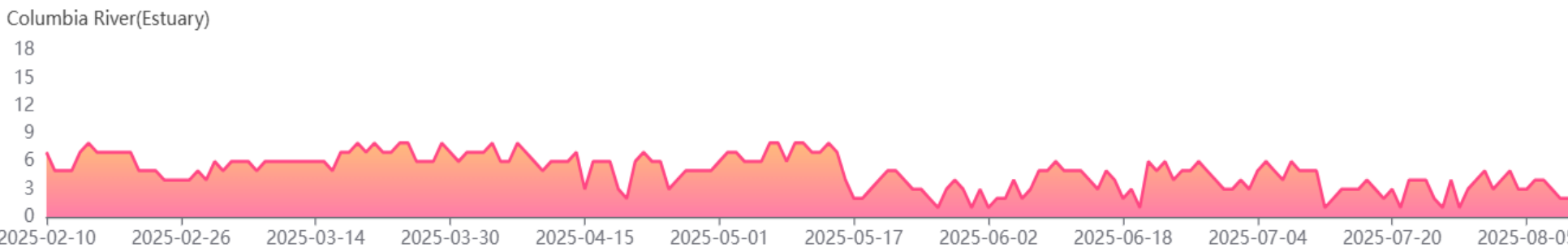
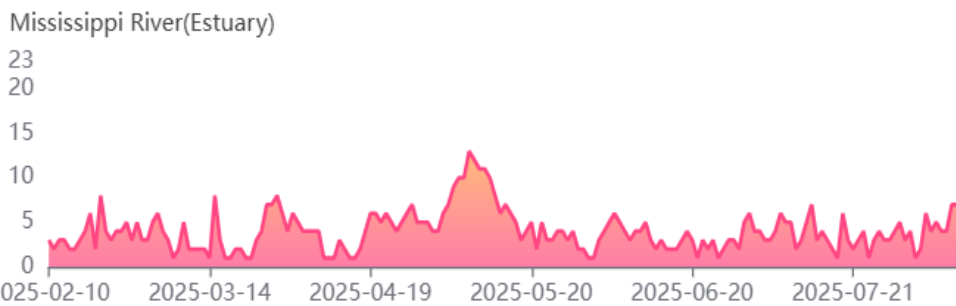
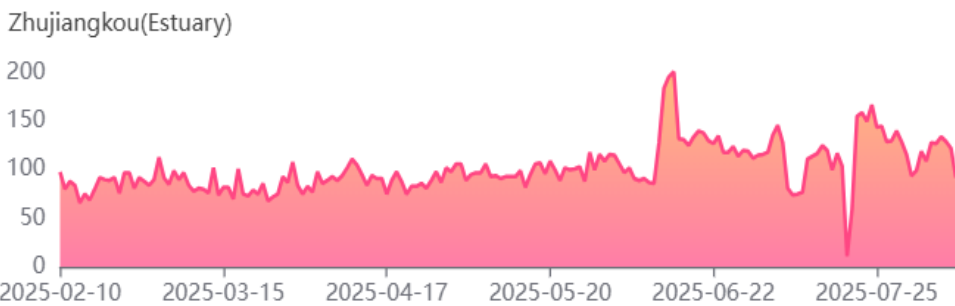
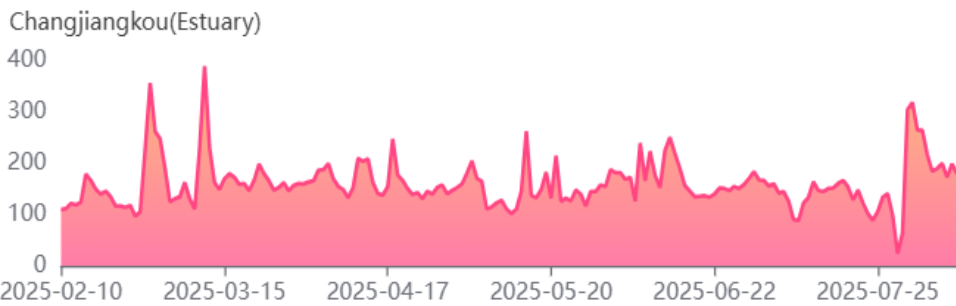
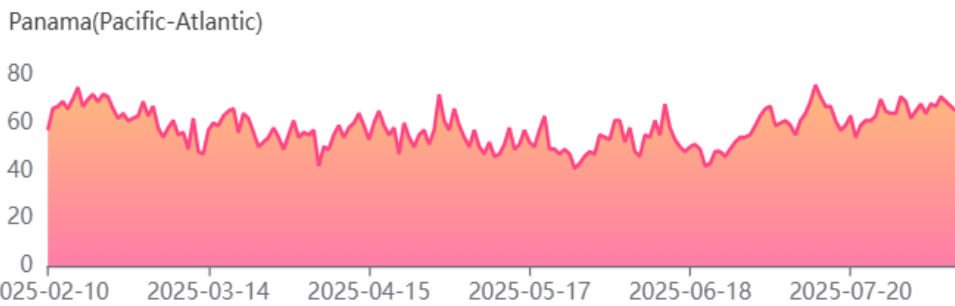
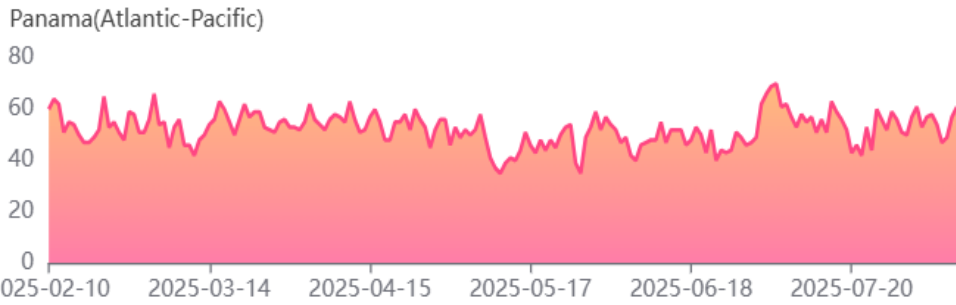
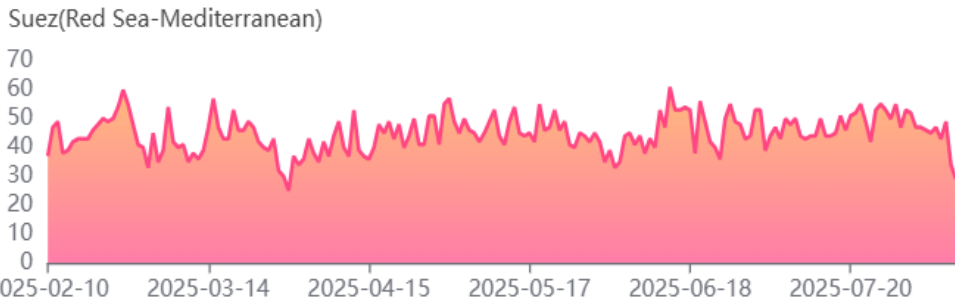
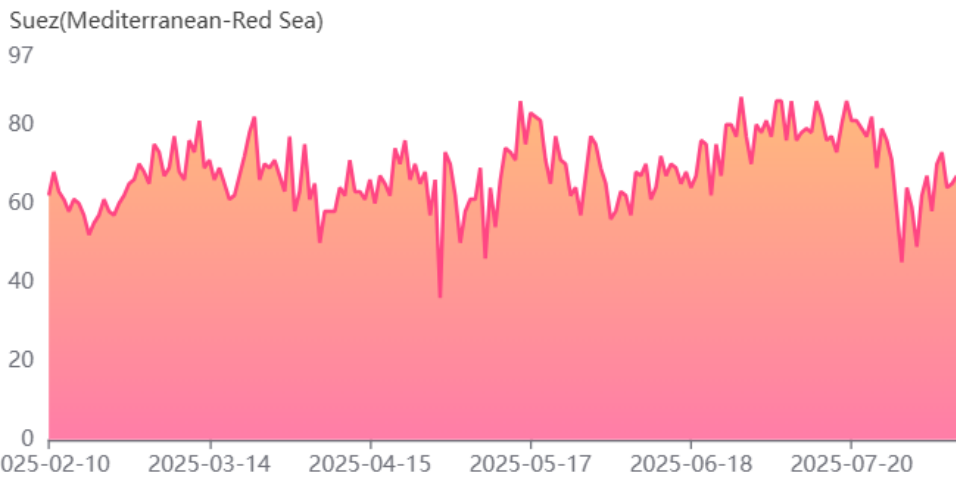
本报告数据截止时间为2025年8月10日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Aug 10th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	29	1378	-64	13
Miss.Riv.	7	108	14	10
CJK	180	4734	127	477
Pa.Atlan.	61	1554	-3	24
Colum.Riv.	2	89	-3	-32
Suez.Med.	67	2056	42	-150
Pa.Pac.	65	1888	11	277
ZJK	92	3470	4	45

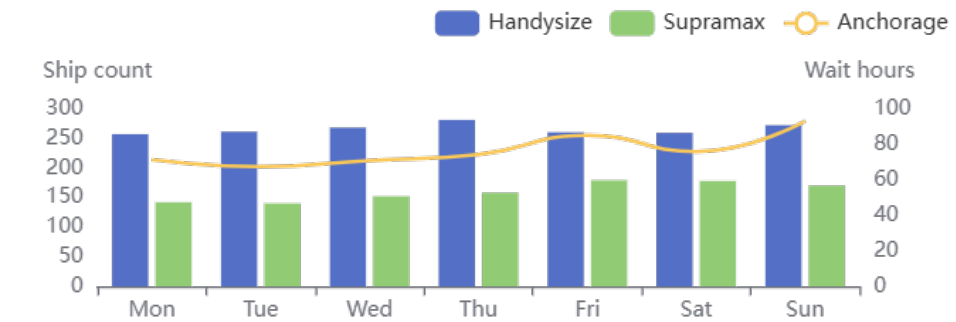


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

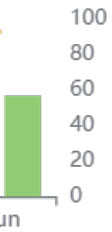
最近一周中国区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

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	257	261	268	281	260	259	272
SMX	142	140	152	158	179	178	170
WT.h.	71.3	67.4	70.8	74.2	85	75.8	93



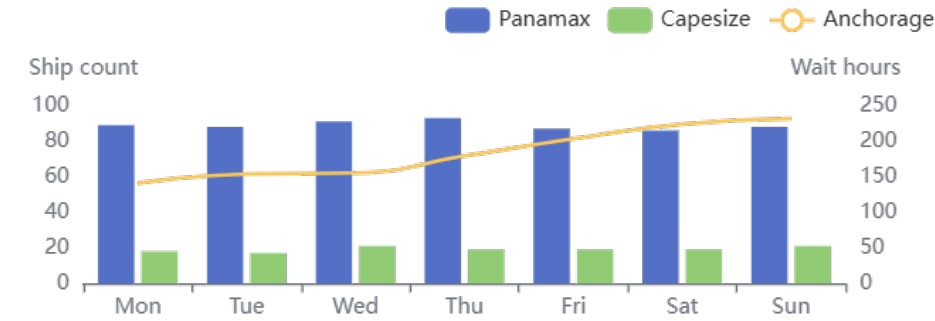
Wait hours



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

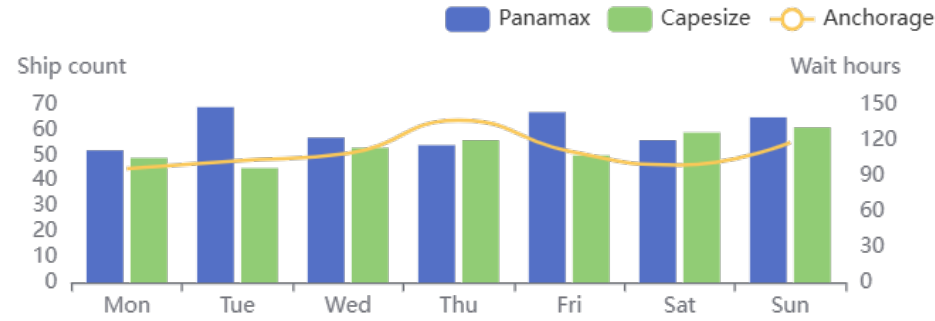
Type	M	T	W	Th	F	Sat	Sun
Pan.	89	88	91	93	87	86	88
Cap	18	17	21	19	19	19	21
WT.h.	140.9	153.8	155.3	179.3	203.3	224.2	232



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

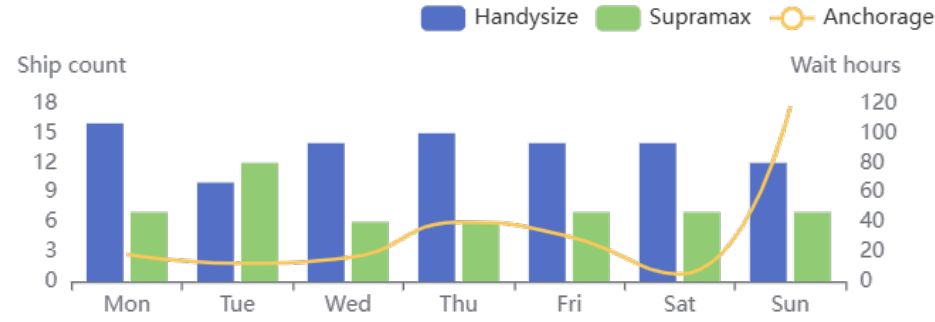
Type	M	T	W	Th	F	Sat	Sun
Pan.	52	69	57	54	67	56	65
Cap	49	45	53	56	50	59	61
WT.h.	95.9	102.7	109	136.9	110.7	99.1	118



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

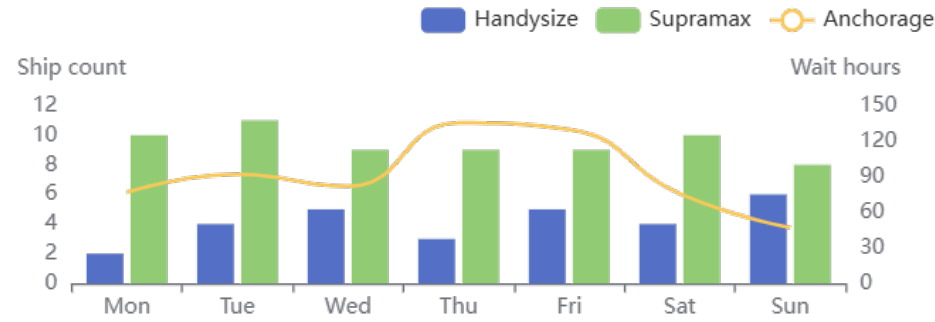
Type	M	T	W	Th	F	Sat	Sun
HDY	16	10	14	15	14	14	12
SMX	7	12	6	6	7	7	7
WT.h.	18.2	12.25	16	40	30.3	4.9	118



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

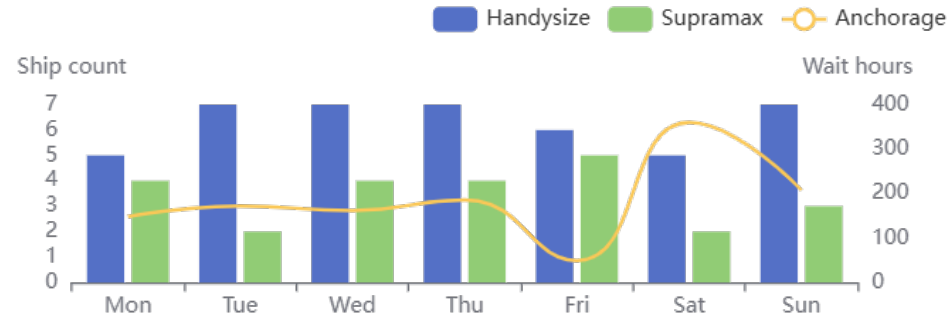
Type	M	T	W	Th	F	Sat	Sun
HDY	2	4	5	3	5	4	6
SMX	10	11	9	9	9	10	8
WT.h.	76.8	92.1	81.85	135.5	129.85	75.75	47



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

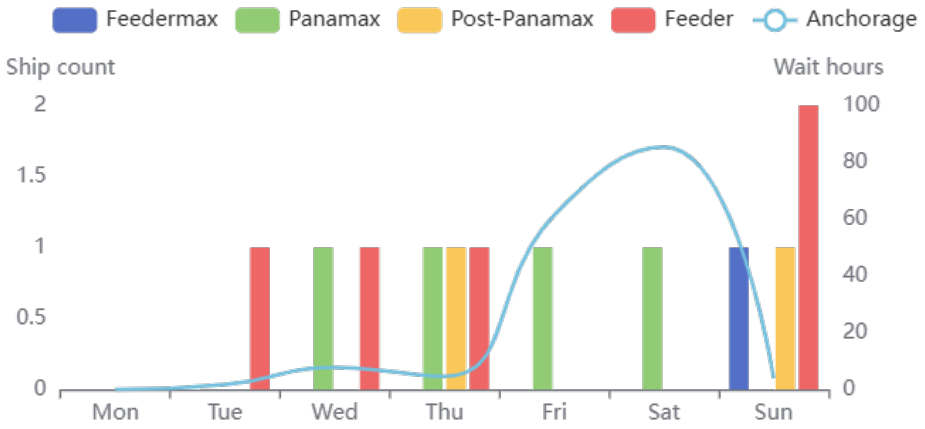
Type	M	T	W	Th	F	Sat	Sun
HDY	5	7	7	7	6	5	7
SMX	4	2	4	4	5	2	3
WT.h.	147.9	171.9	161.7	185.7	49.1	360.1	208



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

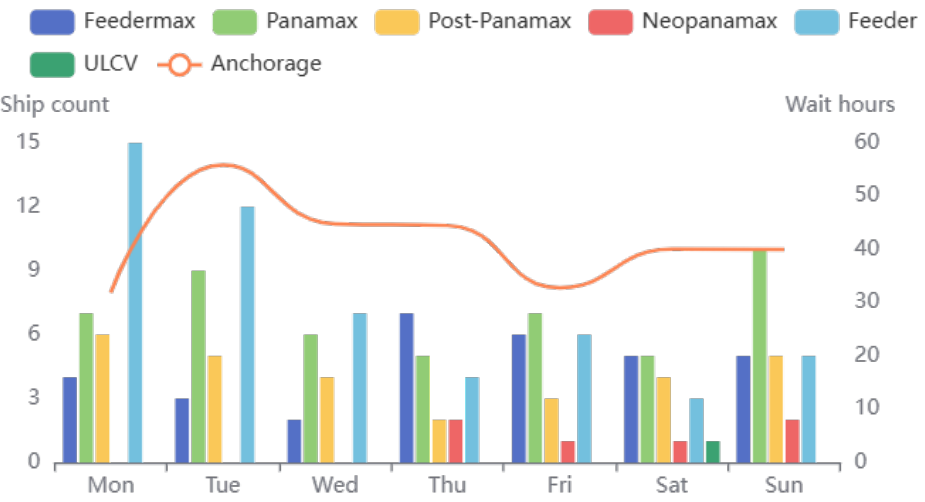
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	1
Pan.	0	0	1	1	1	1	0
PPx	0	0	0	1	0	0	1
NPx	0	0	0	0	0	0	0
Fd	0	1	1	1	0	0	2
WT.h.	0.0	1.7	7.7	4.6	61.4	85.4	4
Ulcw	0	0	0	0	0	0	0



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

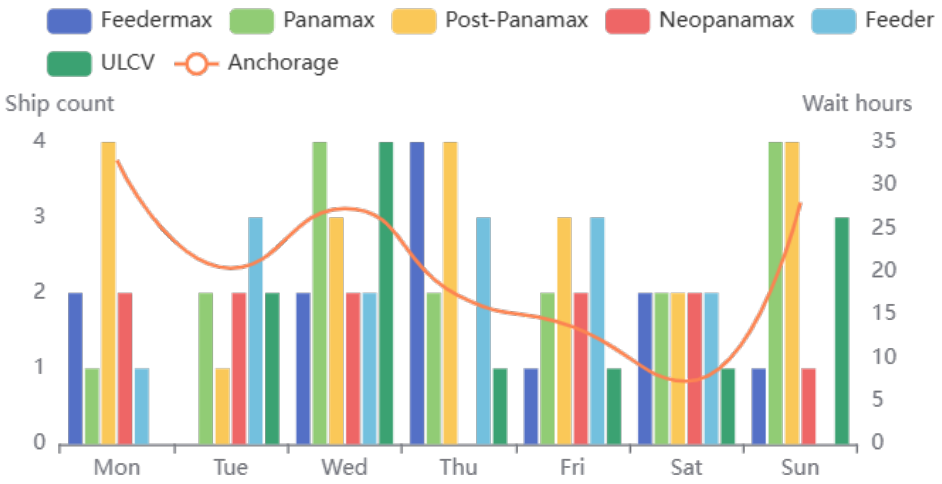
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	3	2	7	6	5	5
Pan.	7	9	6	5	7	5	10
PPx	6	5	4	2	3	4	5
NPx	0	0	0	2	1	1	2
Fd	15	12	7	4	6	3	5
Ulcw	0	0	0	0	0	1	0
WT.h.	31.9	55.9	44.8	44.5	32.8	40.1	40



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

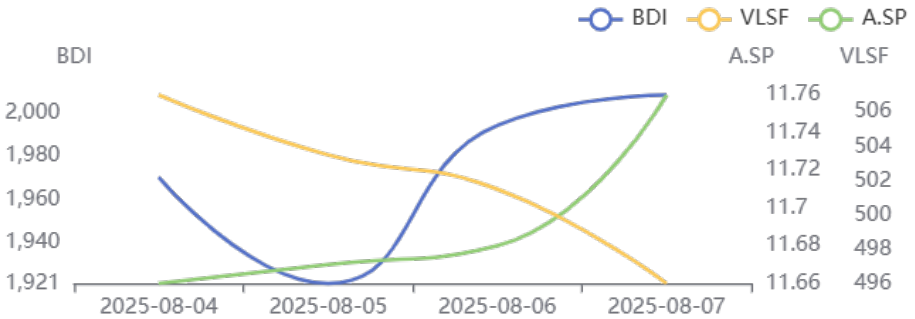
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	0	2	4	1	2	1
Pan.	1	2	4	2	2	2	4
PPx	4	1	3	4	3	2	4
NPx	2	2	2	0	2	2	1
Fd	1	3	2	3	3	2	0
Ulcw	0	2	4	1	1	1	3
WT.h.	32.9	20.4	27.3	17.2	13.6	7.3	28



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

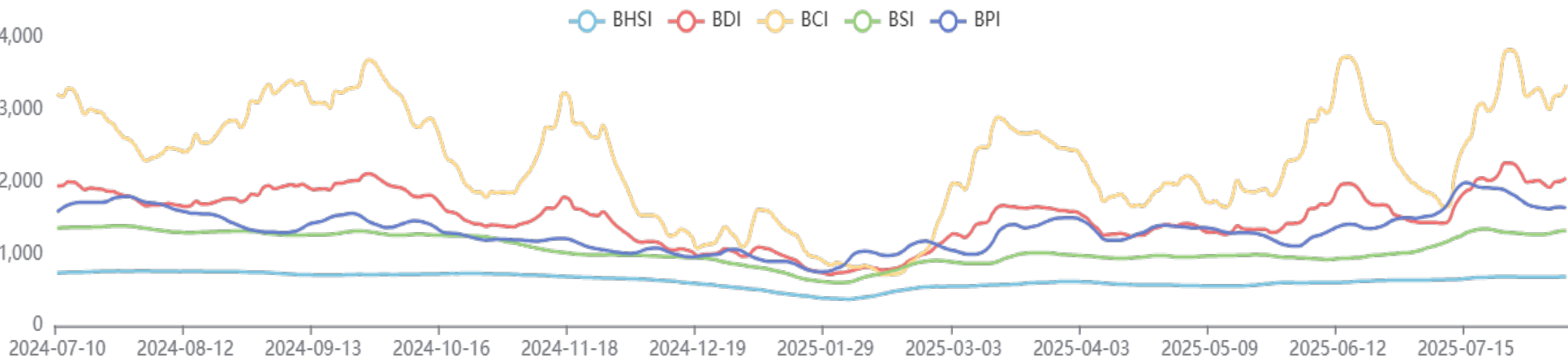
Type	M	T	W	Th	F	Sat	Sun
BDI	1633	1625	1625	1649			
VLSF	507.00	503.50	501.50	496.00			
A.SP	11.66	11.67	11.68	11.76	11.88	11.87	



第三部分 航运市场 SHIPPING MARKET

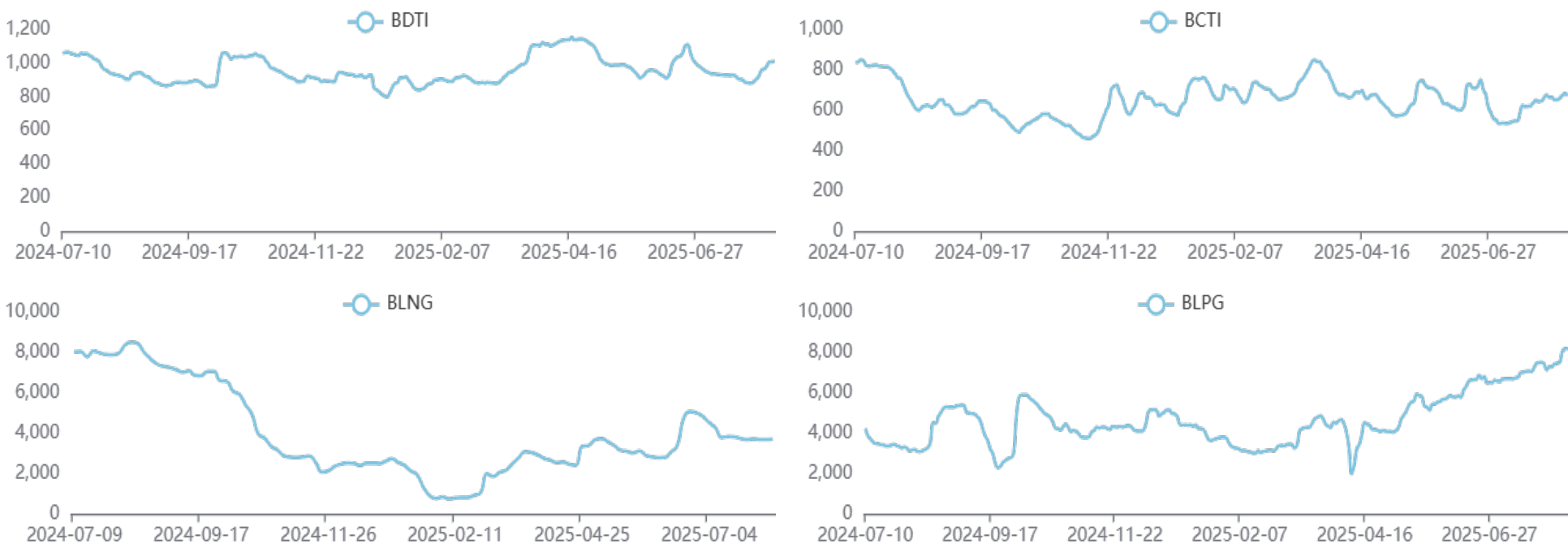
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2051	33.0	1.64	23.33	21.87
BCI	3342	46.0	1.4	58.84	35.91
BPI	1635	-9.0	-0.55	-12.1	0.93
BSI	1320	51.0	4.02	8.29	1.38
BHSI	683	5.0	0.74	5.89	-9.66



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1011	55.0	5.75	8.83	9.06
BCTI	671	19.0	2.91	22.89	3.71
BLNG	3697	17.0	0.46	-1.94	-56.54
BLPG	8185	772.0	10.41	21.57	165.14



第四部分 运力分布 SUPPLY DISTRIBUTION

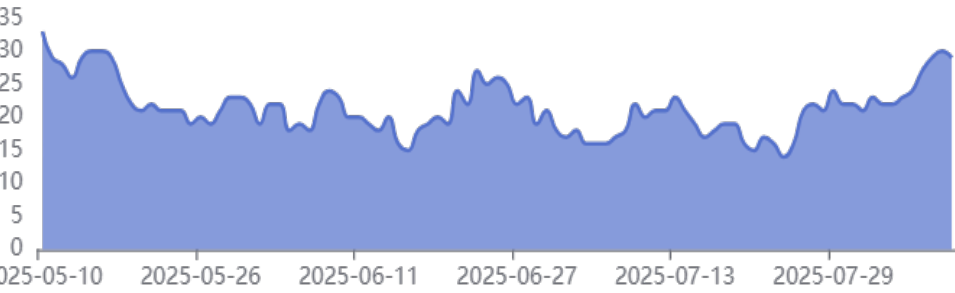


好望角型散货船 Capesize

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	22	23	24	27	29	30	29



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.

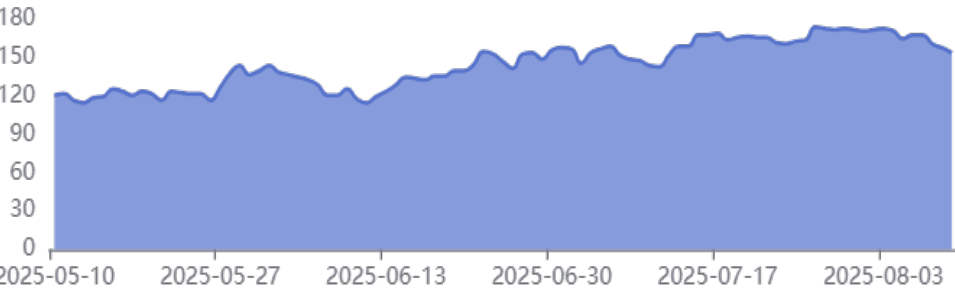
Type	M	T	W	Th	F	Sat	Sun
Cape	33	26	32	26	24	23	26

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.

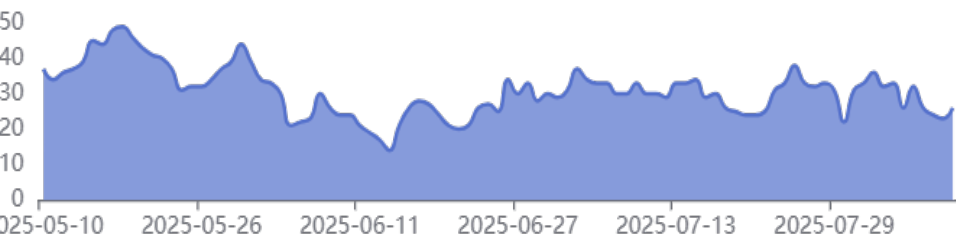
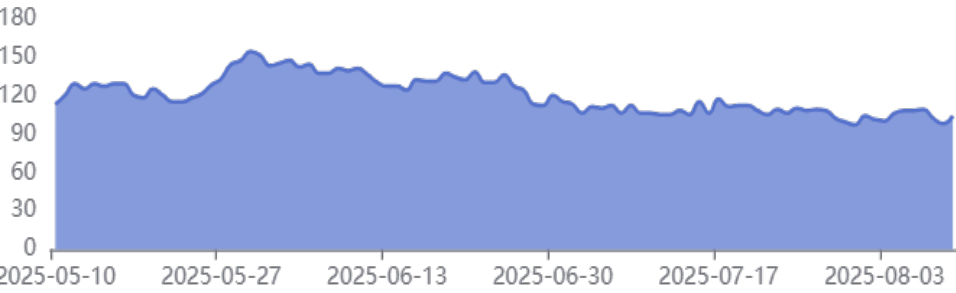
Type	M	T	W	Th	F	Sat	Sun
Pan.	170	164	167	167	160	157	153



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.

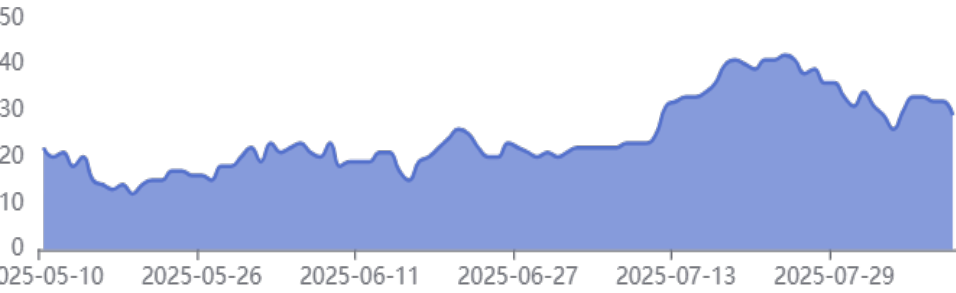
Type	M	T	W	Th	F	Sat	Sun
Cape	106	108	108	109	102	98	104



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.

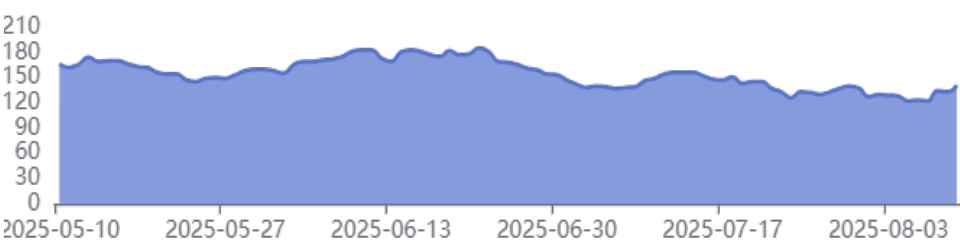
Type	M	T	W	Th	F	Sat	Sun
Pan.	11	12	13	13	12	12	14



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.	128	122	123	122	134	133	141

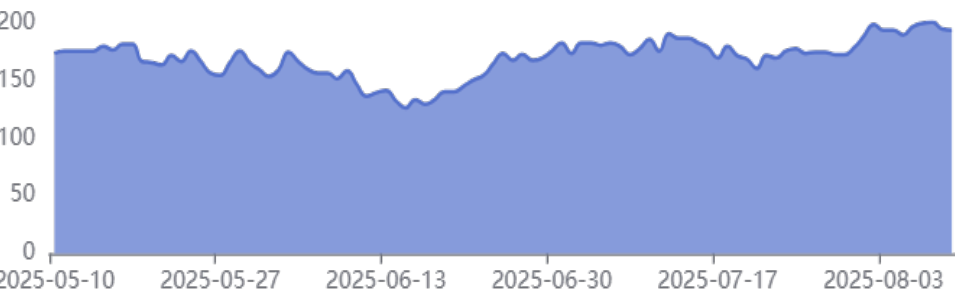


超大灵便型散货 SUPRAMAX

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.

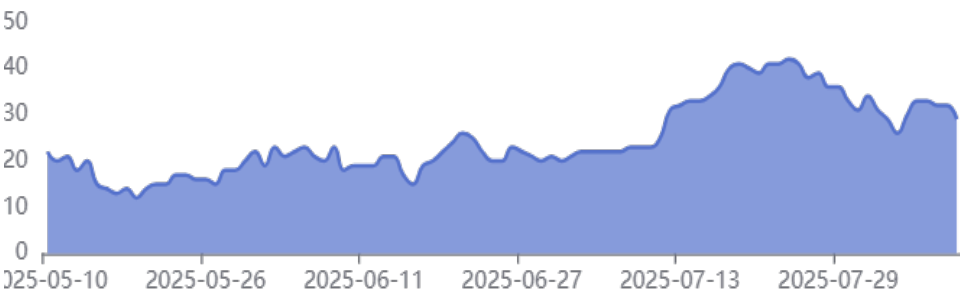
Type	M	T	W	Th	F	Sat	Sun
SMX	193	189	196	199	200	194	193



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.

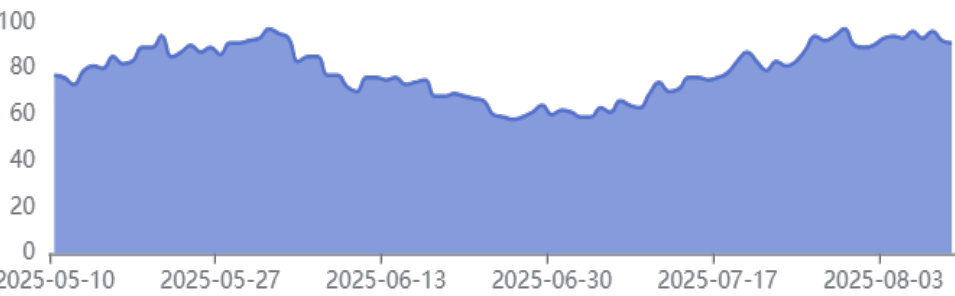
Type	M	T	W	Th	F	Sat	Sun
SMX	26	30	33	33	32	32	29



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.

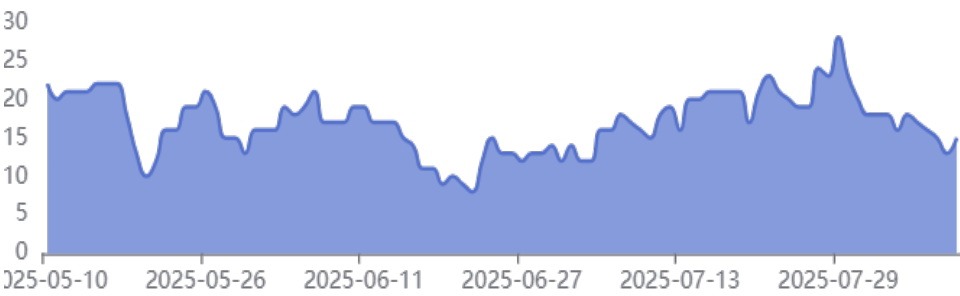
Type	M	T	W	Th	F	Sat	Sun
SMX	16	18	17	16	15	13	15



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.

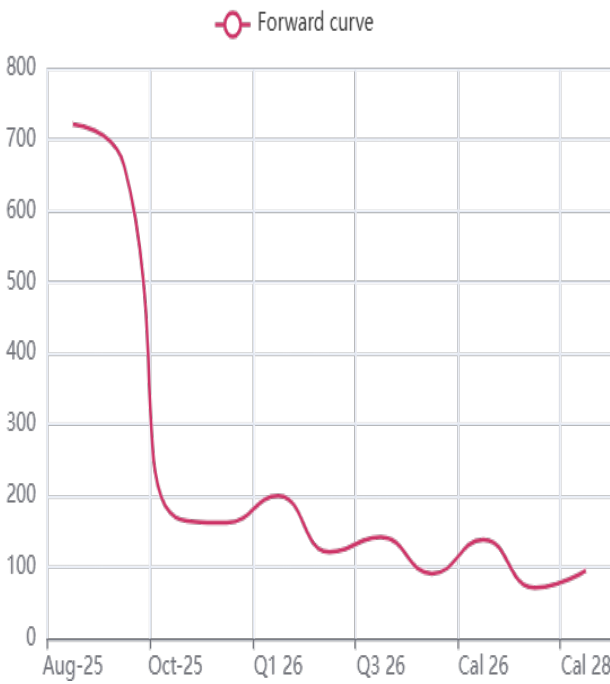
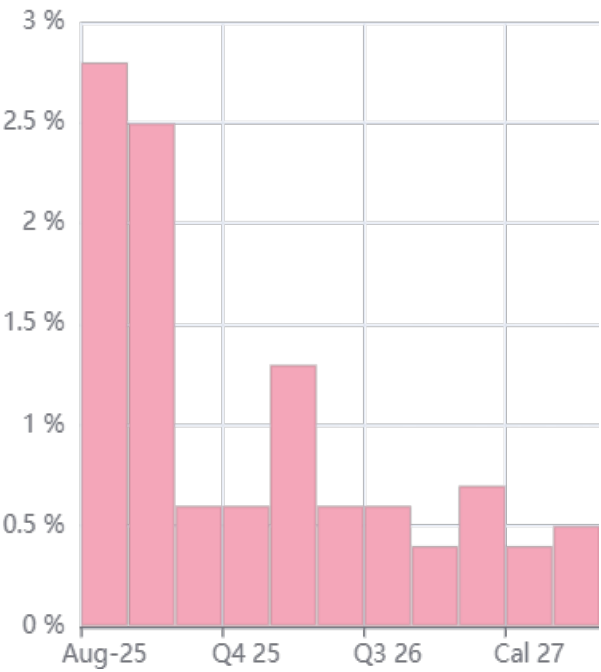
Type	M	T	W	Th	F	Sat	Sun
SMX	94	93	96	93	96	92	91



第五部分 远期运价协议 FFA

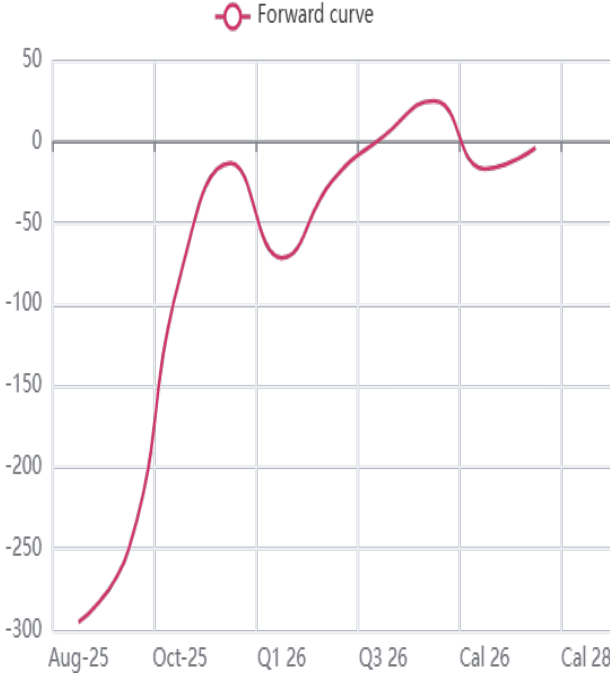
好望角型散货船Capesize

5TC	\$/day	WoW	
Aug-25	26,679.00	721.0	2.8 %
Sep-25	27,213.00	663.0	2.5 %
Oct-25	27,208.00	170.0	0.6 %
Q4 25	25,619.33	162.33	0.6 %
Q1 26	15,742.00	200.0	1.3 %
Q2 26	19,988.00	121.0	0.6 %
Q3 26	23,117.00	142.0	0.6 %
Q4 26	23,683.00	91.0	0.4 %
Cal 26	20,632.50	138.5	0.7 %
Cal 27	20,275.00	71.0	0.4 %
Cal 28	19,258.00	95.0	0.5 %



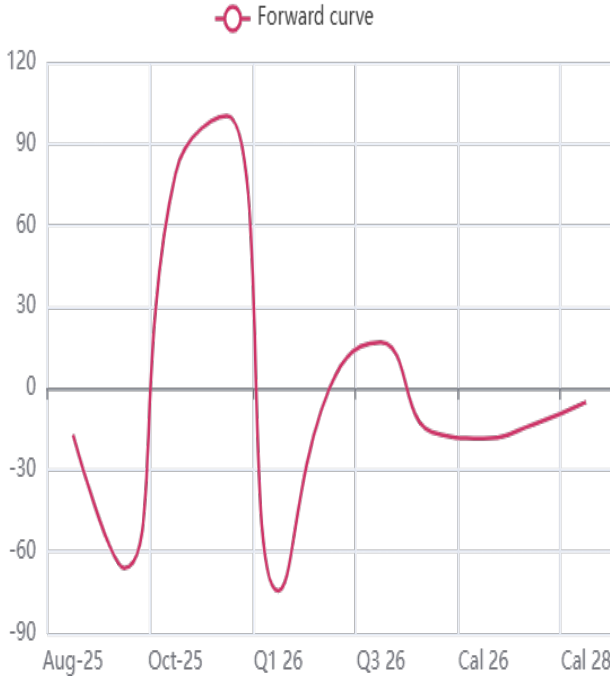
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Aug-25	13,286.00	-295.0	-2.2 %
Sep-25	13,636.00	-249.0	-1.8 %
Oct-25	13,790.00	-83.0	-0.6 %
Q4 25	12,977.67	-13.33	-0.1 %
Q1 26	10,027.33	-71.33	-0.7 %
Q2 26	11,786.00	-24.0	-0.2 %
Q3 26	11,655.00	3.0	0.0 %
Q4 26	11,039.00	25.0	0.2 %
Cal 26	11,126.83	-16.83	-0.2 %
Cal 27	10,586.00	-4.0	0.0 %
Cal 28	-	-	-



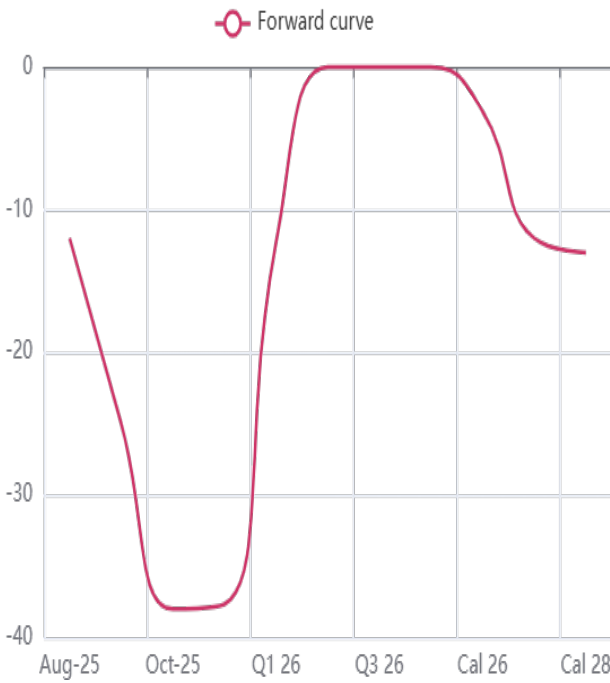
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Aug-25	14,850.00	-17.0	-0.1 %
Sep-25	14,888.00	-66.0	-0.4 %
Oct-25	14,642.00	79.0	0.5 %
Q4 25	13,374.00	100.33	0.8 %
Q1 26	9,867.33	-74.33	-0.7 %
Q2 26	12,021.00	0.0	0.0 %
Q3 26	11,917.00	17.0	0.1 %
Q4 26	11,513.00	-16.0	-0.1 %
11,329.58	Cal 26	-18.33	-0.2 %
Cal 27	11,029.00	-13.0	-0.1 %
Cal 28	11,058.00	-5.0	0.0 %



灵便型散货船Handysize

7TC	\$/day	WoW	
Aug-25	12,913.00	-12.0	-0.1 %
Sep-25	13,475.00	-25.0	-0.2 %
Oct-25	13,250.00	-38.0	-0.3 %
Q4 25	12,342.00	-37.67	-0.3 %
Q1 26	9,456.33	-12.33	-0.1 %
Q2 26	11,575.00	0.0	0.0 %
Q3 26	11,550.00	0.0	0.0
Q4 26	11,338.00	0.0	0.0 %
Cal 26	10,979.83	-3.08	0.0 %
Cal 27	10,763.00	-12.0	-0.1 %
Cal 28	10,800.00	-13.0	-0.1 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	520.0	436.5	701.5	83.5	-9.0	-9.73	-6.18
Singapore	517.5	419.5	682.5	98.0	-3.5	-3.45	-9.26
Rotterdam	500.0	427.0	687.5	73.0	5.5	8.15	-9.32
Fujairah	499.5	440.5	666.0	59.0	-2.0	-3.28	-7.81
Houston	511.0	409.5	740.0	101.5	-6.5	-6.02	-3.33

(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	193.0		-2.0	-1.03	-4.46	-3.5
Maize	223.0		0.0	0.0	0.45	10.4
Soybeans	205.0		-4.0	-1.91	-3.76	-2.84
Rice	167.0		-1.0	-0.6	-1.18	-32.39
Barley	223.0		-3.0	-1.33	1.36	4.21
Energy	Index		+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	66.02	-0.76	-1.14	-2.34	-8.36
Brent	USD/Bbl	68.6	-1.51	-2.15	-1.0	-9.02
Natural Gas	USD/MMBtu	2.97	-0.15	-4.81	-12.39	55.5
Gasoline	USD/Gal	2.1	-0.04	-1.87	-2.33	-7.49
Heating Oil	USD/Gal	2.32	-0.1	-4.13	-3.73	1.75
Ethanol	USD/Gal	1.75	-0.01	-0.57	2.94	-2.78
Naphtha	USD/T	559.41	6.52	1.18	0.8	-13.23
Propane	USD/Gal	0.69	-0.03	-4.17	-6.76	-5.48
Uranium	USD/Lbs	71.45	0.15	0.21	-5.92	-13.5
Methanol	CNY/T	2390.0	35.0	1.49	1.57	-2.69
TTF Gas	EUR/MWh	34.06	0.84	2.53	-0.18	-14.47
UK Gas	GBp/thm	84.02	3.71	4.62	3.31	-6.48
Industrial	Index		+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.44	-1.11	-20.0	-11.2	11.0
Coal	USD/T	114.95	-0.55	-0.48	4.98	-20.23
Steel	CNY/T	3211.0	-72.0	-2.19	5.94	5.63
Iron Ore	USD/T	100.77	2.1	2.13	5.83	-3.11
Aluminum	USD/T	2452.05	0.0	0.0	0.0	9.34
Lithium	CNY/T	71200.0	-1950.0	-2.67	13.2	-10.44
Metals	Index		+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	3373.86	59.53	1.8	1.39	39.43
Silver	USD/t.oz	37.44	-0.54	-1.42	1.79	36.15
Platium	null	1325.3	-65.5	-4.71	-3.19	N/A
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.16		0.01	0.87	-0.85	6.42
USD/CNY	7.19		0.01	0.14	0.28	1.13

第八部分 本周话题 WEEKLY TOPIC



船舶与毒品

2025 年 6 月 27 日，一艘土耳其船东的化学品船船长在发现有船员在船上藏有可卡因后，毫不犹豫的就报案了，成功阻止了这一贩毒行动。这艘载重 8200 吨的“SCOT BREMEN”号化学品船（于 2003 年在罗马尼亚某船厂建造），该船6月6号在从巴西培森港出发，途径加那利群岛，在前往根特港航行途中，被调往泽布吕赫港，随后被港口国发现了数百公斤可卡因毒品。其中五名船员被捕，船长因迅速采取行动挫败此次船员参与的贩毒行动而受到船东和港口国的赞许。

随着海运不断发展船员成为毒品走私的重要通道，背后存在不同动因。船员普遍来自经济欠发达地区，基础薪资较低，而毒贩提供的单次运输报酬可达数年工资总和。例如，高雄港破获的“银龙”号毒品案中，走私毒品市值高达约2.2亿元人民币。经济压力下，部分船员将走私视为快速脱贫的捷径。

在哥伦比亚、巴西等毒品高危地区，毒贩常通过恐吓手段逼迫船员合作。2023年“Phoenician-M”号散货船船长曾因担忧哥伦比亚巴兰基亚港的毒品风险，要求增加安保费用但未获回应，最终该船被查出137公斤可卡因，两名高级船员在土耳其被判30年监禁。

现代船舶结构复杂，为毒品藏匿提供客观条件。毒贩常利用三类手段渗透，货物夹带、毒品伪装

于合法货品中，船员无法开箱查验；船体焊接，潜水员在锚地于船底焊接藏毒容器，如土耳其海军曾耗时3小时拆除焊于船底的176公斤毒品钢瓶；内部藏匿，船员利用职务之便直接将毒品藏于生活区。

船员管理与背景审查，特别针对中南美、东南亚等高危地区港口登船的船员，通过劳务派遣合同明确要求中介提供无犯罪证明；建立举报保护机制，如船长发现异常后立即取消引航安排、隔离涉事船员并扣留手机，船东事后公开表彰其专业行为，此类示范效应可鼓励船员主动监督；实施定期反毒培训，结合类似土耳其油轮案例开展警示教育，明确零容忍政策及参与走私的法律后果。

船舶高风险区域采取智能监控，特别在拉美、西非港口锚泊期间，启用24小时视频智能监控；登船通道管控，设置登记岗哨和监控探头，所有外来人员接受证件核查与行程记录；离港前船体检查，如有怀疑，离港前雇佣潜水员进行水下探摸，排除焊接藏毒装置风险。

配合调查程序规范，要求船长在官方登船时坚持陪同原则，对调查过程录音需获许可，文件提供需索要签收单；有时需启动外交保护，必要时立即联系使领馆，为被扣船员和船舶提供支持。

租家作为船舶使用者，需通过合同条款、港口选择及货物划分责任，采用BIMCO反毒条款，明确货物内夹带毒品责任归租家，船员参与责任归船东等。

港口国与执法机构需平衡缉毒效能与公平执法，避免刑事定罪倾向，建立港口区域情报网络，实现到港即管控、在港全程监控。

从SCOT BREMEN号事件显示，毒品走私防控需船东、租家、港口国三方共同协作。当前，国际海事组织（IMO）与国际劳工组织（ILO）正推动制定《船员刑事定罪公平处理指南》，以遏制不同港口国滥用羁押权的趋势。

On June 27, 2025, the captain of a Turkish-owned chemical tanker, the "SCOT BREMEN", which was built in 2003 at a Romanian shipyard and has a deadweight of 8,200 tons, promptly reported to the authorities after discovering that some of the crew members had hidden cocaine on board. This swift action successfully thwarted a drug trafficking operation. The vessel had departed from the Brazilian port of Pecém on June 6, passed through the Canary Islands, and was en route to the Port of Ghent when it was diverted to the Port of Zeebrugge. There, the port authorities discovered hundreds of kilograms of cocaine. Five crew members were arrested, and the captain was commended by the shipowner and the port authorities for his prompt action in foiling the crew's involvement in the drug trafficking.

As maritime transportation continues to develop, seafarers have become an important channel for drug smuggling, driven by various factors. Most seafarers come from economically underdeveloped regions and have relatively low basic salaries. In contrast, drug traffickers offer a single transportation reward that can amount to several years' worth of wages. For instance, in the "Silver Dragon" drug case cracked in Kaohsiung Port, the market value of the smuggled drugs was approximately 220 million yuan. Under economic pressure, some seafarers view drug smuggling as a shortcut to quick wealth.

In high-risk drug areas such as Colombia and Brazil, drug traffickers often use intimidation to force crew members to cooperate. In 2023, the captain of the bulk carrier "Phoenician-M" requested an increase in security fees due to concerns about drug risks at the port of Barranquilla, Colombia, but received no response. Eventually, 137 kilograms of cocaine were found on the ship, and two senior crew members were sentenced to 30 years in prison in Turkey.

Modern ships have complex structures, providing objective conditions for drug concealment. Drug traffickers often use three types of methods to infiltrate: smuggling drugs in cargo, disguising drugs as legal goods so that crew members cannot open the boxes for inspection; welding the hull, where divers weld drug containers to the bottom of the ship in the anchorage, such as the Turkish Navy once spent three hours removing a 176-kilogram steel cylinder of drugs welded to the bottom of a ship; and internal concealment, where crew members take advantage of their positions to directly hide drugs in the living quarters.

Crew management and background checks, especially for crew members boarding ships at high-risk ports in Central and South America, Southeast Asia, etc., should clearly require intermediaries to provide criminal clearance certificates through labor dispatch contracts. Establish a reporting protection mechanism. For instance, if the captain discovers any abnormality, he should immediately cancel the pilot arrangement, isolate the involved crew members and confiscate their mobile phones. The shipowner should publicly commend such professional behavior afterwards. Such exemplary effects can encourage crew members to actively supervise. Regular anti-drug training should be implemented, and warning education should be carried out in combination with similar cases like the Turkish oil tanker incident, making it clear that there is a zero-tolerance policy and the legal consequences of participating in smuggling.

Intelligent monitoring is adopted in high-risk areas of ships, especially during anchoring at ports in Latin America and West Africa, with 24-hour video intelligent monitoring enabled. Access to the ship is controlled, with registration posts and surveillance cameras set up. All outsiders are subject to document verification and travel record checks. Before departure, the hull is inspected. If there is any suspicion, divers are hired to conduct underwater exploration before departure to eliminate the risk of hidden drug smuggling devices through welding.

In line with the norms of investigation procedures, it is required that the captain adhere to the principle of accompanying during official boarding. Permission must be obtained before recording the investigation process, and a receipt must be requested when providing documents. Sometimes diplomatic protection needs to be initiated, and the embassy or consulate should be contacted immediately when necessary to provide support for the detained crew members and the vessel.

As the user of the vessel, the charterer needs to clarify through contract terms, port selection and cargo division of responsibilities, adopt the BIMCO anti-drug clause, and make it clear that the responsibility for drugs carried in the cargo lies with the charterer, while the responsibility for the crew's involvement lies with the shipowner, etc.

Port states and law enforcement agencies need to strike a balance between anti-drug effectiveness and fair law enforcement, avoid a criminal conviction bias, establish an intelligence network in port areas, and achieve immediate control upon arrival and full monitoring during the stay in port.

The SCOT BREMEN incident shows that the prevention and control of drug smuggling requires the joint efforts of shipowners, charterers and port states. Currently, the International Maritime Organization (IMO) and the International Labour Organization (ILO) are promoting the formulation of the "Fair Treatment Guidelines for Seafarers' Criminal Convictions" to curb the trend of different port states abusing their detention rights.