



2025年 第52周市场周报

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本周话题 WEEKLY TOPIC

租船AI是一款利用大模型技术自动整理船货盘邮件、快速检索公开/私密船盘与货盘，并帮助您更高效发布信息的智能工具。
Chartering AI is an AI-powered tool that automatically organises tonnage and cargo circulars, enables fast search and filtering, and helps you publish open tonnage or cargo requirements with ease.

主要用途Key benefits:

- 01** 每天收到大量船货盘邮件，阅读工作量大，找船特别费时。HiFleet租船AI使用大模型技术帮您整理船货盘邮件，能高效检索船盘与货盘。
Automatically structures tonnage/cargo emails for efficient review.
- 02** 按区域、港口附近智能检索船盘与货盘。Smart search by region or port proximity.
- 03** 自动识别发件人角色（船东/OP/经纪人）。Identifies sender type (Owner/Operator/Broker).
- 04** 标注 PSC 风险、制裁风险、吊机、舱口等关键技术信息。Tags key technical & risk fields (PSC, sanctions, cranes, hatch specs, etc.).
- 05** 支持公开与私密两种模式，适用于不同公司需求。Supports both Public and Private modes for different confidentiality needs.
- 06** 按港口多维度筛选预抵船舶，快速锁定目标船舶。Expected Arriving Vessels with multi-dimensional filters for quick targeting.

HiFleet

LLM AI Shipping Chartering Tool

Expected Arrivals Screening

Public or private service modes

AI analysis of cargo & tonnage offers chartering emails

Fast search & filtering of cargo/tonnage offers

Search cargo & tonnage offers by port & its nearby

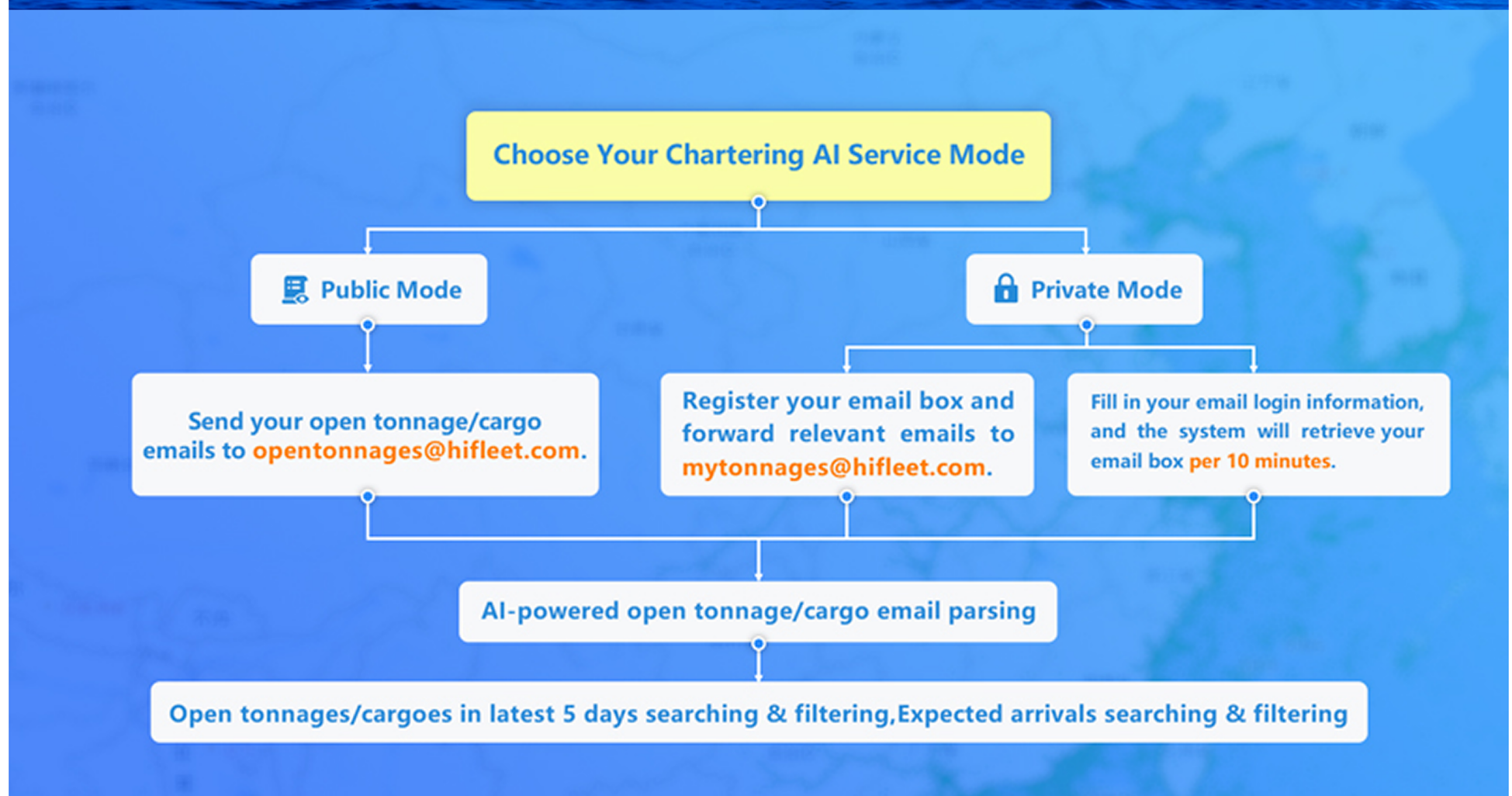


Basic authenticity screening for tonnage offers

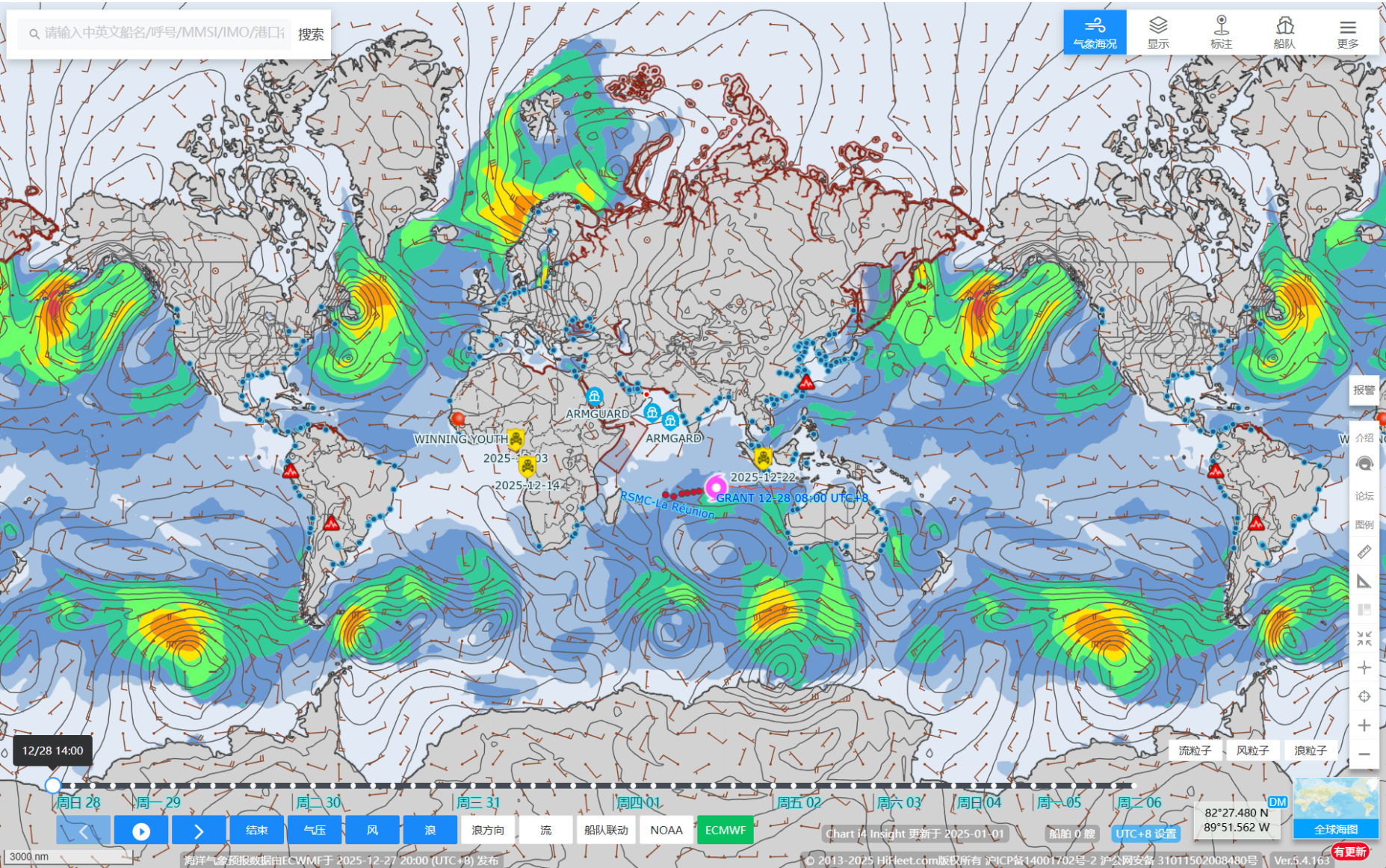
Sanctions-risk alerts for tonnage offers

Basic analysis of 3-year vessel performance (speed/consumption)

Port-of-call country tags (e.g., CIS, AU, BH)



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1577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 1577 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4-5级，有中浪；黄海风力4-6级，后半周有大浪；东海风力4-7级，后半周有大浪；台湾海峡5-8级风，后半周有时巨浪；中国南海风力5-7级，后半周有巨浪。The coming week the wind in Bohai Sea is fresh with moderate sea. Wind in Yellow Sea become strong with rough sea in the late of next week. And wind in China East Sea is strong with rough sea in the second half of the next week. The wind in the Taiwan Strait become strong with very rough sea occasionally. In the South China Sea the wind become strong with very rough sea occasionally.

海盗事件 Piracy

12月21日，新加坡海峡，一艘小船上共有五人靠近并登上了一艘正在被拖曳的满载驳船，偷走了部分废金属货物后便逃走了。该事件已上报给新加坡海岸警卫队。21.12.2025: 0910 UTC: Posn: 01:18.51N- 104:15.07E, Singapore Straits. Five persons in a small boat approached and boarded a laden barge under tow and stole some of the scrap metal cargo before escaping. The incident was reported to Singapore Police Coast Guard.

海上事件 Marine Incidents

12月21日市场信息，美国已扣押了第二艘载有委内瑞拉原油的油轮。国土安全部部长克里斯蒂·诺姆表示，美国海岸警卫队主导了此次行动，旨在“抓捕”一艘最近在委内瑞拉停靠的油轮。此次行动还涉及国防部，而美国总统唐纳德·特朗普领导的政府已将国防部改名为战争部。Market Information on December 21st: The United States has seized the second oil tanker carrying Venezuelan crude oil. Secretary of Homeland Security Cristi Noem stated that the Coast Guard of the United States led this operation, aiming to "seize" an oil tanker that recently docked in Venezuela. This operation also involved the Department of Defense, and the government led by President Donald Trump has renamed the Department of Defense as the Department of War.

其它 Others

没有 Nil

备注 Remark

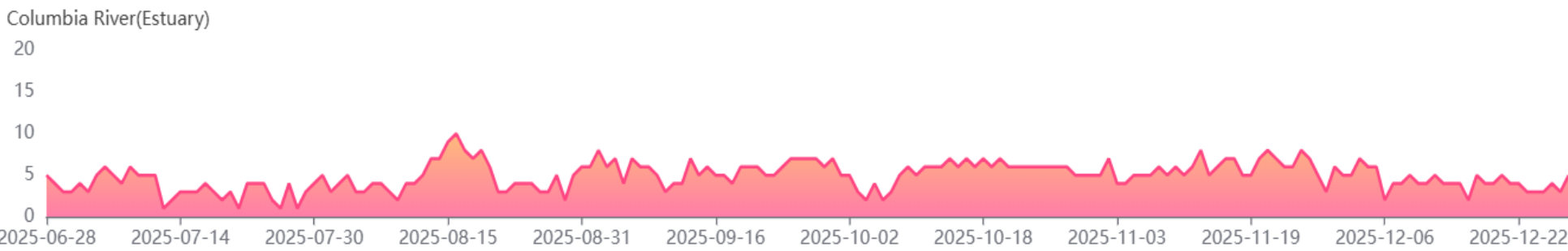
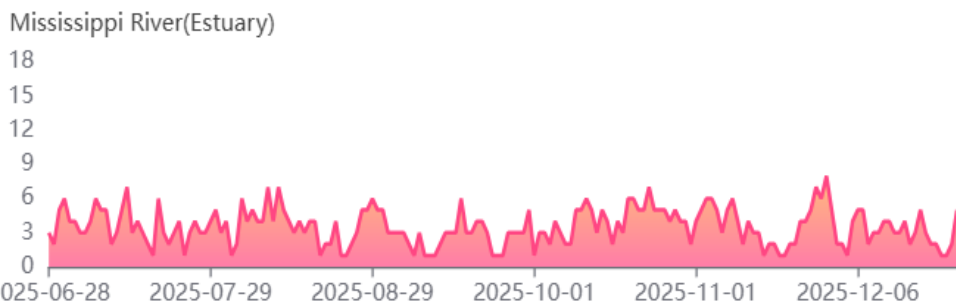
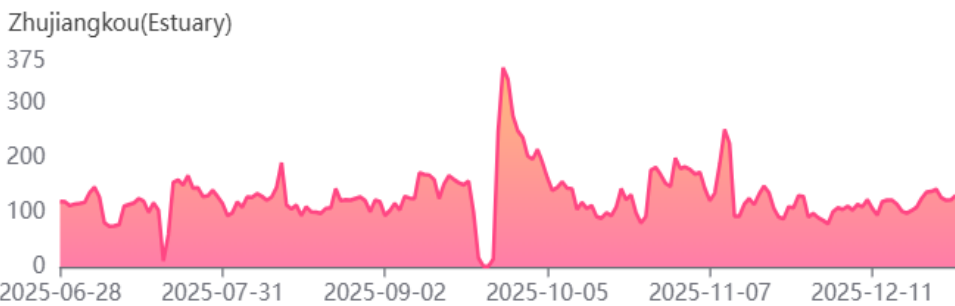
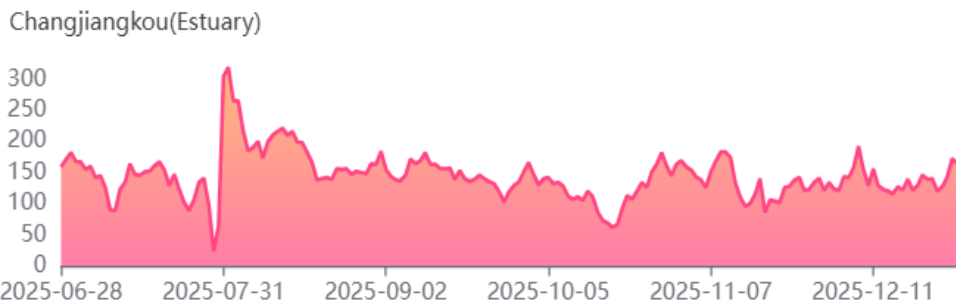
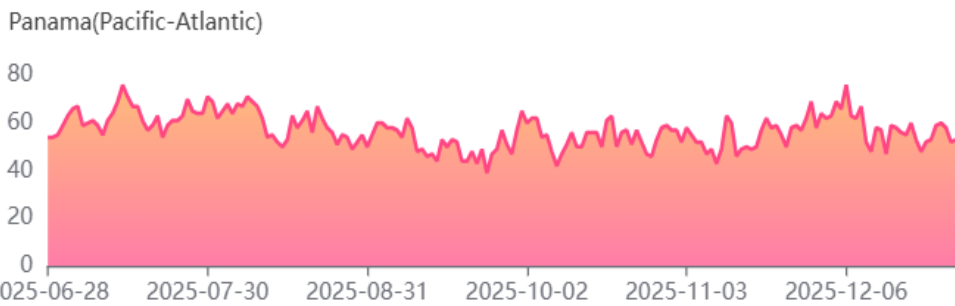
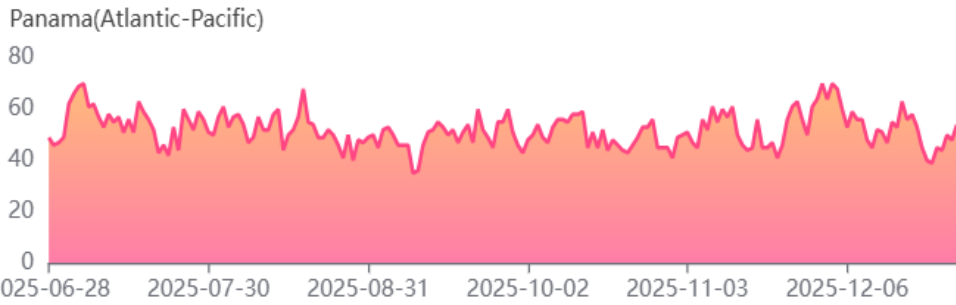
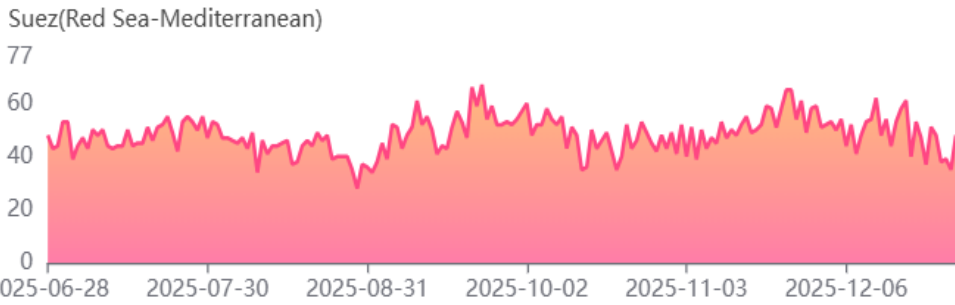
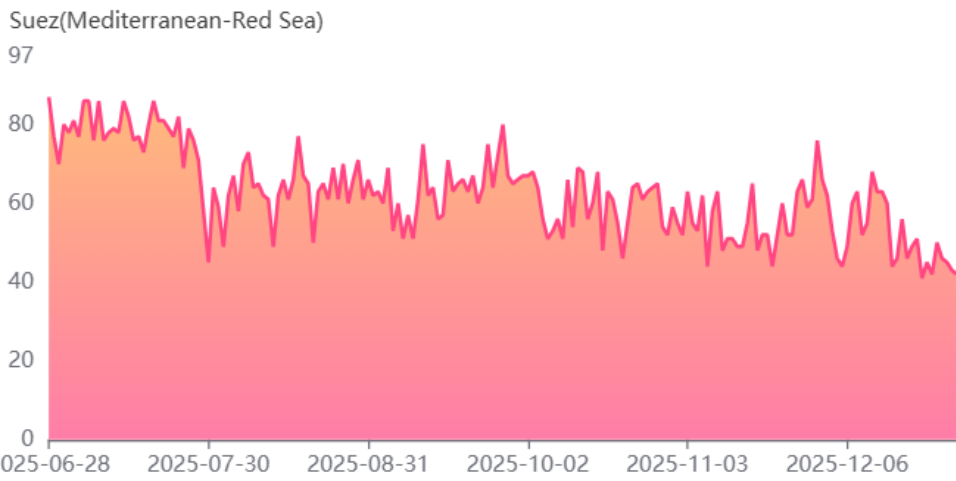
本报告数据截止时间为2025年12月28日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Dec 28th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	48	1427	-67	-33
Miss.Riv.	5	84	-11	-13
CJK	165	3994	130	270
Pa.Atlan.	54	1566	-65	95
Colum.Riv.	5	124	-3	-40
Suez.Med.	42	1526	-39	-29
Pa.Pac.	53	1688	-1	160
ZJK	131	3267	149	-501

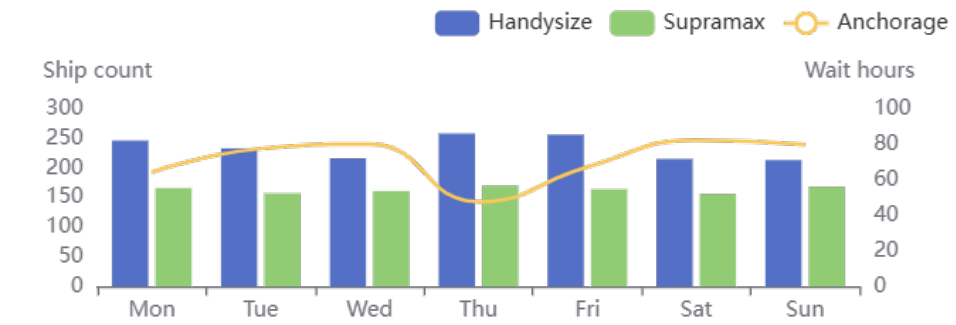


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

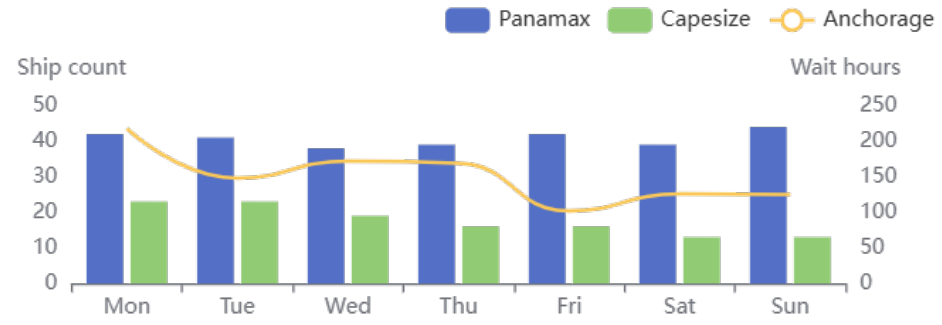
Type	M	T	W	Th	F	Sat	Sun
HDY	246	233	216	258	256	215	213
SMX	166	157	161	170	164	156	168
WT.h.	64.15	77.5	80.1	47.6	67.2	82.3	79.8



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

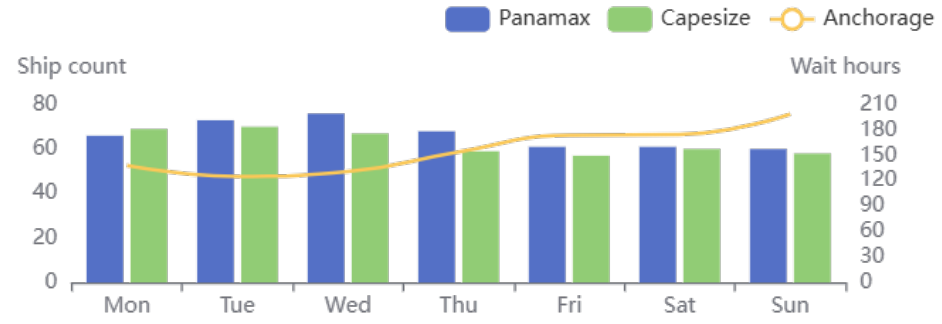
Type	M	T	W	Th	F	Sat	Sun
Pan.	42	41	38	39	42	39	44
Cap	23	23	19	16	16	13	13
WT.h.	217.6	148.1	172.1	169.1	101.9	125.9	125.2



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

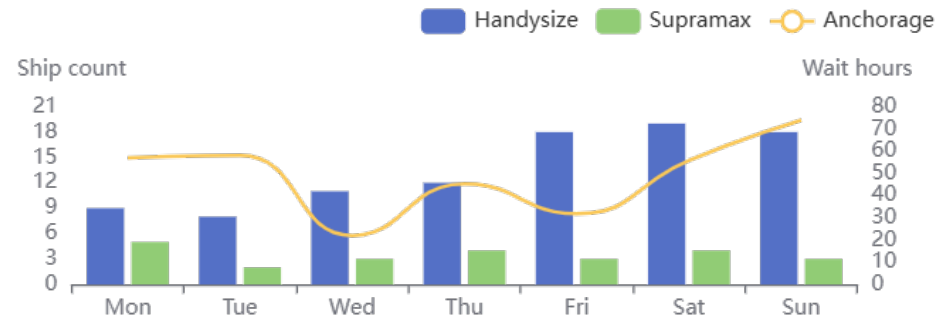
Type	M	T	W	Th	F	Sat	Sun
Pan.	66	73	76	68	61	61	60
Cap	69	70	67	59	57	60	58
WT.h.	138.2	125.3	130.9	154.3	174	174.9	198.9



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

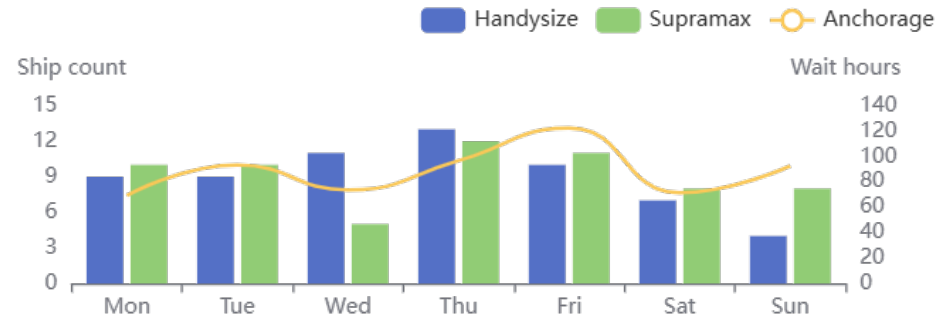
Type	M	T	W	Th	F	Sat	Sun
HDY	9	8	11	12	18	19	18
SMX	5	2	3	4	3	4	3
WT.h.	56.9	58.1	22	45.3	31.8	55.8	73.9



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

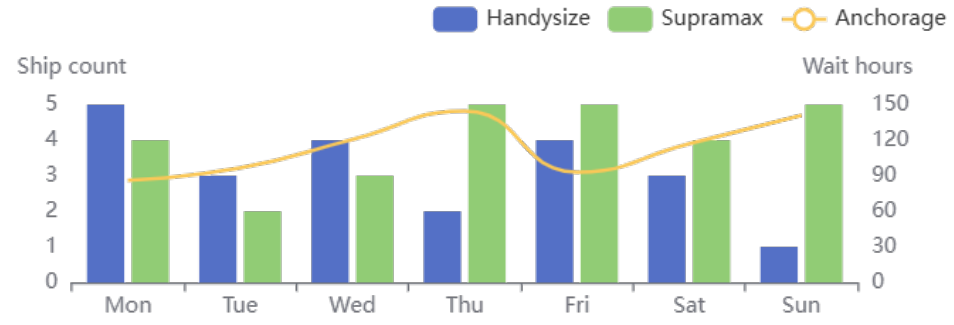
Type	M	T	W	Th	F	Sat	Sun
HDY	9	9	11	13	10	7	4
SMX	10	10	5	12	11	8	8
WT.h.	69.3	93.3	73.6	96.7	122.5	71.4	92.6



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

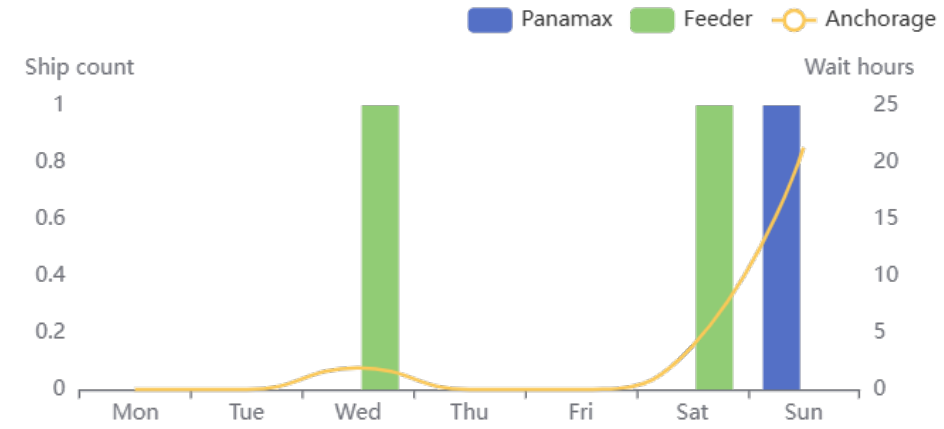
Type	M	T	W	Th	F	Sat	Sun
HDY	5	3	4	2	4	3	1
SMX	4	2	3	5	5	4	5
WT.h.	86.2	96.6	120.6	144.6	93.1	117.1	141.1



最近一周香港区域集装箱船锚泊数量和平均等待时长

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

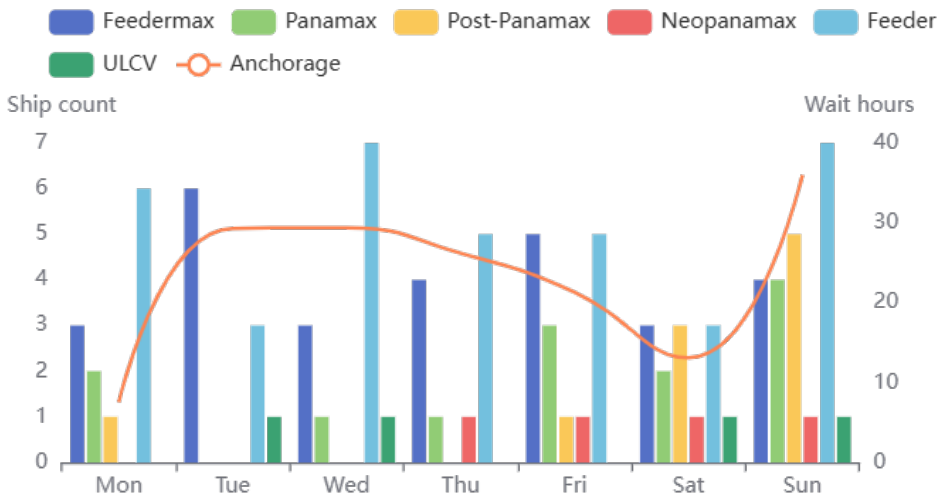
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	0
Pan.	0	0	0	0	0	0	1
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	0	0	1	0	0	1	0
WT.h.	0.0	0.0	1.9	0.0	0.0	3.8	21.3
Ulcw	0	0	0	0	0	0	0



最近一周上海区域集装箱船锚泊数量和平均等待时长

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

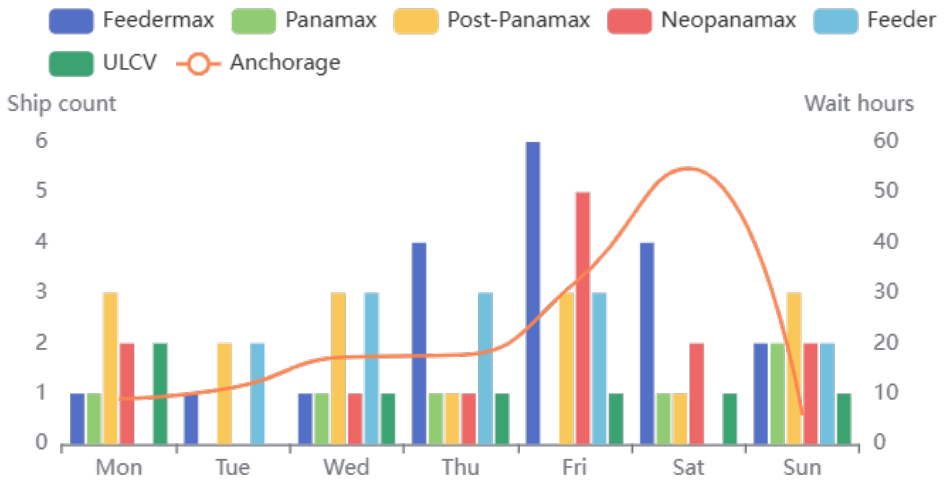
Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	6	3	4	5	3	4
Pan.	2	0	1	1	3	2	4
PPx	1	0	0	0	1	3	5
NPx	0	0	0	1	1	1	1
Fd	6	3	7	5	5	3	7
Ulcw	0	1	1	0	0	1	1
WT.h.	7.55	29.3	29.4	26.2	21.3	13.1	36



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

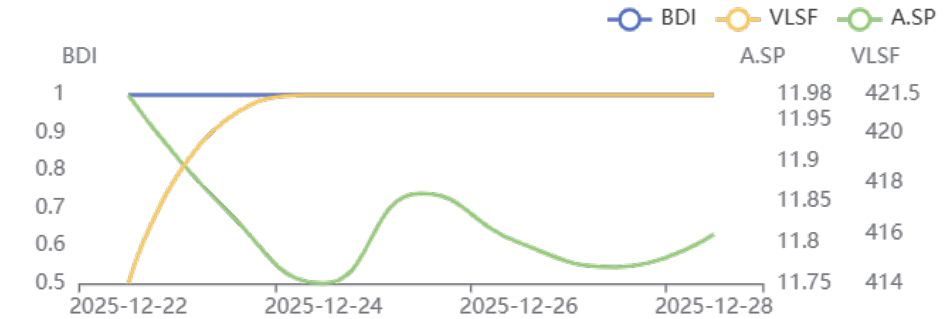
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	1	1	4	6	4	2
Pan.	1	0	1	1	0	1	2
PPx	3	2	3	1	3	1	3
NPx	2	0	1	1	5	2	2
Fd	0	2	3	3	3	0	2
Ulcw	2	0	1	1	1	1	1
WT.h.	9	11.2	17.3	17.7	32.0	54.8	5.8



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

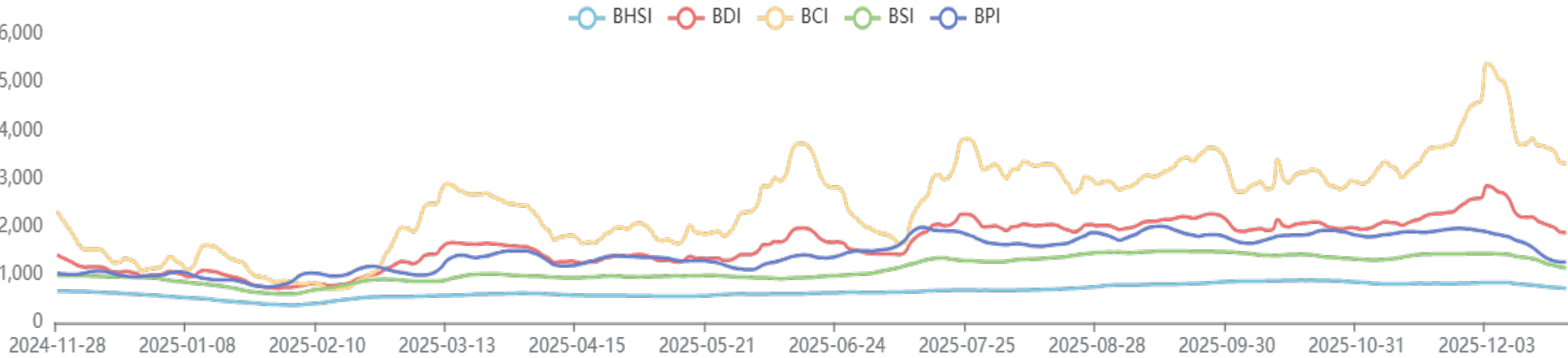
Type	M	T	W	Th	F	Sat	Sun
BDI	1282	1266	1267	1267	1267	1267	1267
VLSF	414.00	420.50	421.50	421.50	421.50	421.50	421.50
A.SP	11.98	11.84	11.75	11.86	11.8	11.77	11.77



第三部分 航运市场 SHIPPING MARKET

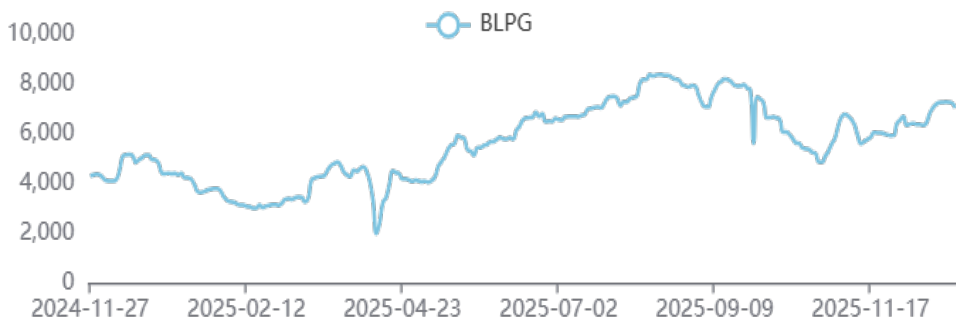
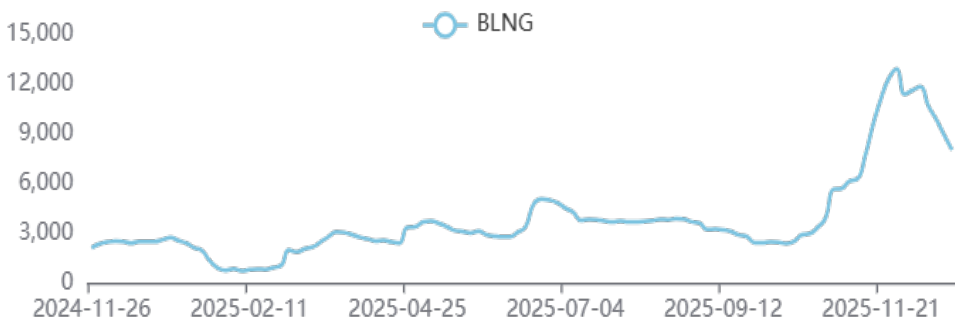
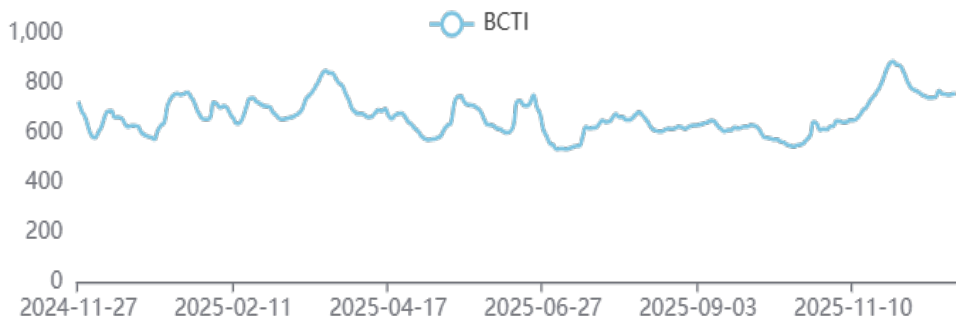
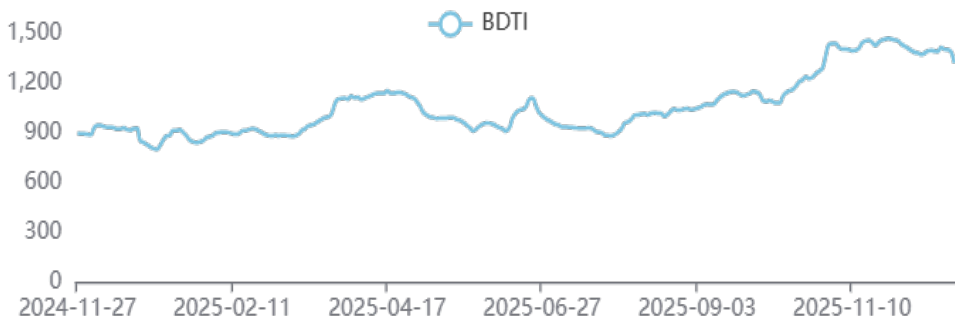
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	1877	-244.0	-11.5	-21.82	88.26
BCI	3319	-375.0	-10.15	-16.98	189.36
BPI	1267	-213.0	-14.39	-35.52	28.24
BSI	1144	-164.0	-12.54	-20.28	23.94
BHSI	719	-55.0	-7.11	-12.53	26.36



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1319	-95.0	-6.72	-9.84	42.29
BCTI	757	1.0	0.13	-14.46	21.12
BLNG	8020	-1847.0	-18.72	-34.99	222.09
BLPG	7035	-224.0	-3.09	18.67	37.35



第四部分 运力分布 SUPPLY DISTRIBUTION

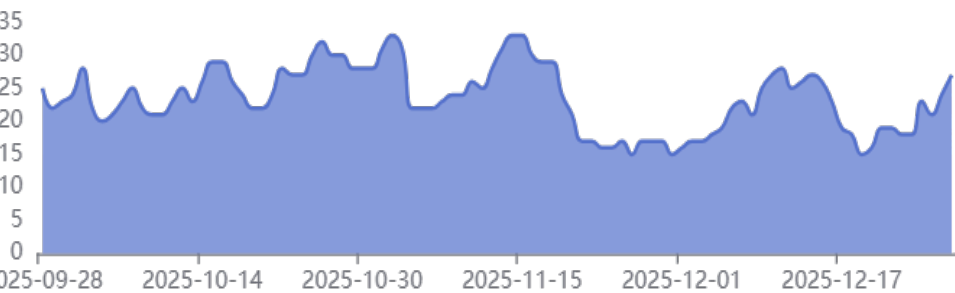


好望角型散货船 Capesize

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	19	18	18	23	21	24	27



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.

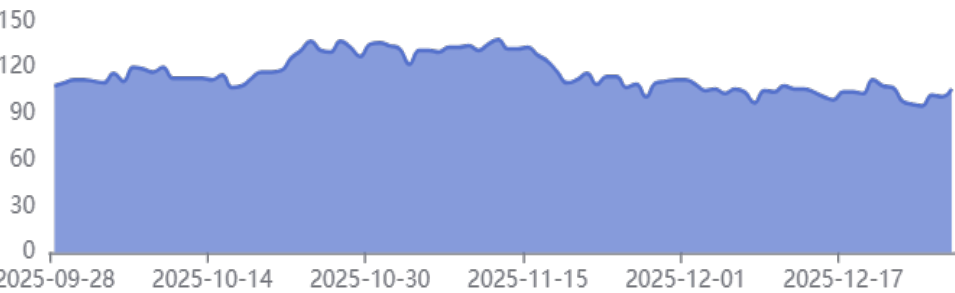
Type	M	T	W	Th	F	Sat	Sun
Cape	20	26	33	36	35	35	36

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.

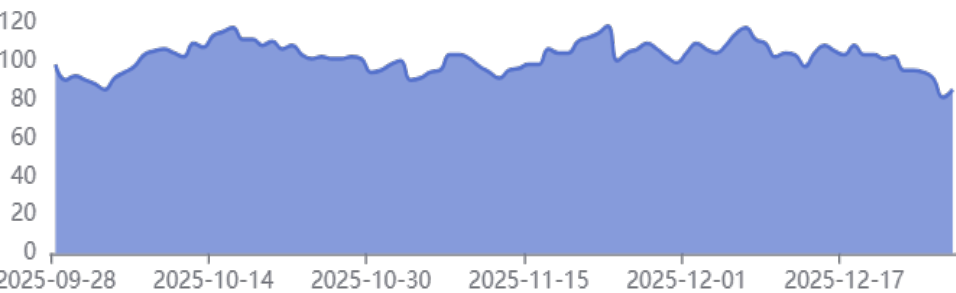
Type	M	T	W	Th	F	Sat	Sun
Pan.	107	98	96	95	102	101	106



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.

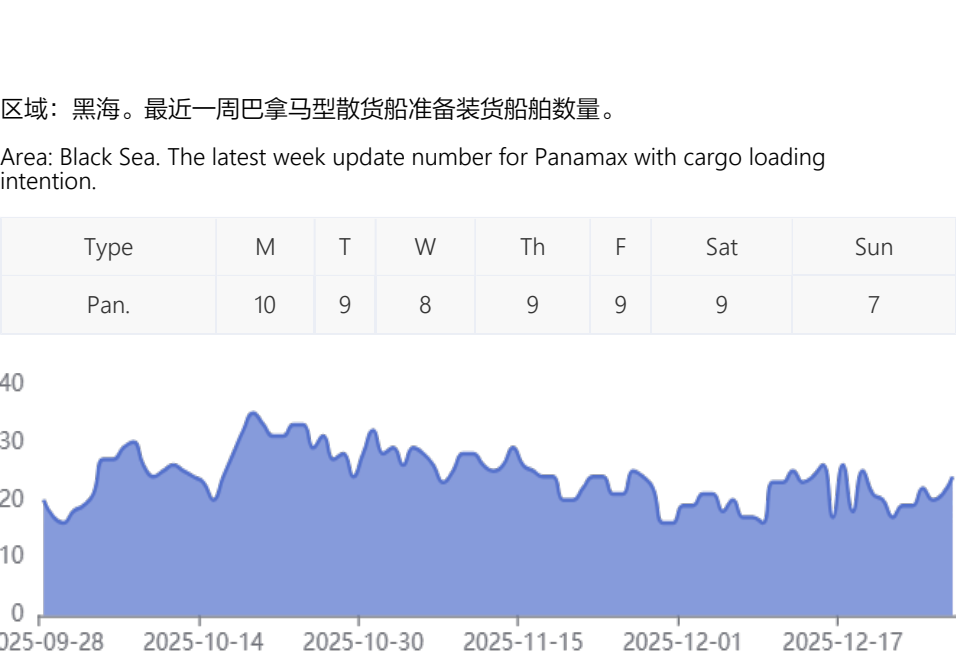
Type	M	T	W	Th	F	Sat	Sun
Cape	102	95	95	94	91	81	85



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.

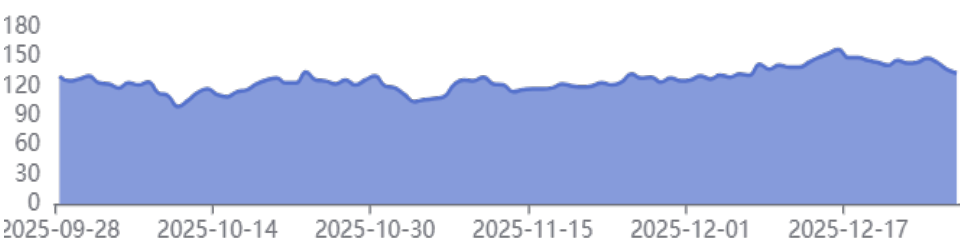
Type	M	T	W	Th	F	Sat	Sun
Pan.	10	9	8	9	9	9	7



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.	146	143	144	148	144	137	133

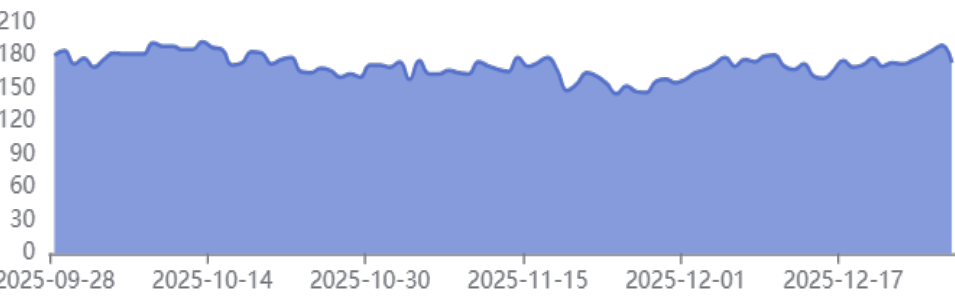


超大灵便型散货 SUPRAMAX

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.

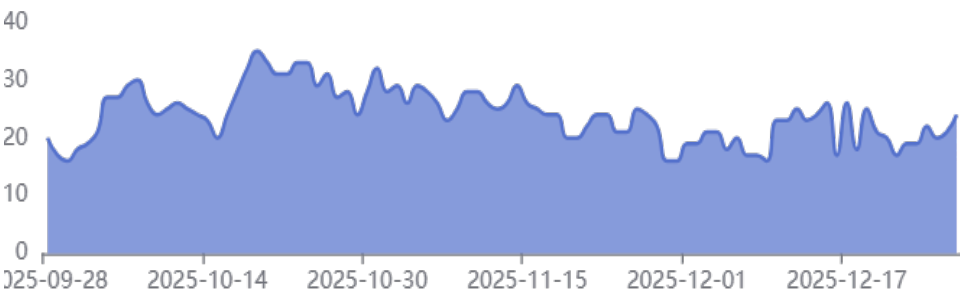
Type	M	T	W	Th	F	Sat	Sun
SMX	173	172	175	179	184	189	173



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.

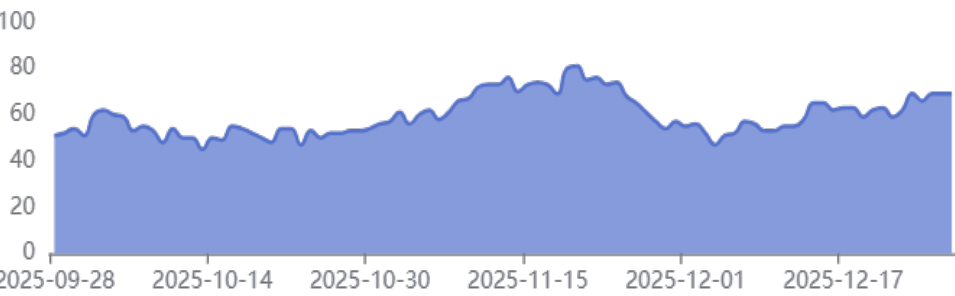
Type	M	T	W	Th	F	Sat	Sun
SMX	17	19	19	22	20	21	24



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.

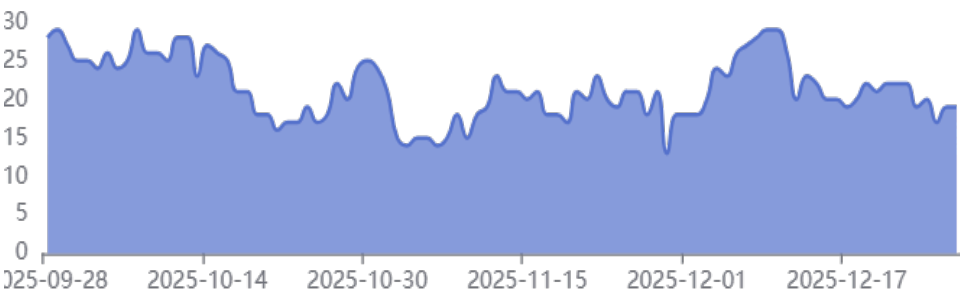
Type	M	T	W	Th	F	Sat	Sun
SMX	22	22	19	20	17	19	19



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.

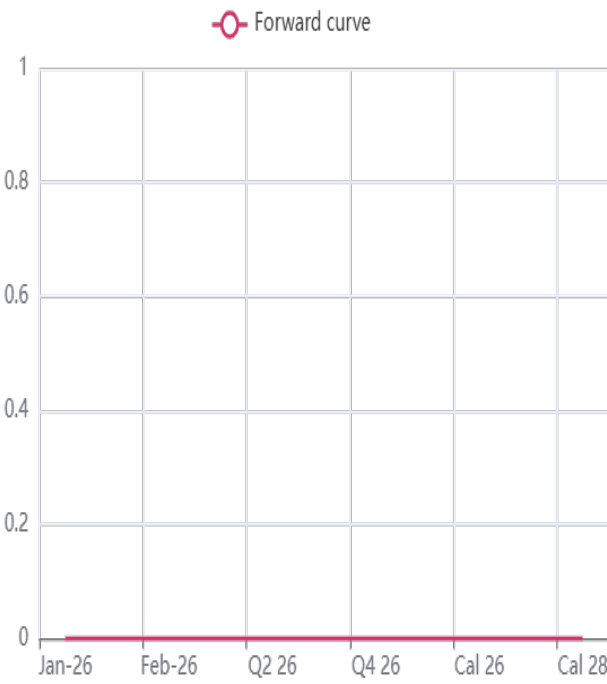
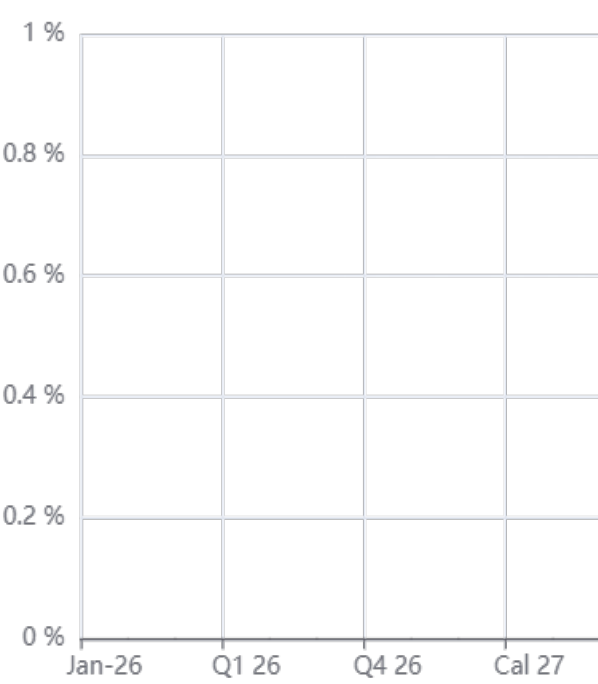
Type	M	T	W	Th	F	Sat	Sun
SMX	59	62	69	66	69	69	69



第五部分 远期运价协议 FFA

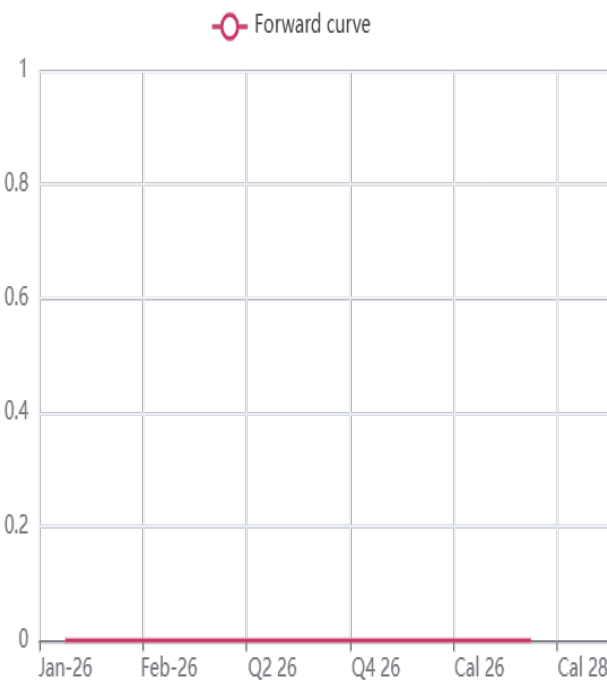
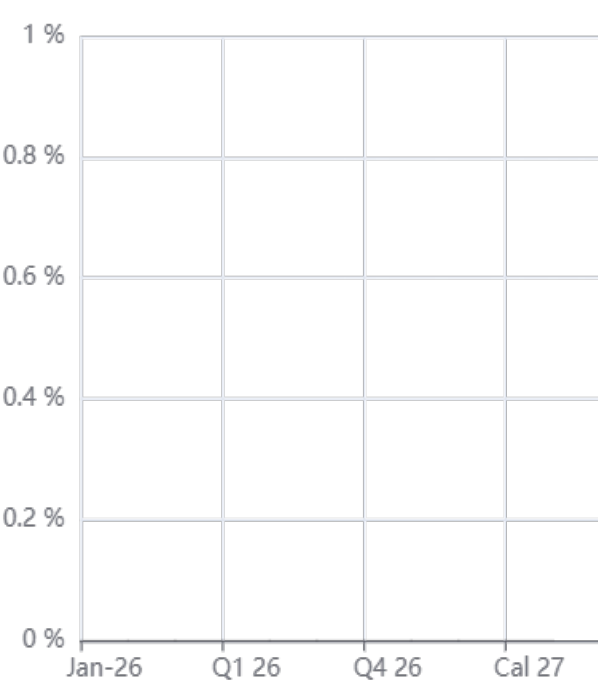
好望角型散货船Capesize

5TC	\$/day	WoW	
Jan-26	20,593.00	0.0	0.0 %
Jan-26	20,593.00	0.0	0.0 %
Feb-26	16,796.00	0.0	0.0 %
Q1 26	19,170.00	0.0	0.0 %
Q2 26	24,084.00	0.0	0.0 %
Q3 26	25,636.00	0.0	0.0 %
Q4 26	26,121.00	0.0	0.0 %
Q1 27	16,875.00	0.0	0.0 %
Cal 26	23,752.75	0.0	0.0 %
Cal 27	22,663.75	0.0	0.0 %
Cal 28	21,157.00	0.0	0.0 %



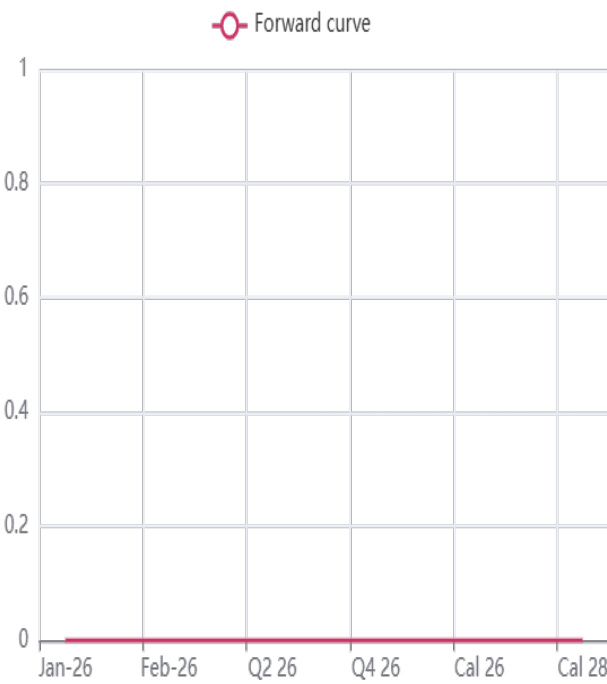
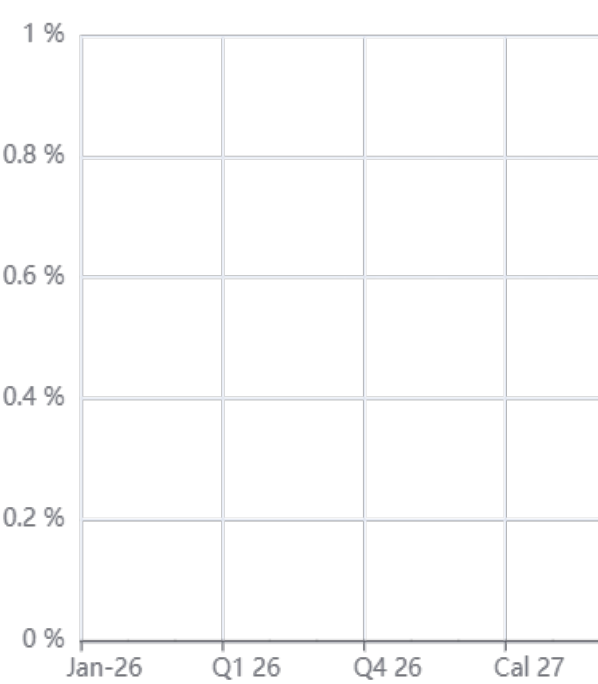
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Jan-26	10,714.00	0.0	0.0 %
Jan-26	10,714.00	0.0	0.0 %
Feb-26	10,621.00	0.0	0.0 %
Q1 26	11,588.00	0.0	0.0 %
Q2 26	13,737.00	0.0	0.0 %
Q3 26	13,186.00	0.0	0.0 %
Q4 26	12,713.00	0.0	0.0 %
Q1 27	10,939.00	0.0	0.0 %
Cal 26	12,806.00	0.0	0.0 %
Cal 27	11,809.00	0.0	0.0 %
Cal 28	-	-	-



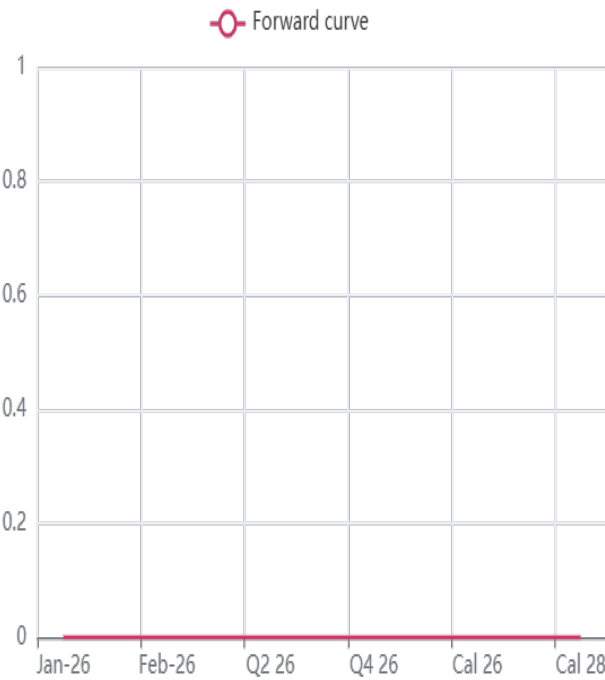
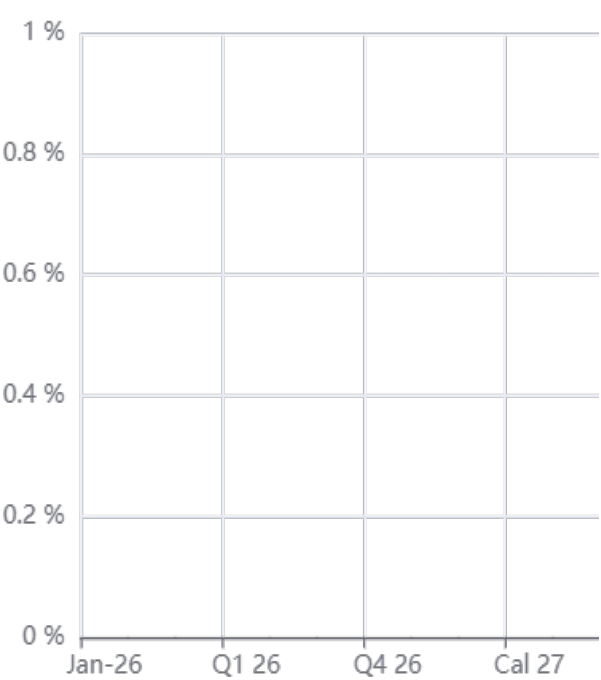
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Jan-26	11,432.00	0.0	0.0 %
Jan-26	11,432.00	0.0	0.0 %
Feb-26	10,621.00	0.0	0.0 %
Q1 26	11,744.00	0.0	0.0 %
Q2 26	13,447.00	0.0	0.0 %
Q3 26	13,104.00	0.0	0.0 %
Q4 26	12,807.00	0.0	0.0 %
Q1 27	11,129.00	0.0	0.0 %
12,775.50	Cal 26	0.0	0.0 %
Cal 27	11,846.25	0.0	0.0 %
Cal 28	11,848.00	0.0	0.0 %



灵便型散货船Handysize

7TC	\$/day	WoW	
Jan-26	11,470.00	0.0	0.0 %
Jan-26	11,470.00	0.0	0.0 %
Feb-26	10,277.00	0.0	0.0 %
Q1 26	11,384.67	0.0	0.0 %
Q2 26	12,333.67	0.0	0.0 %
Q3 26	11,830.00	0.0	0.0 %
Q4 26	11,500.00	0.0	0.0
Q1 27	10,974.00	0.0	0.0 %
Cal 26	11,762.08	0.0	0.0 %
Cal 27	11,600.00	0.0	0.0 %
Cal 28	11,312.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	454.0	378.0	648.0	76.0	0.0	0.0	-1.3
Singapore	432.5	364.5	614.0	68.0	-13.5	-16.56	-13.38
Rotterdam	399.0	352.5	603.0	46.5	-12.0	-20.51	-15.45
Fujairah	429.0	340.0	716.0	89.0	-16.5	-15.64	11.95
Houston	421.5	345.0	603.5	76.5	5.0	6.99	-26.09

(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	194.0		0.0	0.0	-0.51	-2.51
Maize	231.0		4.0	1.76	3.59	3.13
Soybeans	219.0		0.0	0.0	-3.1	8.96
Rice	162.0		2.0	1.25	5.88	-23.22
Barley	232.0		-1.0	-0.43	2.2	4.98
Energy	Index		+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	58.4	2.47	4.42	-0.49	-16.07
Brent	USD/Bbl	62.26	2.75	4.62	-1.35	-14.74
Natural Gas	USD/MMBtu	4.25	0.3	7.59	-7.81	13.94
Gasoline	USD/Gal	1.75	0.06	3.55	-7.41	-10.26
Heating Oil	USD/Gal	2.16	0.03	1.41	-6.9	-3.57
Ethanol	USD/Gal	1.59	0.01	0.63	-7.02	-3.64
Naphtha	USD/T	502.39	3.05	0.61	-5.06	-17.46
Propane	USD/Gal	0.67	-0.01	-1.47	3.08	-14.1
Uranium	USD/Lbs	81.25	2.95	3.77	6.42	12.46
Methanol	CNY/T	2134.0	55.0	2.65	3.74	-21.77
TTF Gas	EUR/MWh	28.07	1.17	4.35	-3.84	-38.64
UK Gas	GBp/thm	73.82	2.84	4.0	-3.57	-35.36
Industrial	Index		+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.49	0.17	3.2	8.07	35.89
Coal	USD/T	109.0	0.4	0.37	-1.93	-13.15
Steel	CNY/T	3082.0	26.0	0.85	-0.36	-4.58
Iron Ore	USD/T	106.94	0.58	0.55	2.21	2.99
Aluminum	USD/T	2956.95	75.25	2.61	3.91	16.64
Lithium	CNY/T	104900.0	9050.0	9.44	12.43	38.85
Metals	Index		+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4480.84	163.39	3.78	7.86	71.1
Silver	USD/t.oz	71.94	6.2	9.43	34.69	142.3
Platium	null	2261.1	355.4	18.65	39.78	138.24
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.18		0.01	0.85	1.72	13.46
USD/CNY	7.01		-0.03	-0.43	-0.99	-3.97

第八部分 本周话题 WEEKLY TOPIC



2025年船舶火灾催生避难港的形成

2025年印度海岸线附近发生多起备受海运界关注的船舶火灾等重大海上事故后，该国计划安排指定两个港口作为专业避难港中心，专门处理重大海上船舶事故。

2025年短短三周内接连发生四起集装箱船事故，暴露了印度避难港体系的短板——救助人员缺乏安全处理船舶失火、船舶受损及船上货物的专用应急处理避难港。这一情况在伦敦一场海上救助会议上被披露后，印度相关部门随即启动行动。

其中，4333标柜的“WAN HAI 503号”轮（2005年建造）的火灾遭遇尤其凸显了专业船舶事故处理中心的缺失。该船于2025年6月在印度喀拉拉邦海岸附近起火，因印度和斯里兰卡各港口均拒绝其入港，被迫在海上漂泊数月，最终被拖至迪拜杰贝阿里港进行安全处置。因为没有得到及时救助，船舶和船上货物几乎损失殆尽，船员受尽煎熬。

印度海事管理部门高级官员哈林德·辛格船长表示，目前已与港口管理部门启动磋商，计划在该国东海岸和西海岸分别建立专业船舶避难中心。相关协调和安排工作正在推进中，预计未来几年内将完成设立。有了这种应急处理中心港口，船东和保险公司应该会更加安心。一系列集装箱船火灾事故后，保险公司面临巨额账单。除船舶损毁的高昂损失外，寻找避难港的漫长时间延误进一步加剧了海上损失。

根据国际海事组织（IMO）的指导方针，沿海国家虽无义务接受受损船舶，但在合理可行的情况下应提供庇护。然而，许多沿海国家因担心引发政治反弹或公众不满，往往拖延甚至拒绝受损船舶入港。

英国理赔协会首席理赔官艾伦·麦金农在会议上表示，该协会近期有两起案例均面临避难港难找的困境，其中一起案件的日耗费用高达50万美元。欧洲海事安全局高级官员雅各布·特林指出：“这种缺失避难港的现状略显短视，因为这并不意味着海难事件会自行消失。”随着船舶吨位不断增大，船上火灾风险持续上升，相关担忧日益加剧，但目前仅有少数港口有能力处理此类重大事故的后续事宜。救助人员往往需等待数周甚至数月才能获得其他港口的入港许可，这让本就高昂的理赔成本再增数百万美元。

在海事危机处理中，迪拜杰贝阿里港脱颖而出，成为该地区少数能处理复杂海难善后及清理工作的专业中心。2018年，15262标准箱的“Maersk Honam”轮（2017年建造）在阿曼海岸附近发生火灾，造成5名船员遇难，杰贝阿里港在处理该事故善后过程中积累了丰富经验。

阿联酋政府正在研究是否正式认可避难港资质，以确保相关服务达到高标准。如今各行各业都有评级体系，也许避难港也能有专门的评级。

欧盟则在2011年汲取了教训。当时，6732标准箱的“MSC Flaminia”轮发生爆炸并起火，造成3名船员遇难，但爱尔兰、英国、比利时、荷兰、法国和西班牙等国港口均拒绝其入港，暴露了欧盟在应对重大海难时的体系缺陷。吃一堑长一智，欧盟此后已开展六次模拟演练，旨在促进沿海国家、救助机构、保险公司和船东之间的协作，确保及时、安全地处理各类复杂海难救助事件。

After multiple major maritime accidents such as ship fires occurred near the Indian coast in 2025, the country plans to designate two ports as specialized emergency port centers to handle major maritime ship incidents.

In just three weeks in 2025, four container ship accidents occurred one after another, exposing the weaknesses of India's refuge port system - there are insufficient rescue personnel to handle the emergency situations of ship fires, ship damages and the goods on board in the dedicated emergency refuge ports. After this situation was disclosed at a maritime rescue conference in London, the relevant Indian departments immediately took action.

Among them, the fire incident on the "WAN HAI 503" vessel (built in 2005) in the 4333 TEU was particularly indicative of the lack of a professional ship accident handling center. The ship caught fire near the coast of Kerala, India in June 2025. Due to the refusal of ports in both India and Sri Lanka to admit it, it was forced to drift at sea for several months and was eventually towed to Jebel Ali Port in Dubai for safe disposal. Because it did not receive timely assistance, the ship and its cargo suffered almost total loss, and the crew endured great hardship.

Captain Harinder Singh, a senior official from the Indian maritime administration, stated that consultations have been initiated with the port authorities. Plans are in place to establish specialized ship shelter centers on both the east and west coasts of the country. The relevant coordination and arrangement work is underway and is expected to be completed within the next few years. With such emergency handling centers at the ports, shipowners and insurance companies should feel more at ease.

After a series of container ship fire accidents, insurance companies were confronted with huge bills. Besides the high cost of ship damage, the lengthy delays in seeking safe ports further exacerbated the maritime losses.

According to the guidelines of the International Maritime Organization (IMO), coastal countries are not obligated to accept damaged ships. However, in cases where it is feasible, they should provide shelter. Nevertheless, many coastal countries often delay or even refuse the entry of damaged ships into their ports due to concerns about triggering political backlash or public dissatisfaction.

Alan McKinnon, the chief claims officer of the British P&I Association, stated at the meeting that the association has recently faced two cases where it was struggling to find safe havens. In one of these cases, the daily cost was as high as 500,000 US dollars. The senior official of the European Maritime Safety Agency, Jacob Trein, pointed out: "This situation of lacking safe havens is somewhat shortsighted, as it does not mean that maritime disasters will disappear on their own." As ship sizes continue to increase, the risk of fires on board ships is also rising, and related concerns are growing. However, currently only a few ports have the ability to handle the aftermath of such major accidents. Rescue personnel often have to wait for weeks or even months to obtain entry permits from other ports, which adds millions more to the already high claims costs.

In maritime crisis management, the Jebel Ali Port in Dubai stands out as one of the few professional centers in the region capable of handling complex aftermath and clean-up operations of maritime disasters. In 2018, the "Maersk Honam" vessel (built in 2017), carrying 15,262 TEUs, caught fire near the coast of Oman, resulting in the death of 5 crew members. During the aftermath handling process of this incident, the Jebel Ali Port accumulated rich experience.

The government of the United Arab Emirates is currently studying whether to officially recognize the qualifications for a safe haven port, in order to ensure that the related services meet high standards. Nowadays, there are rating systems in all industries, and perhaps a specific rating system could also be established for safe haven ports.

The EU learned its lesson in 2011. At that time, the 6,732-TEU "MSC Flaminia" vessel exploded and caught fire, resulting in the death of three crew members. However, ports in Ireland, the United Kingdom, Belgium, the Netherlands, France, and Spain all refused to allow it to enter, exposing the system flaws of the EU in dealing with major maritime disasters. From this experience, the EU has since conducted six simulation exercises, aiming to promote collaboration among coastal countries, rescue agencies, insurance companies, and shipowners, and ensure the timely and safe handling of various complex maritime rescue incidents.