



2026年 第13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

Chartering AI Vessel | Cargo

Public | Private

Port | Vessel

enter the open port name

Search | Reset | Total 32

Filter: Type Length Draft DWT Capacity Age OPEN Date OPEN Area OPEN Type

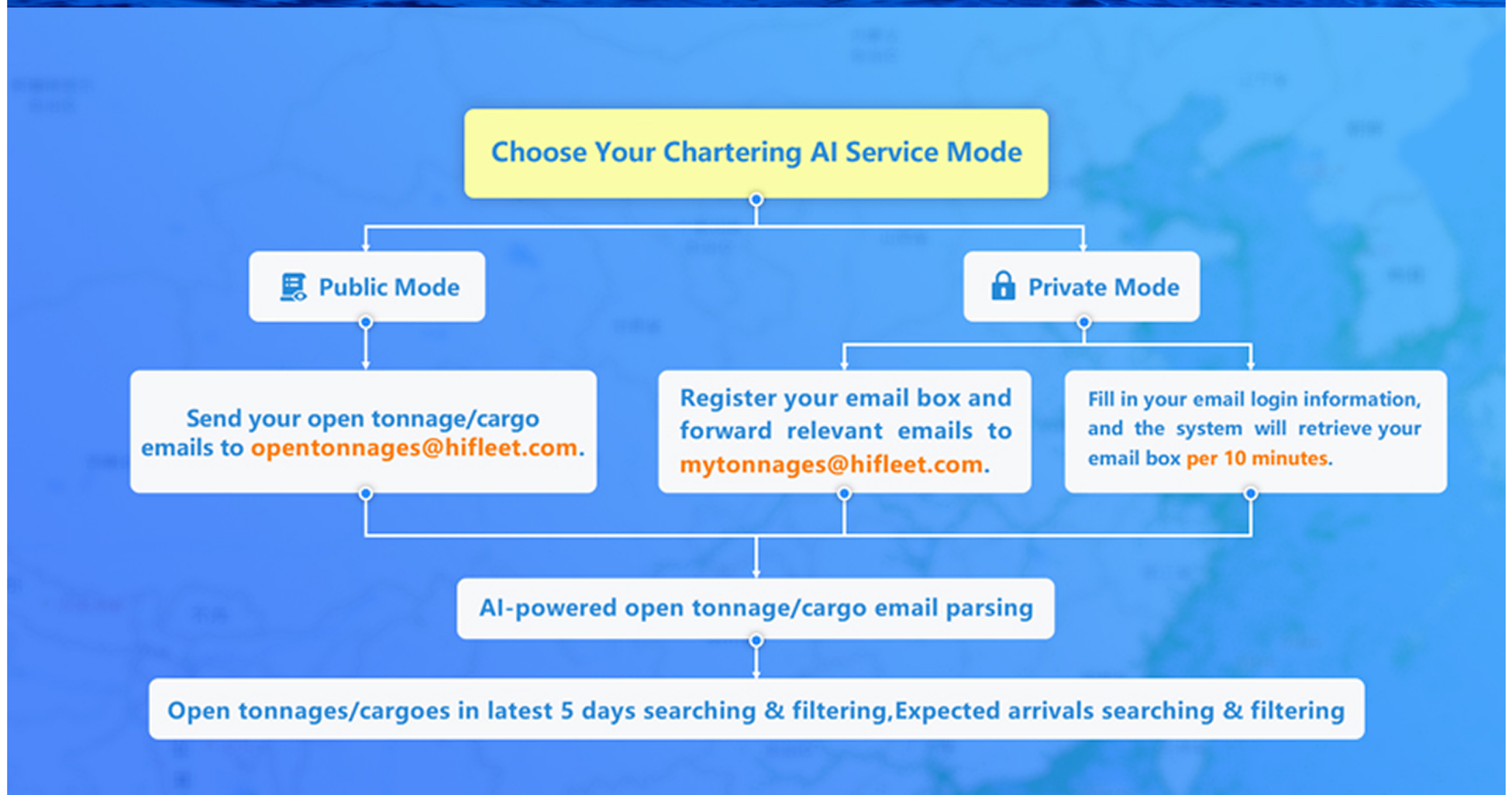
Ship Name	DWT	Age	Sender	Received Time	Open	OPEN Date	OPEN Location	Voyage Intend	Destination	ETA	Duration (day)	Tags
*****	57802	15		2025-10-15 14:49		2025-10-18	DAMMAN	SGP/PN	KIA DAMM...	2025-09-26	-22	Gearless
*****	63342	6		2025-10-15 14:49		2025-10-23	KHALIFA	SGP/PN	Fujairah	2025-10-18	-5	Gearless Ecn DG Approval
*****	56920	14	Owner	2025-10-15 14:10	spot	2025-10-26	SHUWARH	Middle East Ja...	Dammam	2025-09-11	-45	Gearless
*****	63850	0	Owner	2025-10-15 14:10	spot	2025-10-31	DAMMAM	Middle East Ja...	Umm Qasr	2025-10-12	-19	Gearless
BH HENGSHIR	64050	5		2025-10-15 11:28		2025-10-16	CHITTAGONG		Chittagong	2025-10-02	-14	Gearless DG Approval
ZHONG CHANG 528	56745	16		2025-10-14 16:42	TCT	2025-10-22	FANGCHENG		CHINA	-	-	Gearless Ecn
*****	63522	0		2025-10-14 15:04		2025-10-16	BO HANNA		Shidao	2025-09-28	-10	Gearless Ecn
*****	10701	13		2025-10-14 15:04	spot	2025-11-14	CEBU PHILIP...	CEBU PHILIP...	-	-	-	Gearless Ecn DG Approval
*****	43125	30	Owner	2025-10-14 11:29		2025-10-26	NANTONG	MIDDLE EAST...	Tokai Ayer	2025-10-05	-21	Gearless
*****	63850	0	Owner	2025-10-14 09:17	period	2025-10-20	YANGZHOU S...		Yisheng	2025-09-29	-21	Gearless Ecn
*****	33379	12		2025-10-13 16:26	spot	2025-12-03	ABDIANLO	WW EXCL GGA	Kakinada	2025-10-09	-55	Gearless
*****	64726	1		2025-10-13 14:41	spot	2025-10-21	Yangjiang S.C...	Yangjiang S.C...	-	-	-	Gearless Ecn DG Approval
*****	56039	18		2025-10-13 14:21	spot	2025-10-18	KING ABDULL...	RUSSIA/UKR...	King Abdull...	2025-10-05	-13	Gearless
*****	57809	14		2025-10-13 14:21	spot	2025-10-19	PUTTALAM	N.DORE/GGA	PUTTALAM ...	2025-10-15	-4	Gearless
*****	78784	20		2025-10-13 14:21	spot	2025-10-19	KEMANMAN ...		Kuantan	2025-10-14	-5	Gearless
*****	58705	13	Owner	2025-10-13 09:22	period	2025-10-23	WEIHAI SHIPY...		Wei Hai	2025-10-05	-18	Ecn
*****	72541	14		2025-10-13 08:46	spot	2025-10-17	HALDIA, INDIA		-	-	-	Gearless Ecn
*****	76784	20		2025-10-11 15:27		2025-10-21	KEMANMAN ...		Kuantan	2025-10-14	-7	Gearless
*****	50815			2025-09-28 15:52		2025-10-10	XINGANG	DAMM	-	-	-	Gearless Box Hold Ocean Fitted CRABS-Full
*****	38340			2025-09-28 15:52		2025-10-31	XINGANG / LL...	DIBOUTI / IED...	Bunati Port	2025-10-17	-14	Gearless

Basic authenticity screening for tonnage offers

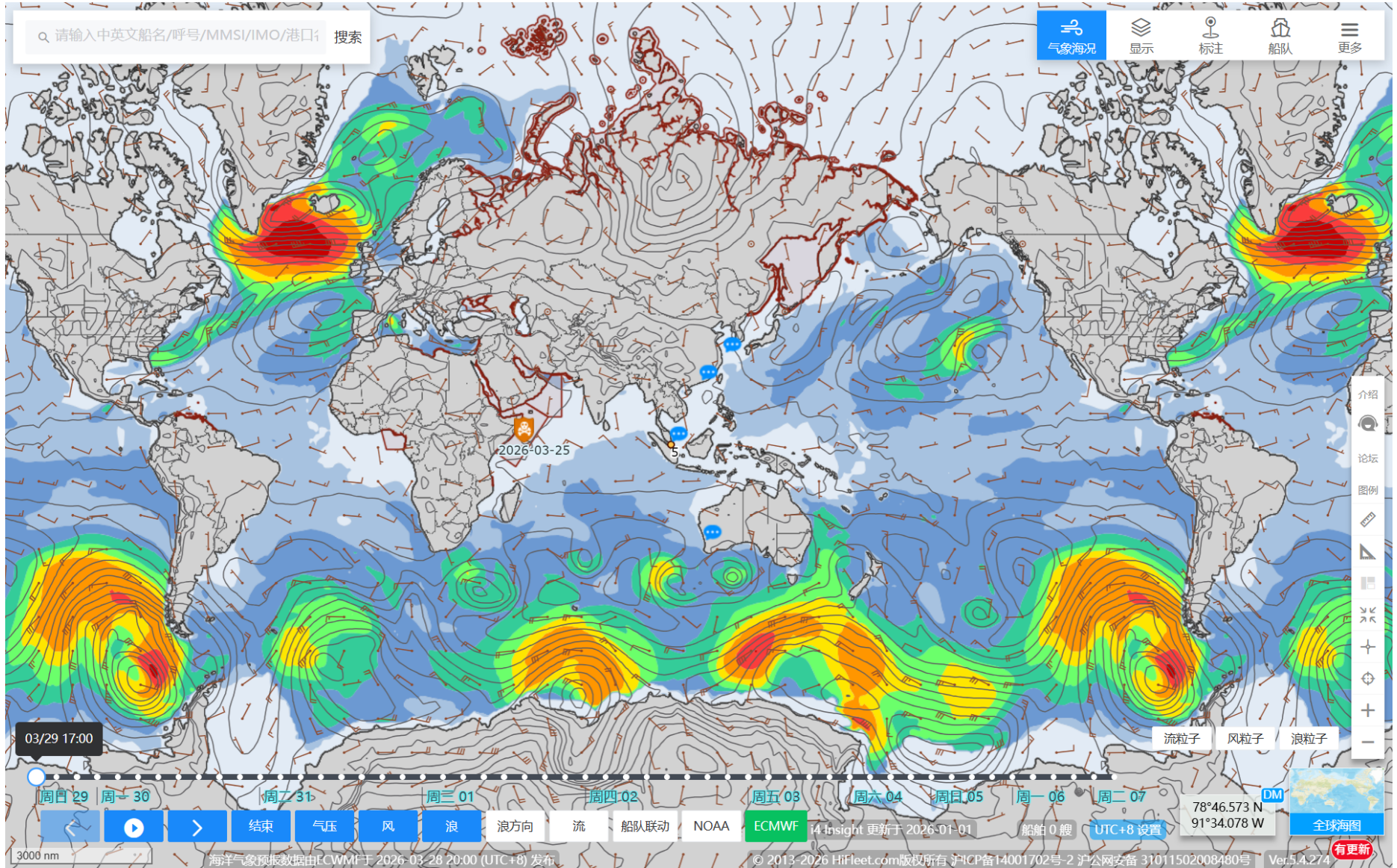
Sanctions-risk alerts for tonnage offers

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1525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 1525 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.

海盗事件 Piracy

2026年3月25日，在索马里摩加迪沙以东约 400 公里处。一艘伊朗式帆船被海盗劫持，据信该船被用作母船。有关部门正在进行调查。25.03.2026: 0834 UTC: Posn: Around 400nm East of Mogadishu, Somalia. An Iranian dhow has been hijacked by pirates and is believed to be used as a mothership. Authorities are investigating.

其它 Others

没有 Nil

航海气象 Meteorology

未来一周中国渤海海域风力4-5级，中浪；黄海风力3-4级，轻浪；东海风力4-6级，后半周有大浪；台湾海峡4-6级风，后半周有中浪；南海大部海域风力4-5级，有中浪。The coming week the wind in Bohai Sea is moderate with moderate sea. Yellow Sea the wind is gentle with slight sea. And China East Sea becomes strong with rough sea in the end of next week. The wind in the Taiwan Strait becomes strong with moderate sea in the second half. In most of the South China Sea the wind becomes strong with moderate sea in the end of next week.

海上事件 Marine Incidents

2026年3月26日，英国宣称，其正通过登船检查俄罗斯“影子舰队”的船只，并对船主、船员和船员所属公司提起刑事诉讼，来封锁受制裁船只进入英国水域。On March 26, 2026, the UK announced that it was conducting boarding inspections of Russian "shadow fleet" vessels and initiating criminal proceedings against the shipowners, crew members, and the companies they belong to, in order to prevent sanctioned vessels from entering British waters.

备注 Remark

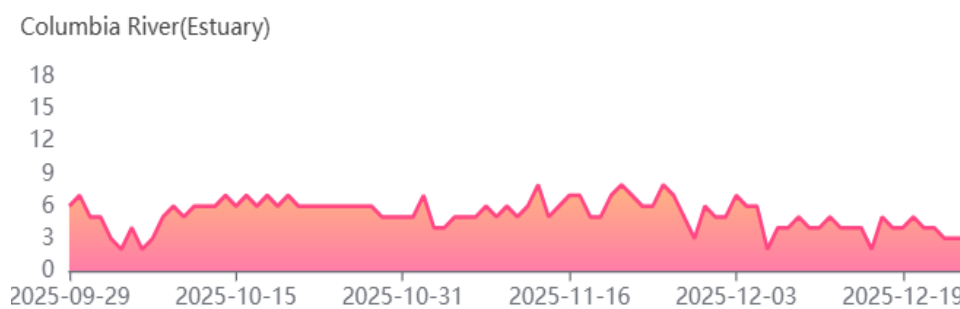
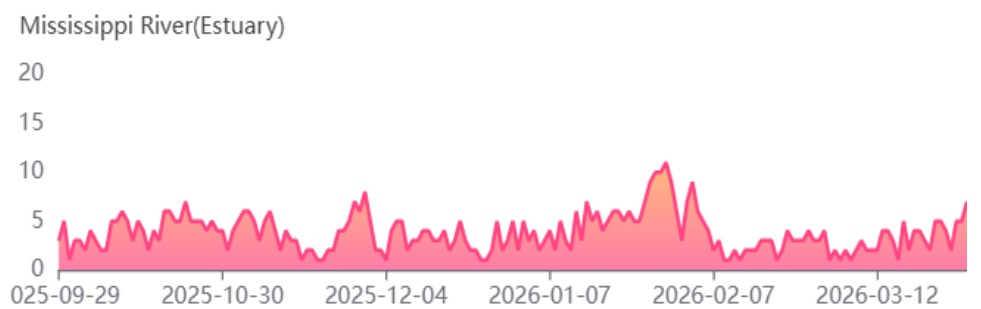
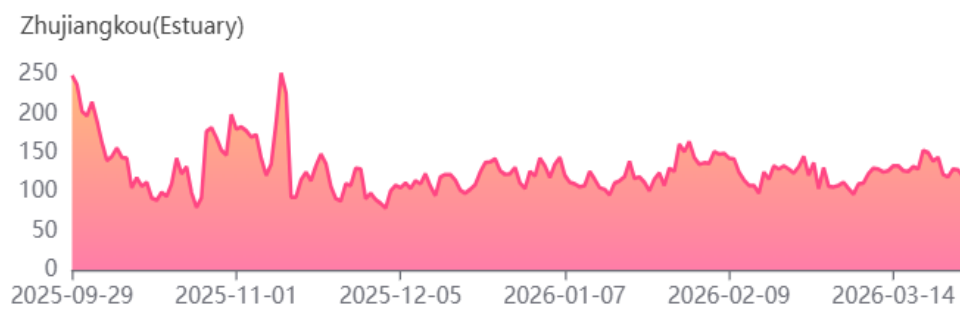
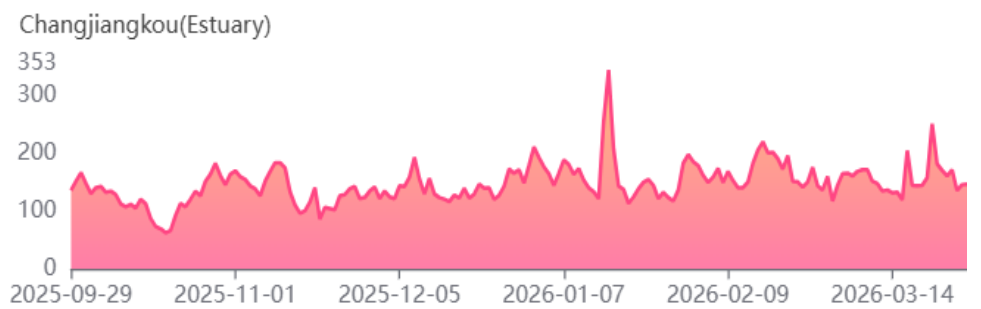
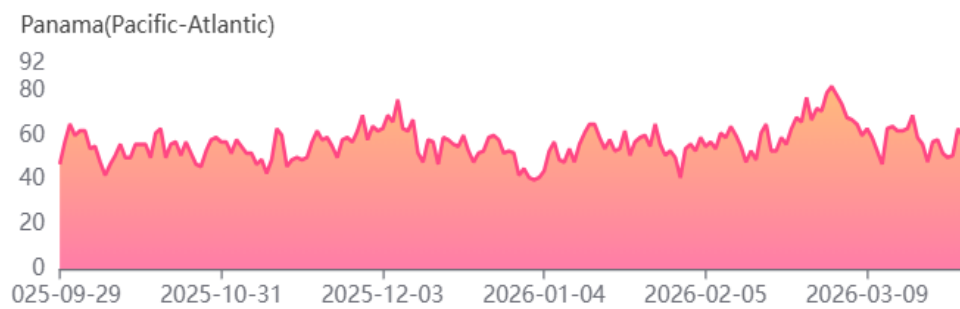
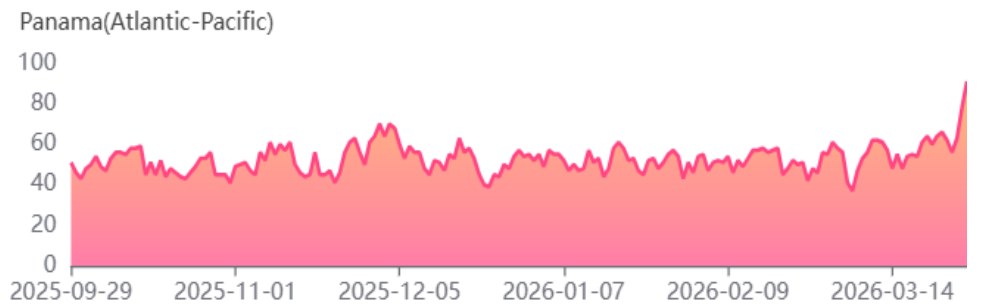
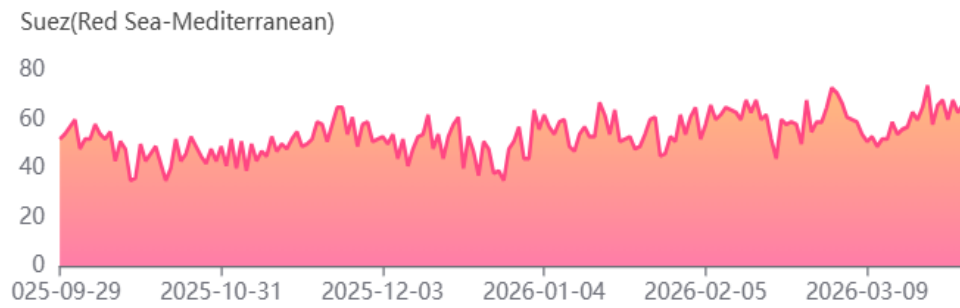
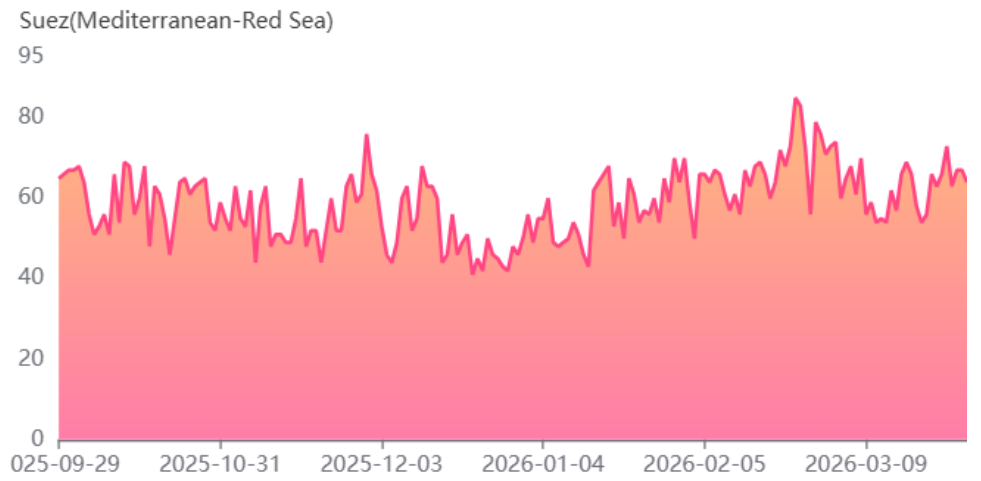
本报告数据截止时间为2026年3月29日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on March 29th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	58	1762	20	24
Miss.Riv.	7	83	11	-7
CJK	146	4519	65	-350
Pa.Atlan.	91	1685	89	188
Colum.Riv.	5	164	11	-24
Suez.Med.	64	1837	37	-98
Pa.Pac.	55	1787	-30	40
ZJK	74	3547	-114	-222

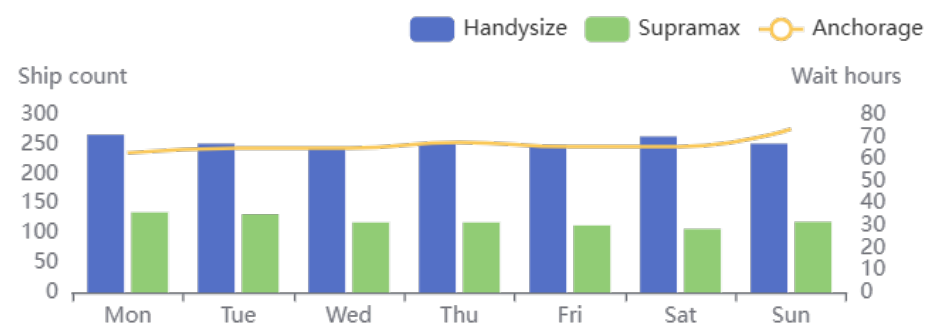


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

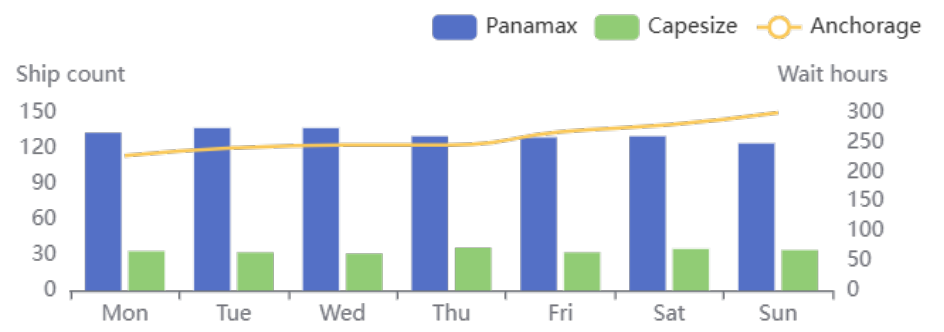
Type	M	T	W	Th	F	Sat	Sun
HDY	266	251	243	251	248	263	251
SMX	135	132	118	118	113	107	119
WT.h.	62.8	64.9	64.9	67.5	65.6	65.65	73.5



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

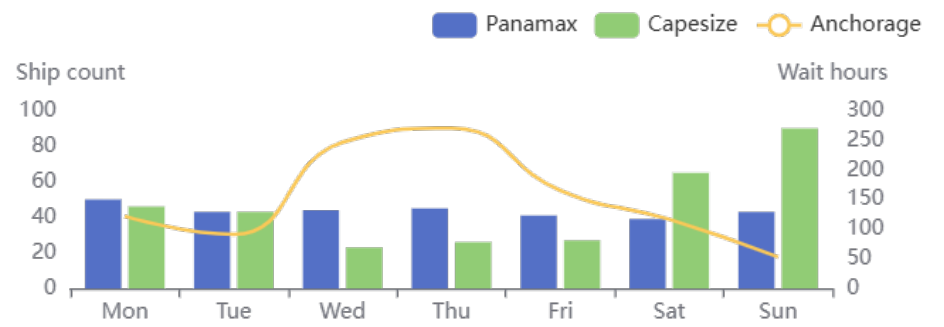
Type	M	T	W	Th	F	Sat	Sun
Pan.	133	137	137	130	129	130	124
Cap	33	32	31	36	32	35	34
WT.h.	227.5	240.4	245.3	245.4	267.4	279.5	300



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

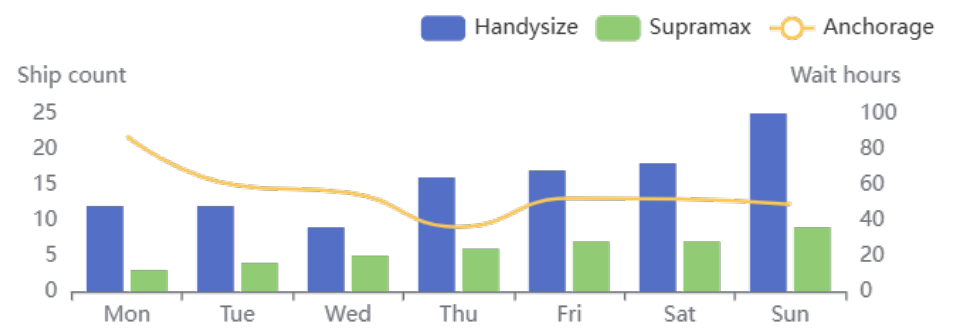
Type	M	T	W	Th	F	Sat	Sun
Pan.	50	43	44	45	41	39	43
Cap	46	43	23	26	27	65	90
WT.h.	121.9	91.2	246.5	270.5	165.2	116.6	53



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

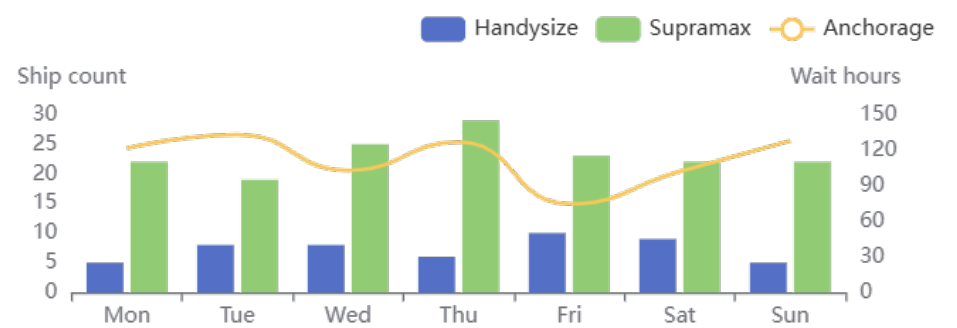
Type	M	T	W	Th	F	Sat	Sun
HDY	12	12	9	16	17	18	25
SMX	3	4	5	6	7	7	9
WT.h.	87.2	59.55	55.6	36.3	52.5	52	49



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

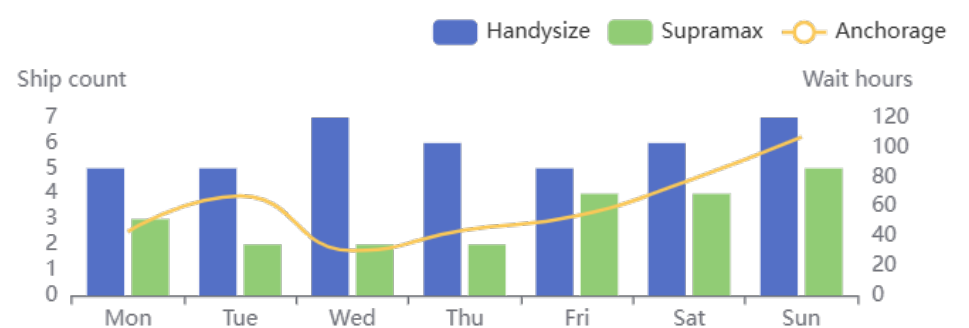
Type	M	T	W	Th	F	Sat	Sun
HDY	5	8	8	6	10	9	5
SMX	22	19	25	29	23	22	22
WT.h.	121.6	133.2	103	127	74.7	102	128



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

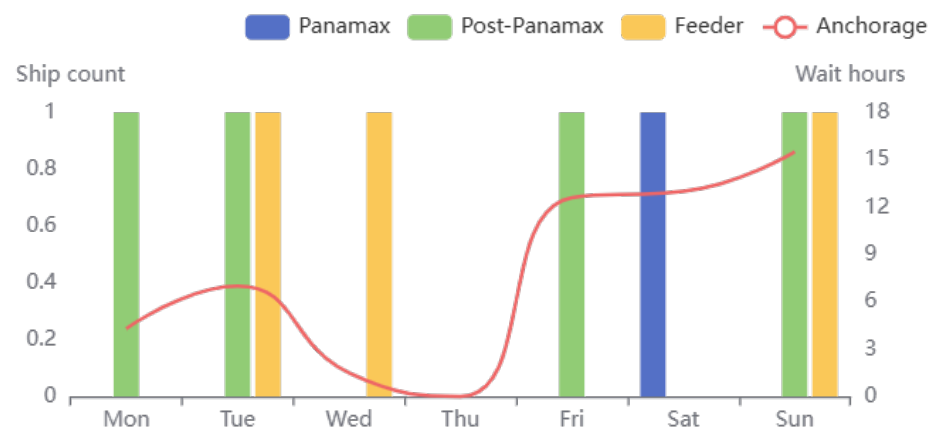
Type	M	T	W	Th	F	Sat	Sun
HDY	5	5	7	6	5	6	7
SMX	3	2	2	2	4	4	5
WT.h.	43.1	67.1	30.2	44.1	53.7	77.7	107



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

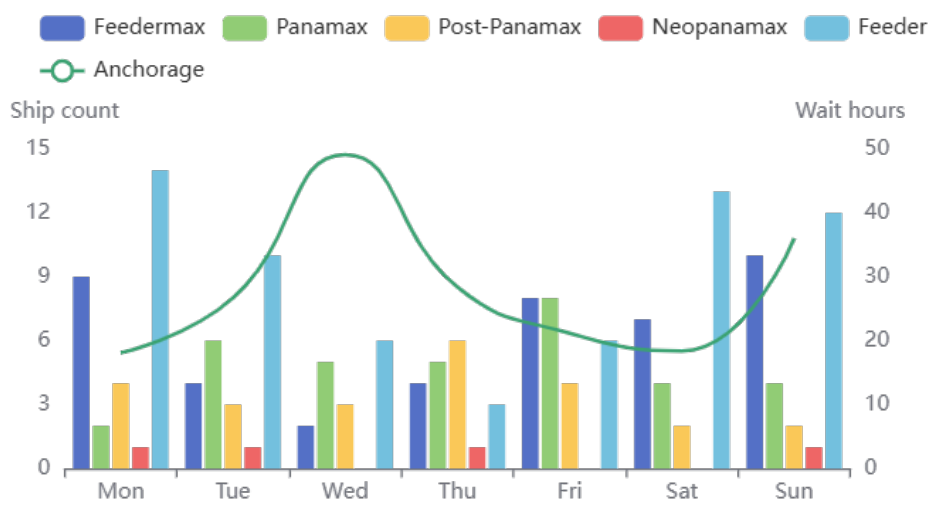
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	0
Pan.	0	0	0	0	0	1	0
PPx	1	1	0	0	1	0	1
NPx	0	0	0	0	0	0	0
Fd	0	1	1	0	0	0	1
WT.h.	4.3	7.0	1.5	0.0	12.6	13	15.5
UlcV	0	0	0	0	0	0	0



最近一周上海区域集装箱船锚泊数量和平均等待时长

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

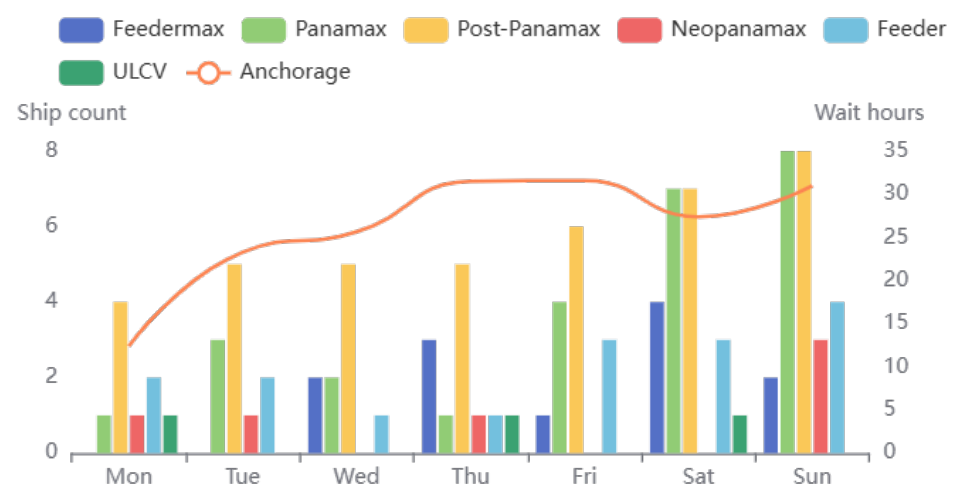
Type	M	T	W	Th	F	Sat	Sun
F.ma.	9	4	2	4	8	7	10
Pan.	2	6	5	5	8	4	4
PPx	4	3	3	6	4	2	2
NPx	1	1	0	1	0	0	1
Fd	14	10	6	3	6	13	12
UlcV	0	0	0	0	0	0	0
WT.h.	18.1	26.7	49.1	28.4	21.15	18.4	36



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

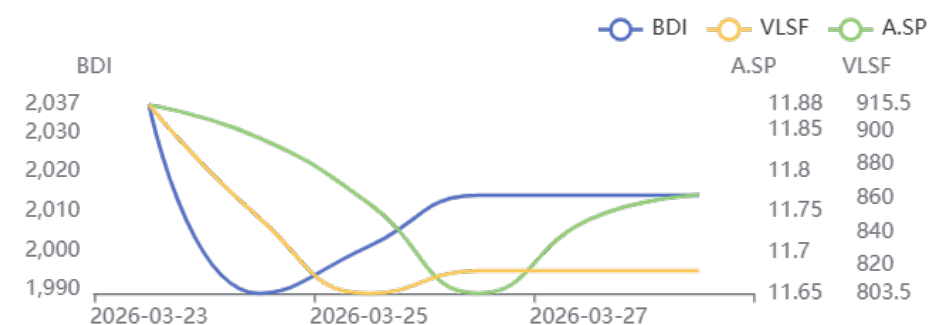
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	2	3	1	4	2
Pan.	1	3	2	1	4	7	8
PPx	4	5	5	5	6	7	8
NPx	1	1	0	1	0	0	3
Fd	2	2	1	1	3	3	4
UlcV	1	0	0	1	0	1	0
WT.h.	12.4	23.3	25.65	31.5	31.6	27.4	31



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

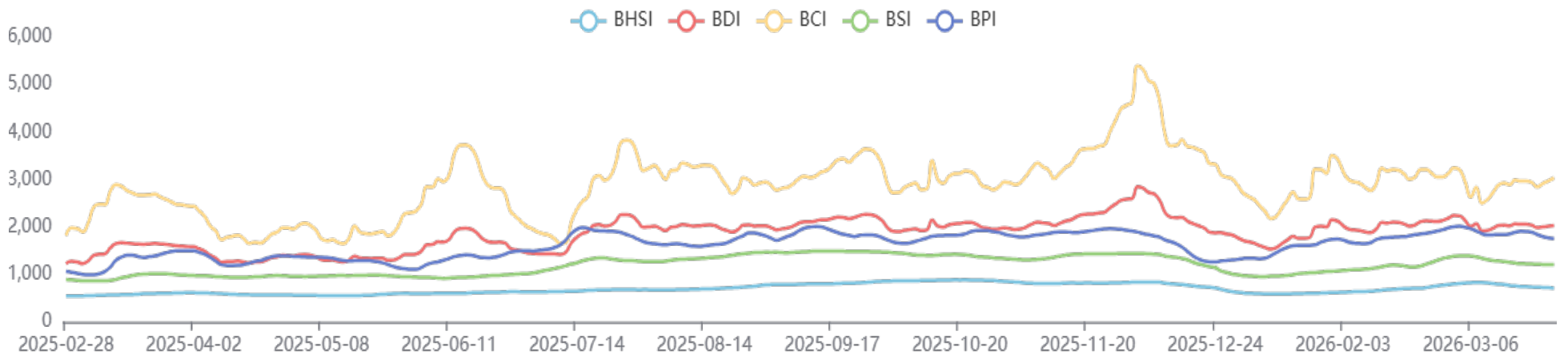
Type	M	T	W	Th	F	Sat	Sun
BDI	1888	1839	1796	1770	1770	1770	1770
VLSF	915.50	848.50	803.50	817.00	817.00	817.00	817.00
A.SP	11.88	11.84	11.76	11.65	11.74	11.77	



第三部分 航运市场 SHIPPING MARKET

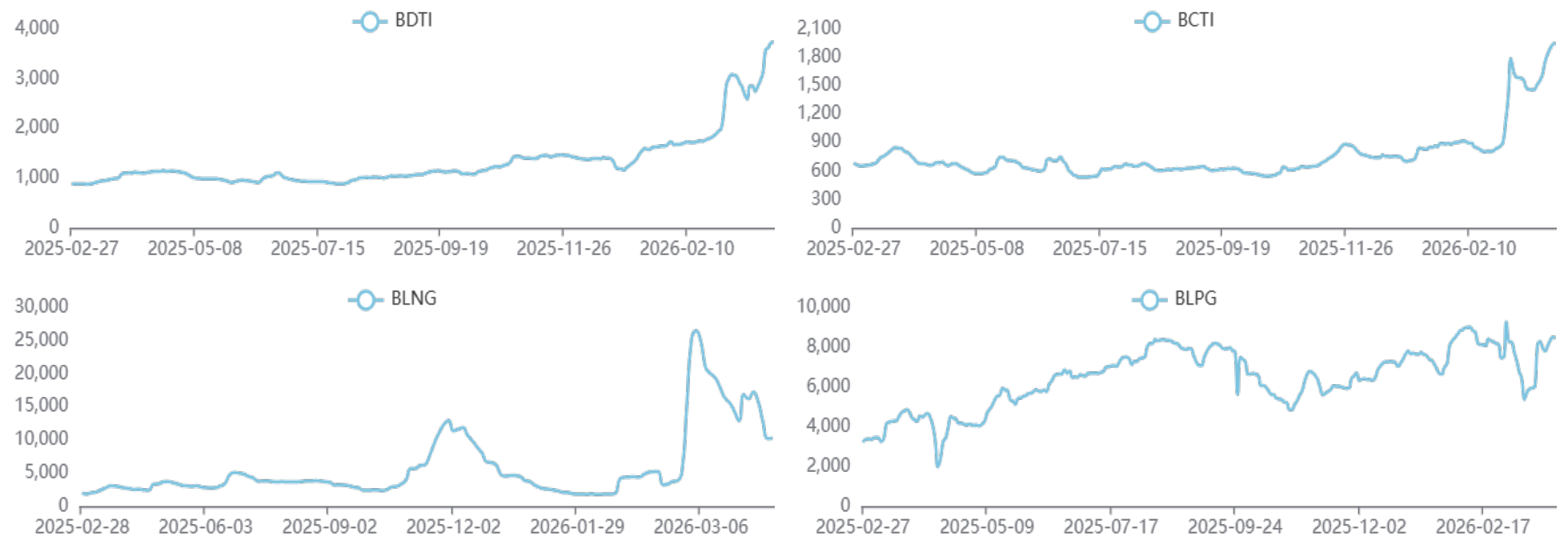
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2031	-25.0	-1.22	-5.09	25.29
BCI	3032	61.0	2.05	-0.79	19.98
BPI	1756	-148.0	-7.77	-9.58	18.33
BSI	1206	-18.0	-1.47	-9.87	19.76
BHSI	713	-31.0	-4.17	-8.12	17.46



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	3737	775.0	26.16	87.69	239.11
BCTI	1947	331.0	20.48	114.9	143.68
BLNG	10263	-5937.0	-36.65	167.06	252.68
BLPG	8471	492.0	6.17	13.1	95.5



第四部分 运力分布 SUPPLY DISTRIBUTION

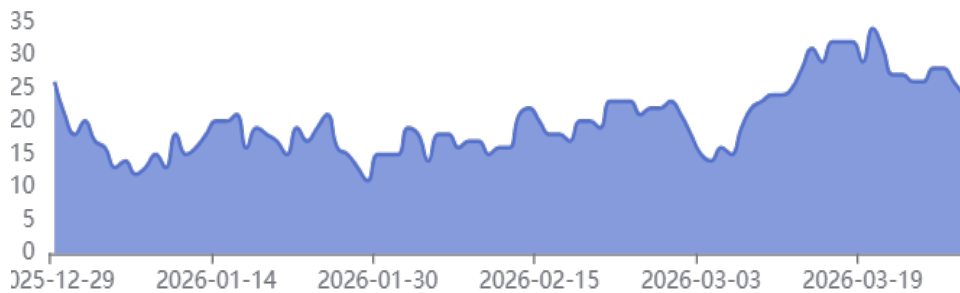


好望角型散货船 Capesize

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.

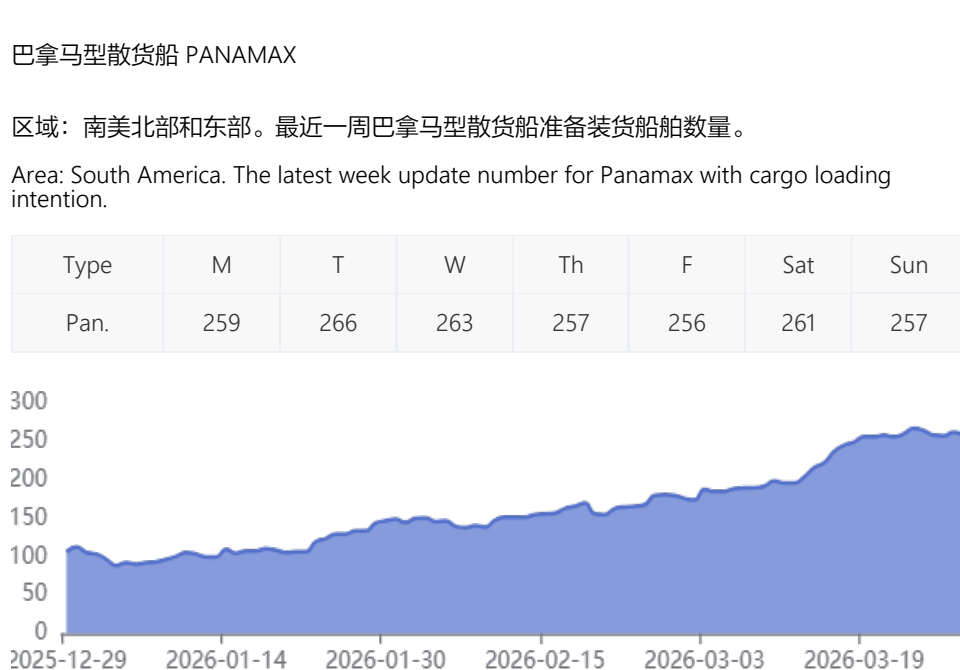
Type	M	T	W	Th	F	Sat	Sun
Cape	27	26	26	28	28	26	24



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.

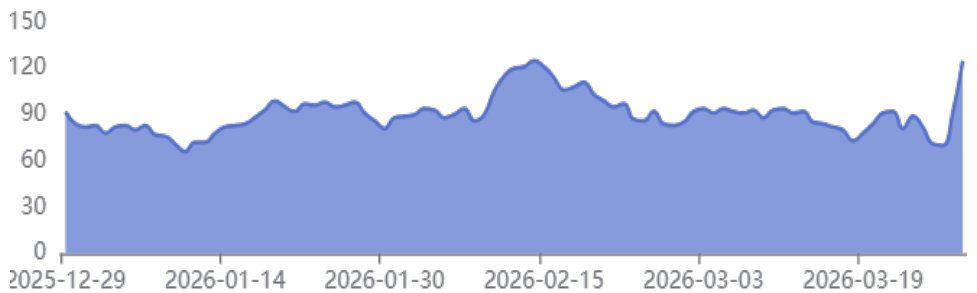
Type	M	T	W	Th	F	Sat	Sun
Cape	35	34	33	34	30	31	33



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.

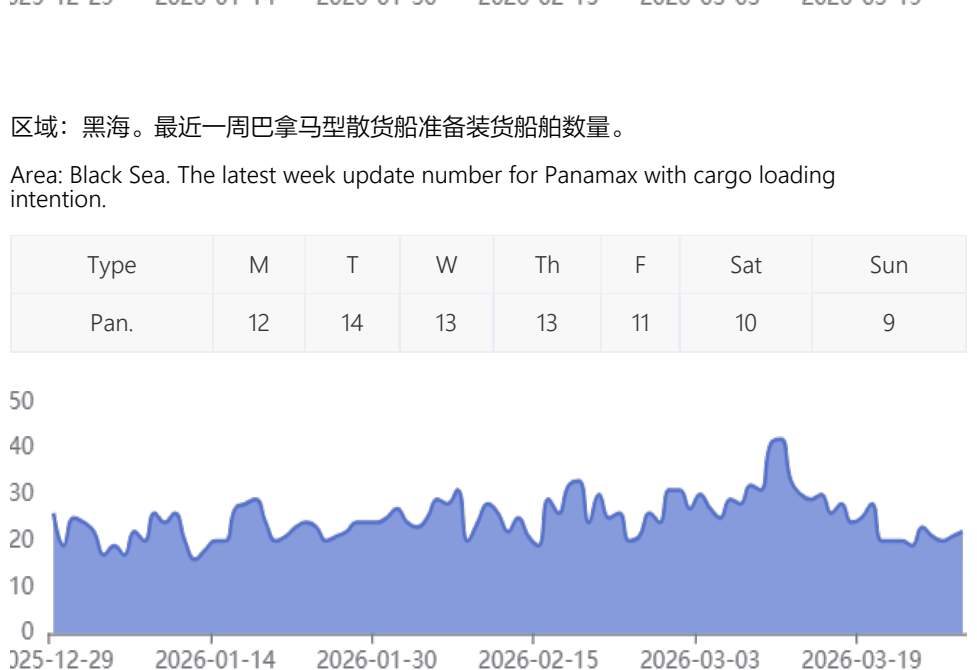
Type	M	T	W	Th	F	Sat	Sun
Cape	81	89	82	71	70	91	125



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.	12	14	13	13	11	10	9

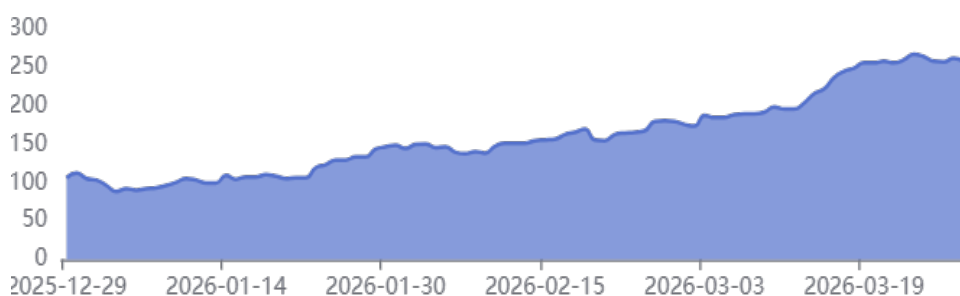


巴拿马型散货船 PANAMAX

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.

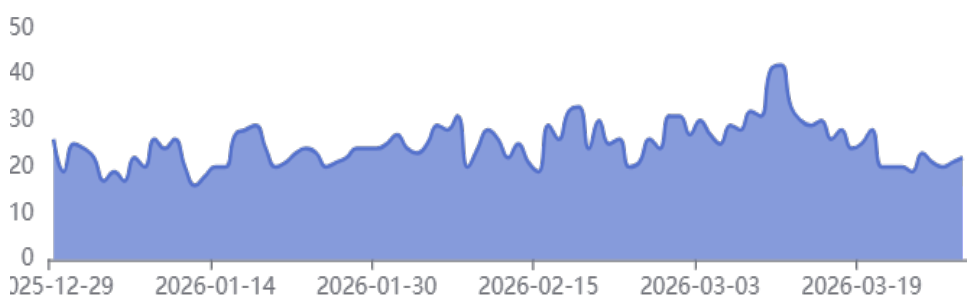
Type	M	T	W	Th	F	Sat	Sun
Pan.	259	266	263	257	256	261	257



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.

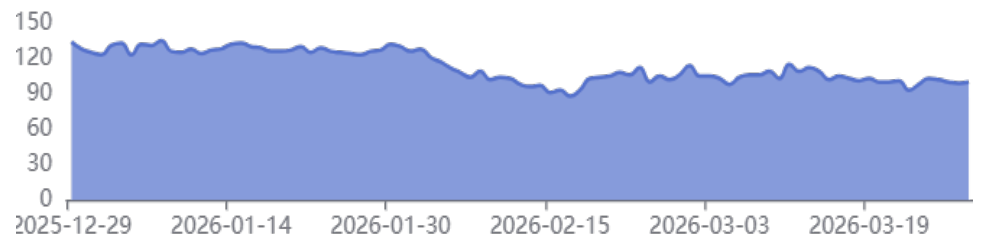
Type	M	T	W	Th	F	Sat	Sun
Pan.	12	14	13	13	11	10	9



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.	93	98	103	102	100	99	100

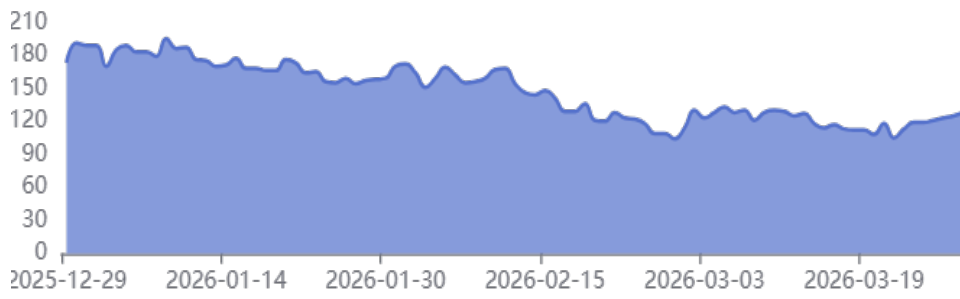


超大灵便型散货 SUPRAMAX

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.

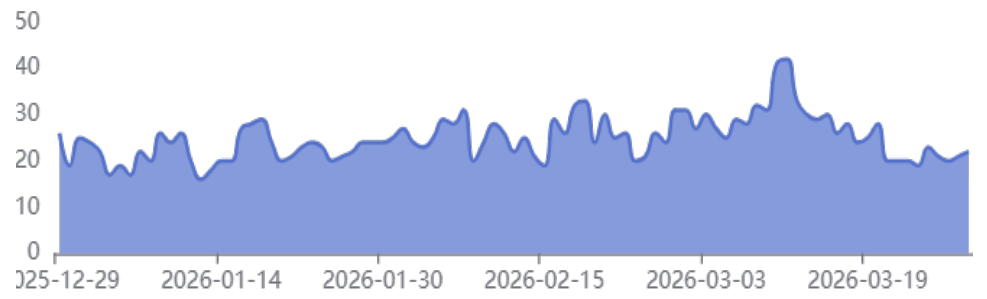
Type	M	T	W	Th	F	Sat	Sun
SMX	113	119	119	121	123	125	128



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.

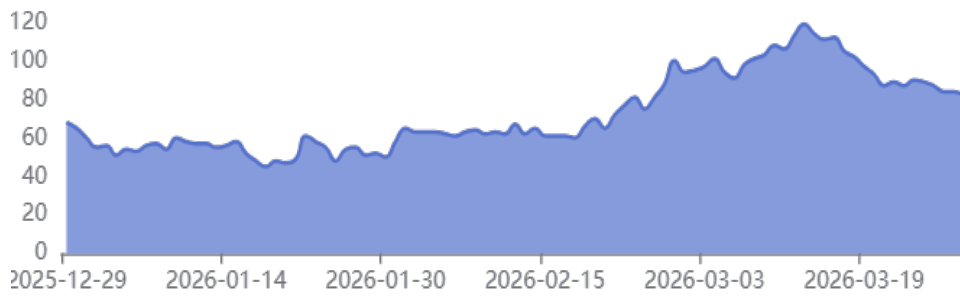
Type	M	T	W	Th	F	Sat	Sun
SMX	20	19	23	21	20	21	22



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.

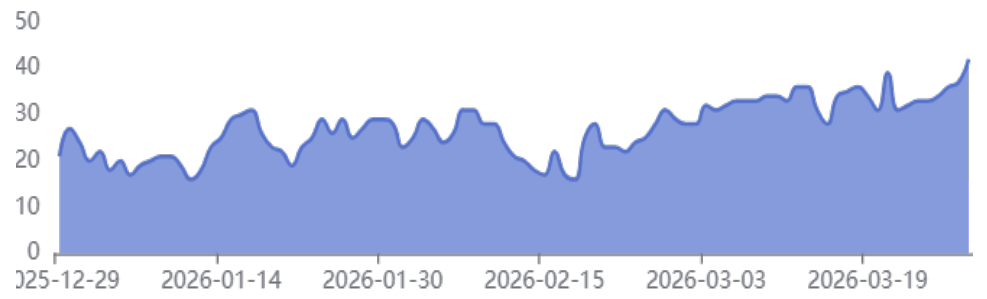
Type	M	T	W	Th	F	Sat	Sun
SMX	32	33	33	34	36	37	42



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.

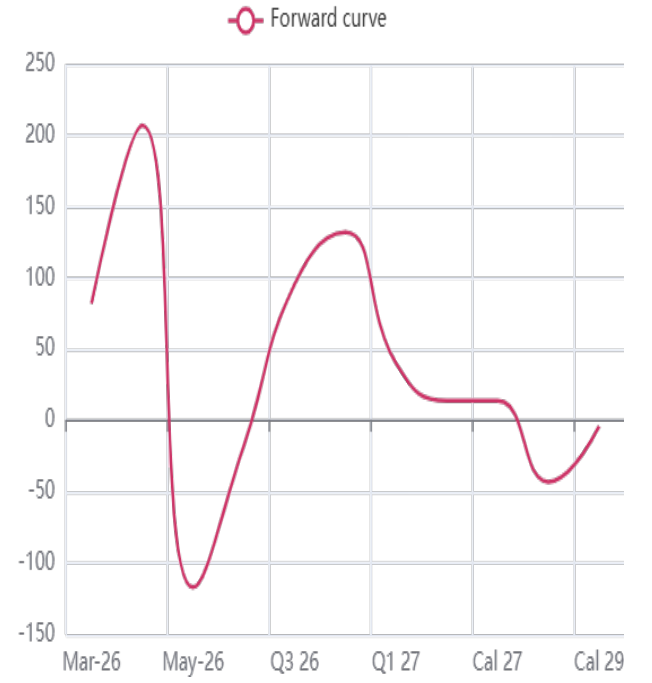
Type	M	T	W	Th	F	Sat	Sun
SMX	87	90	89	87	84	84	82



第五部分 远期运价协议 FFA

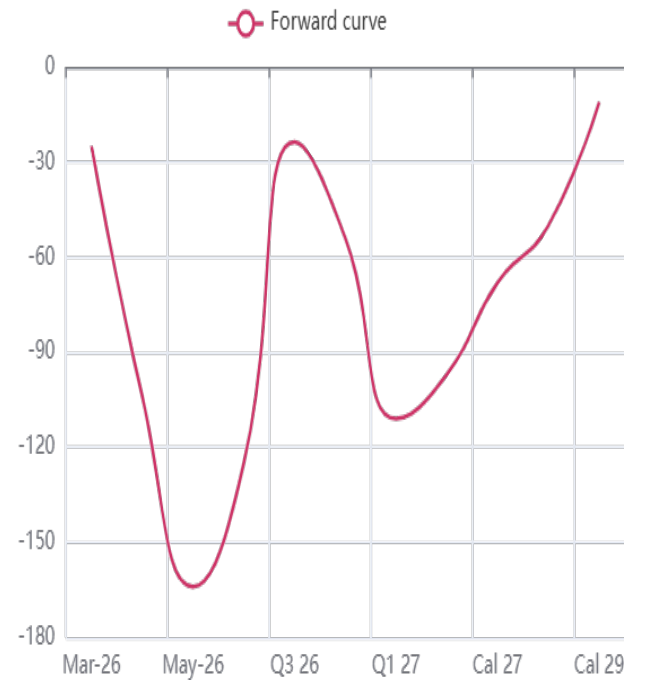
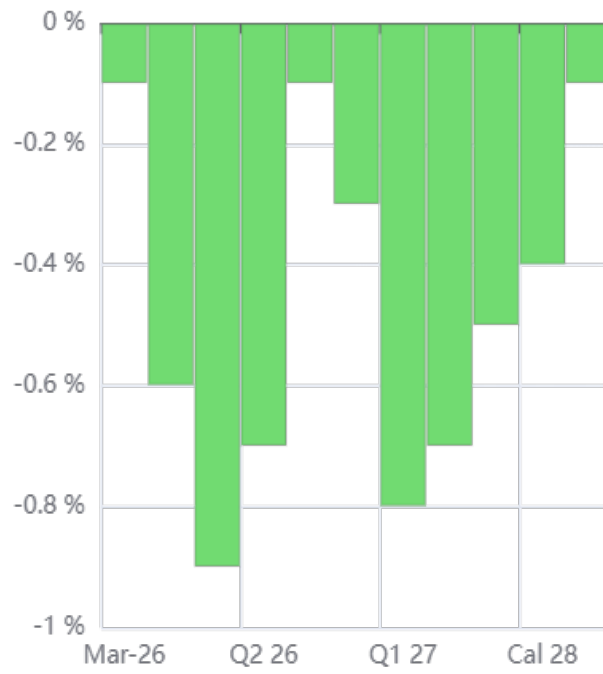
好望角型散货船Capesize

STC	\$/day	WoW	
Mar-26	26,442.00	82.0	0.3 %
Apr-26	29,503.00	207.0	0.7 %
May-26	31,707.00	-117.0	-0.4 %
Q2 26	30,828.00	-17.67	-0.1 %
Q3 26	30,291.33	95.67	0.3 %
Q4 26	30,674.00	132.0	0.4 %
Q1 27	23,289.00	40.0	0.2 %
Q2 27	27,553.00	14.0	0.1 %
Cal 27	27,717.00	14.0	0.1 %
Cal 28	26,285.00	-43.0	-0.2 %
Cal 29	25,103.00	-4.0	0.0 %



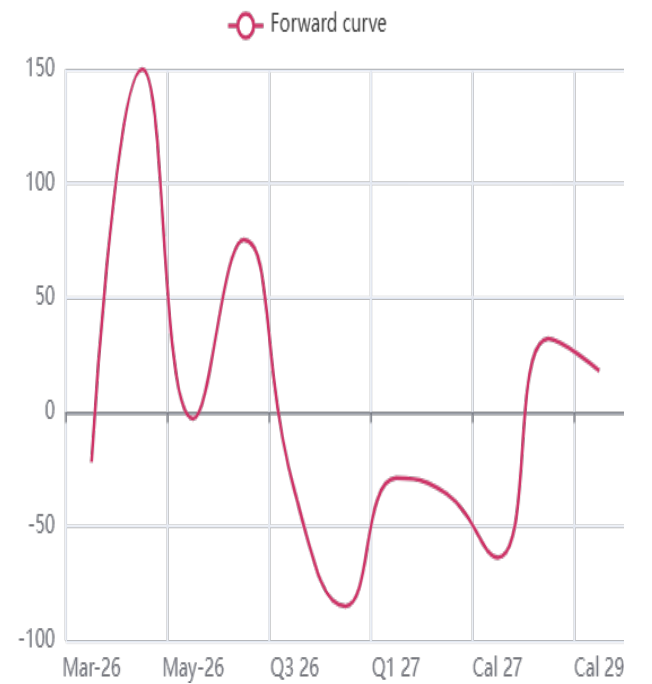
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Mar-26	16,904.00	-25.0	-0.1 %
Apr-26	16,775.00	-104.0	-0.6 %
May-26	17,900.00	-164.0	-0.9 %
Q2 26	17,556.00	-125.0	-0.7 %
Q3 26	17,469.00	-23.67	-0.1 %
Q4 26	16,325.00	-54.0	-0.3 %
Q1 27	13,243.00	-111.0	-0.8 %
Q2 27	14,539.00	-97.0	-0.7 %
Cal 27	14,071.00	-68.0	-0.5 %
Cal 28	13,546.00	-50.0	-0.4 %
Cal 29	13,500.00	-11.0	-0.1 %



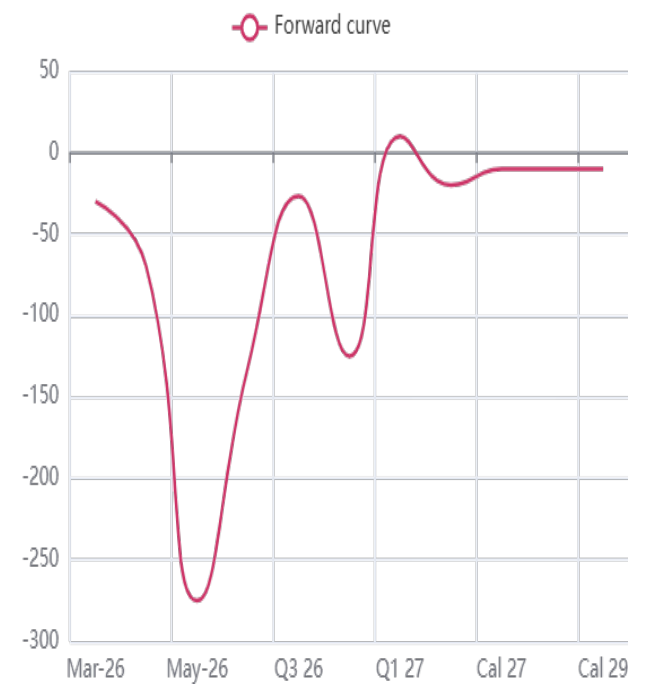
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Mar-26	16,080.00	-22.0	-0.1 %
Apr-26	15,877.00	150.0	1.0 %
May-26	16,652.00	-3.0	0.0 %
Q2 26	16,535.33	75.33	0.5 %
Q3 26	17,349.67	-34.67	-0.2 %
Q4 26	16,413.00	-85.0	-0.5 %
Q1 27	13,623.00	-29.0	-0.2 %
Q2 27	15,434.00	-36.0	-0.2 %
14,441.25	Cal 27	-63.75	-0.4 %
Cal 28	13,973.00	32.0	0.2 %
Cal 29	13,891.00	18.0	0.1 %



灵便型散货船Handysize

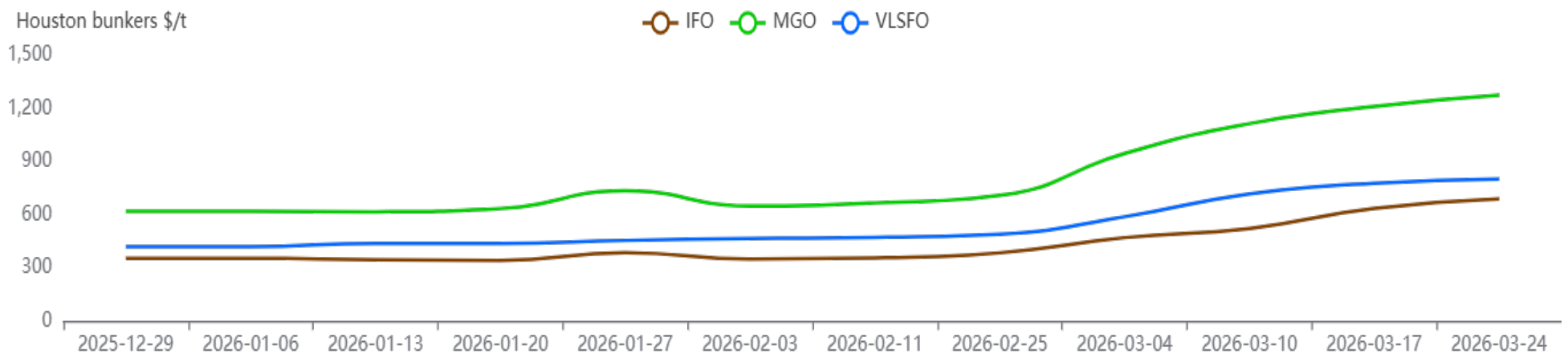
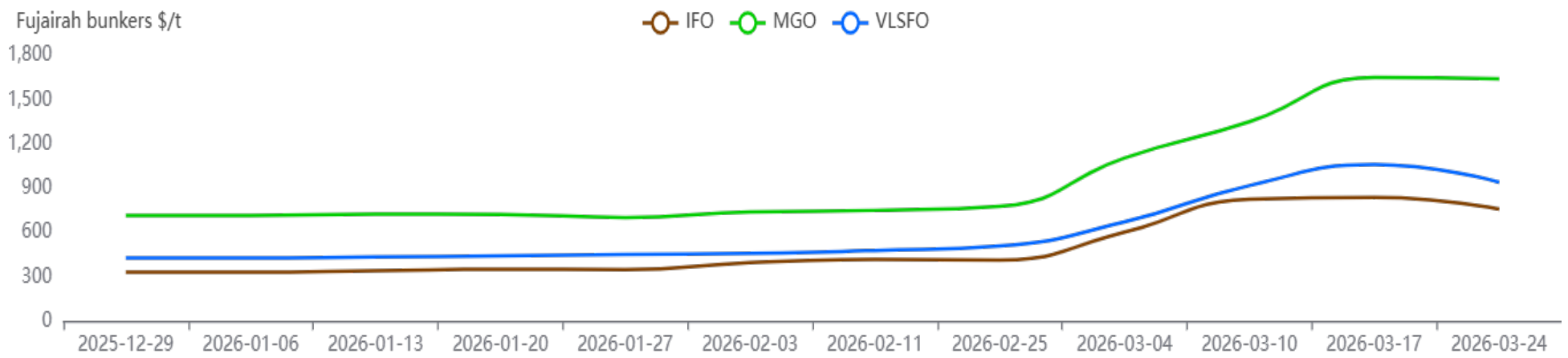
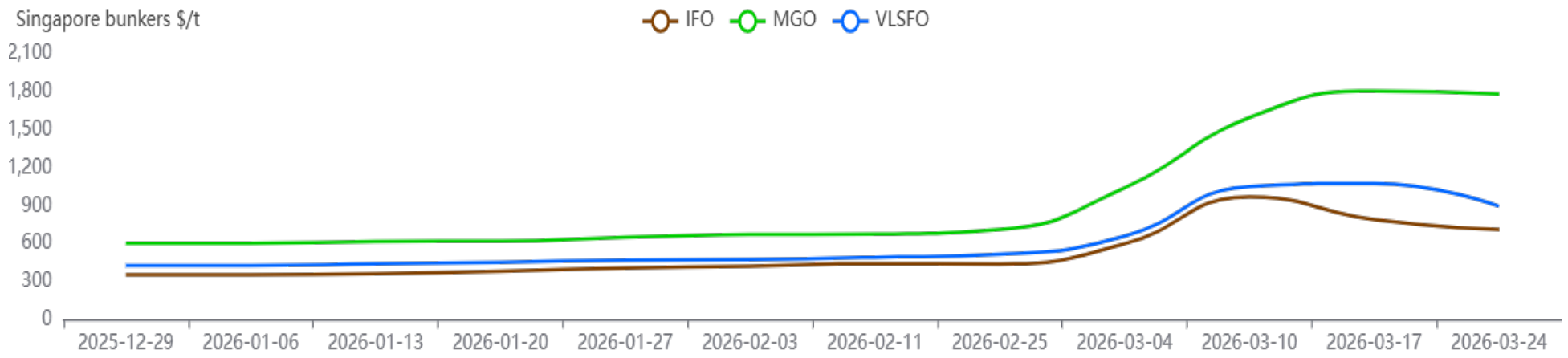
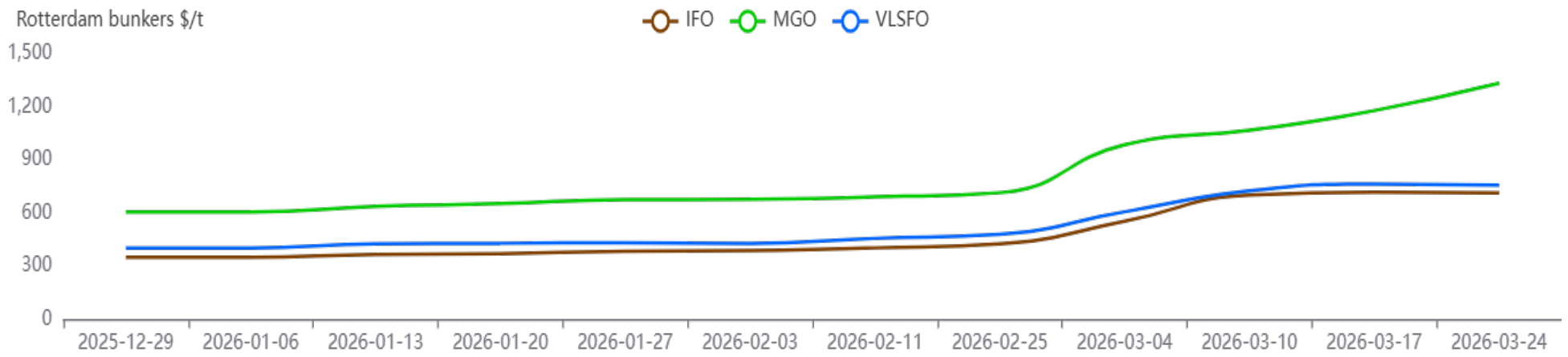
7TC	\$/day	WoW	
Mar-26	13,890.00	-30.0	-0.2 %
Apr-26	12,745.00	-70.0	-0.5 %
May-26	12,850.00	-275.0	-2.1 %
Q2 26	13,048.33	-131.67	-1.0 %
Q3 26	13,630.00	-26.67	-0.2 %
Q4 26	13,080.00	-125.0	-0.9 %
Q1 27	11,420.00	10.0	10.0
Q2 27	12,280.00	-20.0	-0.2 %
Cal 27	12,035.00	-10.0	-0.1 %
Cal 28	11,470.00	-10.0	-0.1 %
Cal 29	11,450.00	-10.0	-0.1 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	924.0	772.0	1583.5	152.0	-64.0	-29.63	128.57
Singapore	894.5	712.0	1784.0	182.5	-105.0	-36.52	137.01
Rotterdam	757.5	714.0	1334.5	43.5	-3.0	-6.45	-20.18
Fujairah	941.5	758.5	1640.5	183.0	-39.0	-17.57	93.65
Houston	801.5	690.0	1275.5	111.5	-30.0	-21.2	5.69

(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		208.0	3.0	1.46	5.58	1.96
Maize		233.0	4.0	1.75	2.19	-0.43
Soybeans		224.0	3.0	1.36	-0.44	9.8
Rice		156.0	2.0	1.3	-1.27	-13.33
Barley		244.0	0.0	0.0	1.24	4.27
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	99.64	3.21	3.33	52.22	43.76
Brent	USD/Bbl	112.57	6.72	6.35	58.82	53.76
Natural Gas	USD/MMBtu	3.02	0.02	0.67	6.34	-23.35
Gasoline	USD/Gal	3.25	0.09	2.85	60.1	47.06
Heating Oil	USD/Gal	4.5	0.4	9.76	69.81	99.12
Ethanol	USD/Gal	2.03	0.12	6.28	13.41	12.78
Naphtha	USD/T	848.7	24.35	2.95	48.69	39.21
Propane	USD/Gal	0.8	0.03	3.9	19.4	-9.09
Uranium	USD/Lbs	84.05	-2.45	-2.83	-4.71	30.21
Methanol	CNY/T	3286.0	360.0	12.3	51.22	23.12
TTF Gas	EUR/MWh	54.53	3.76	7.41	70.99	29.34
UK Gas	GBP/thm	136.59	7.37	5.7	74.67	33.39
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.47	-0.18	-3.19	-8.38	7.47
Coal	USD/T	143.85	9.1	6.75	23.8	48.45
Steel	CNY/T	3126.0	-14.0	-0.45	2.06	-2.43
Iron Ore	USD/T	106.22	0.45	0.43	7.26	3.92
Aluminum	USD/T	3275.2	-94.8	-2.81	4.04	25.28
Lithium	CNY/T	158000.0	2500.0	1.61	-8.67	113.23
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4495.05	-405.21	-8.27	-13.36	49.17
Silver	USD/t.oz	69.59	-8.54	-10.93	-21.1	110.24
Platium	null	1871.2	-195.8	-9.47	-17.63	93.99
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.15	0.0	0.0	-2.54	6.48
USD/CNY		6.92	0.04	0.58	0.29	-4.81

第八部分 本周话题 WEEKLY TOPIC



最高法院驳回特朗普的关税令

2026年2月21日消息，美国最高法院凌晨发布相关裁决，以6票赞成、3票反对的结果判定，特朗普依据《国际紧急经济权力法》单方面对各国加征关税的做法，并不符合该法律赋予总统的权力范畴，由此宣布这一关税政策无效。值得注意的是，在此次投票中，多数由特朗普任命的大法官也对其行使关税权力的行为表示反对。特朗普对此表示失望，并称将通过其他法律途径延续关税主导的贸易政策，很快下令征收15%的全球关税。

特朗普政府是于2025年4月发布解放日关税相关公告，推出了这项大范围的全球关税政策，该政策覆盖了美国与各贸易伙伴的贸易关系，还对全球核心航运市场造成了不小的冲击。而此次最高法院的判决，直接推翻了这一政策。面对最高法院的裁决，特朗普政府方面虽表示会遵守这一判决结果，但同时明确将换用其他合法方式继续推行关税政策。这一政策调整叠加此前关税政策的影响，将从短期市场波动、中长期贸易格局重构、行业经营逻辑改变三个维度对全球航运市场产生多重冲击，同时也将推动航运行业的战略调整与航线重构。

尽管关税政策的短期波动曾让航运企业获得阶段性关税福利，但新关税带来的需求长期萎缩，叠加运力过剩的影响，将让航运行业的盈利水平大幅下滑。英国德鲁里航运咨询公司已预测2026年航运行业将迎来现实严峻的一年，而汇丰银行更是预计2026-2027年全球航运需求年均增速仅为2%，远低于此前的6%，航运企业的利润率将被大幅压缩。

美国关税政策的持续收紧，让航运企业意识到过度依赖美国市场的风险，头部企业开始加速将运力从跨太平洋航线转向欧洲、拉美、非洲、东南亚等新兴市场。例如地中海航运公司新增中国至秘鲁、西非的航线，马士基在巴拿马设立物流中心并加码拉丁美洲航线，中国各大港口也在2025年新增数十条指向拉美、非洲的国际航线，全球航运的核心航线正从以美国为中心向多区域均衡转变。

新关税推动全球供应链重构，各国为降低对美国市场的依赖，开始加强区域内的贸易合作，这让区域内短途航运需求快速增长。例如中国与共建一带一路国家的航线集装箱吞吐量2025年上半年同比增长23.7%，成为拉动外贸集装箱增长的主要动力，而欧洲内部、东盟内部的区域贸易航线，也成为航运企业争夺的重点。

特朗普政府关税政策的反复横跳（从被最高法院驳回，到24小时内将关税从10%上调至15%），让全球航运企业无法对市场需求、运价走势做出长期预判。洛杉矶港执行董事直言，美国供应链企业超过6个月的规划已毫无意义，而航运企业的船舶订造、运力调配均需要长期规划，政策的不确定性将直接导致企业经营决策保守，行业发展陷入被动。

On February 21, 2026, the US Supreme Court released a relevant ruling in the early morning. With a vote of 6 in favor and 3 against, it was determined that Trump's unilateral imposition of tariffs on various countries based on the "International Emergency Economic Powers Act" did not fall within the scope of the powers granted to the president by the law. Therefore, this tariff policy was declared invalid. It is notable that in this vote, the majority of the justices appointed by Trump also expressed opposition to his exercise of tariff powers. Trump expressed disappointment and stated that he would continue the tariff-driven trade policy through other legal means, and soon ordered the imposition of a 15% global tariff.

The Trump administration released the announcement related to the Day of Liberation tariffs in April 2025, launching this extensive global tariff policy. This policy covered the trade relations between the United States and various trading partners and also caused considerable impact on the global core shipping market. However, this time, the Supreme Court's ruling directly overturned this policy. In response to the Supreme Court's decision, the Trump administration stated that they would abide by this ruling, but at the same time, they clearly stated that they would continue to implement the tariff policy using other legal methods. This policy adjustment, combined with the impact of previous tariff policies, will have multiple impacts on the global shipping market in terms of short-term market fluctuations, medium- and long-term trade pattern reconstruction, and changes in industry business logic. It will also promote strategic adjustments and route reconfiguration in the shipping industry.

Although the short-term fluctuations in tariff policies once provided shipping companies with temporary tariff benefits, the long-term decline in demand brought about by the new tariffs, combined with the impact of excess capacity, will lead to a significant drop in the profitability of the shipping industry. The British Drewry Shipping Consulting Company has predicted that the shipping industry will face a challenging year in 2026, while HSBC has even predicted that the global shipping demand will grow at an average annual rate of only 2% from 2026 to 2027, much lower than the previous 6%. The profit margins of shipping companies will be significantly compressed.

The continuous tightening of the US tariff policy has made shipping companies realize the risks of over-reliance on the US market. Leading companies have begun to accelerate the transfer of their shipping capacity from the trans-Pacific routes to emerging markets such as Europe, Latin America, Africa, and Southeast Asia. For instance, Mediterranean Shipping Company has added new routes from China to Peru and West Africa, Maersk has established a logistics center in Panama and increased its Latin American routes, and major Chinese ports have also added dozens of international routes pointing to Latin America and Africa by 2025. The core shipping routes around the world are shifting from being centered on the US to a more balanced multi-region approach.

The new tariffs have led to the reconfiguration of global supply chains. In response to reducing their reliance on the US market, various countries have begun to strengthen trade cooperation within their regions, which has resulted in a rapid growth in short-distance shipping demand within these regions. For instance, the container throughput of routes between China and the countries participating in the Belt and Road Initiative increased by 23.7% year-on-year in the first half of 2025, becoming the main driving force behind the growth of foreign trade containers. Meanwhile, regional trade routes within Europe and the ASEAN region have also become the focus of competition among shipping companies.

The erratic tariff policies of the Trump administration (from being rejected by the Supreme Court to raising tariffs from 10% to 15% within 24 hours) have made global shipping companies unable to make long-term predictions regarding market demand and freight rates. The executive director of the Port of Los Angeles stated that the six-month planning of American supply chain enterprises has become meaningless, and shipping companies' ship ordering and capacity allocation require long-term planning. The uncertainty of policies will directly lead to conservative business decisions by enterprises and cause the industry to be in a passive state.

