



# 2026年 第14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

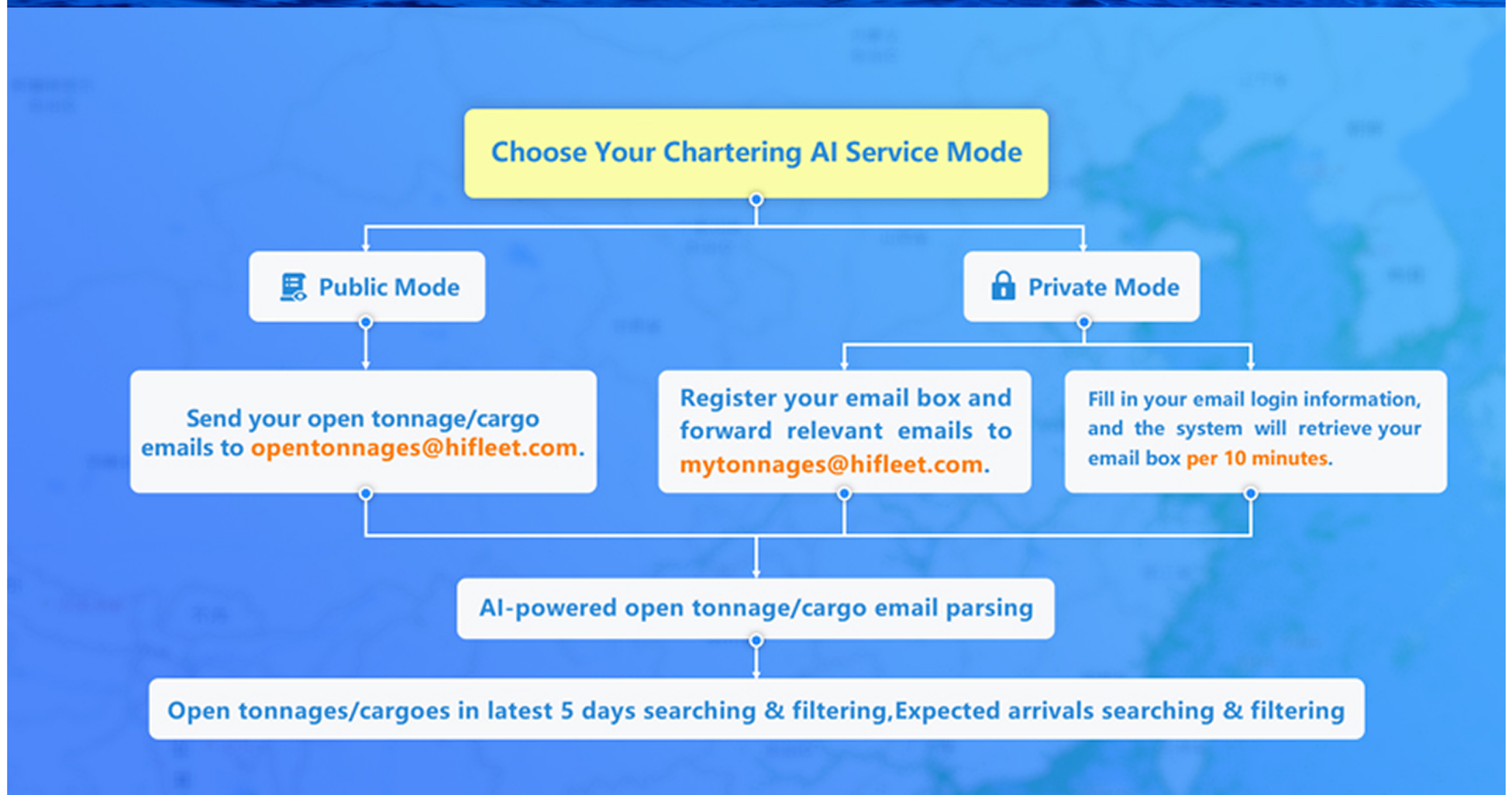
Ship Name	DWT	Age	Sender	Received Time	Open	OPEN Date	OPEN Location	Voyage Intend	Destination	ETA	Duration (day)	Tags
*****	57802	15		2025-10-15 14:49		2025-10-18	DAMMAN	SGP/PN	KIA DAMM...	2025-09-26	-22	Gearless
*****	63342	6		2025-10-15 14:49		2025-10-23	KHALIFA	SGP/PN	Fujairah	2025-10-18	-5	Gearless 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 16:42		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 08:40	spot	2025-10-17	HALDIA, INDIA		-	-	-	Gearless Ecn
*****	76784	20		2025-10-11 15:27	spot	2025-10-21	KEMANMAN ...		Kuantan	2025-10-14	-7	Gearless
HELAN EQUILIB...	50815			2025-09-28 15:52		2025-10-10	XINGANG	DAMM	-	-	-	Gearless Box Hold Ocean Fitted CRABS-Full
TENG DA	38340			2025-09-28 15:52		2025-10-31	XINGANG / UL...	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)



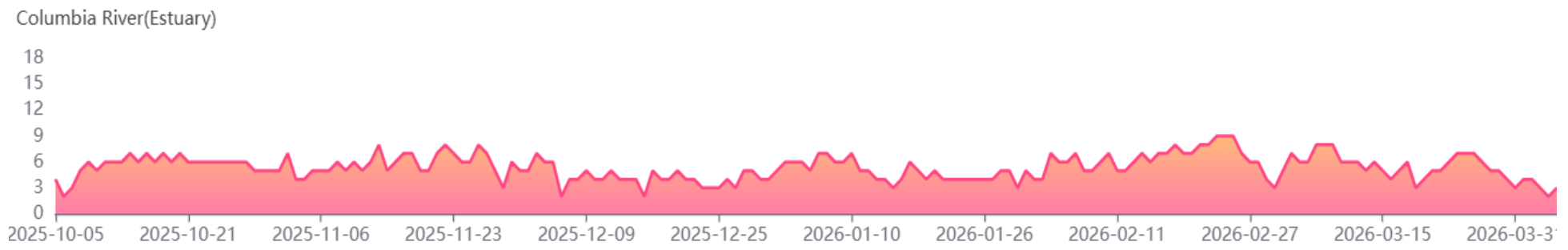
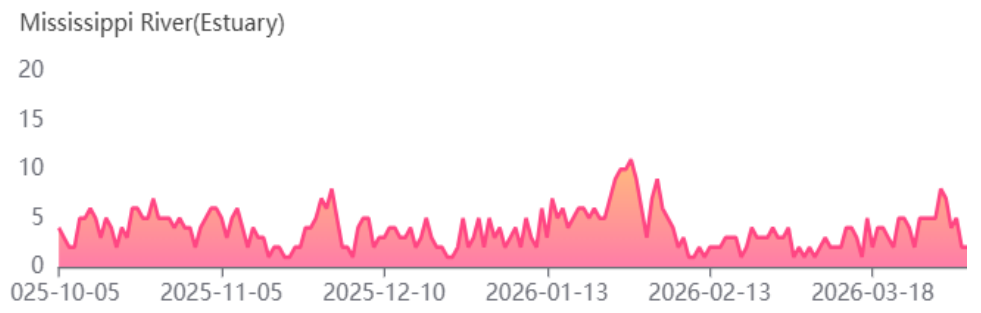
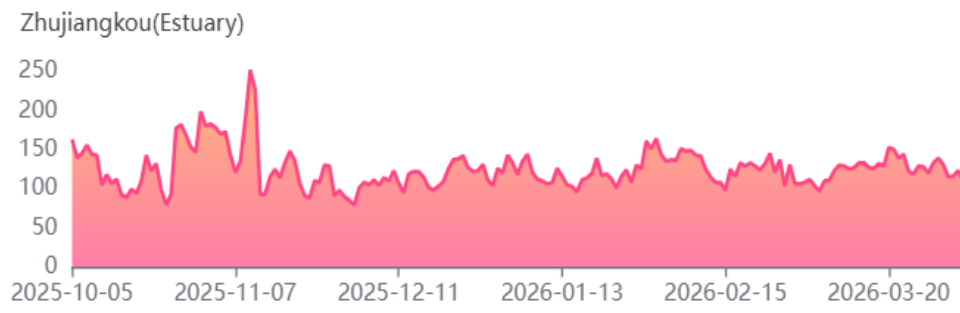
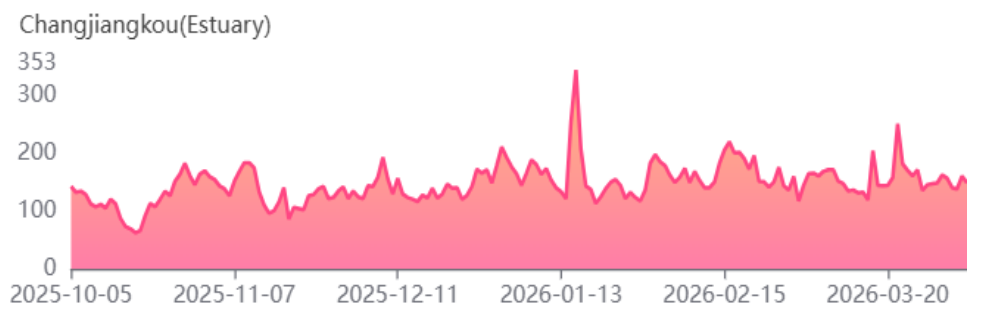
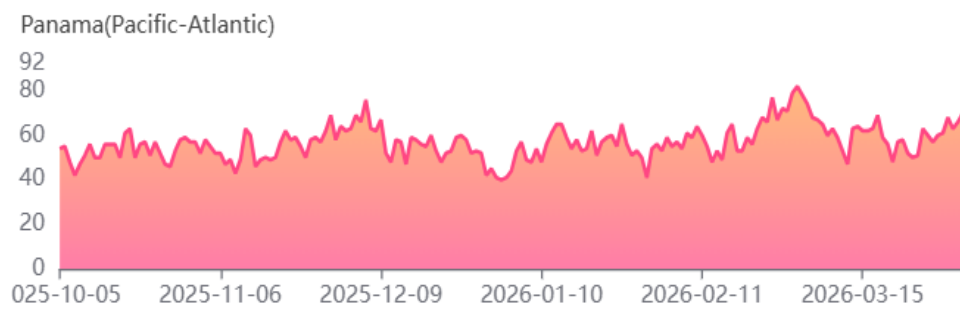
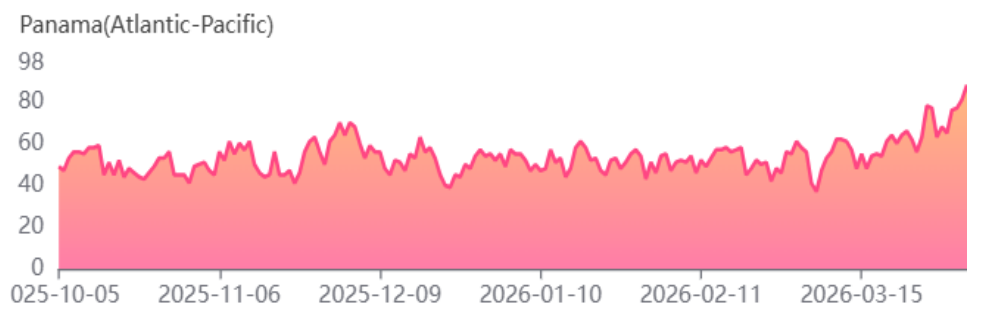
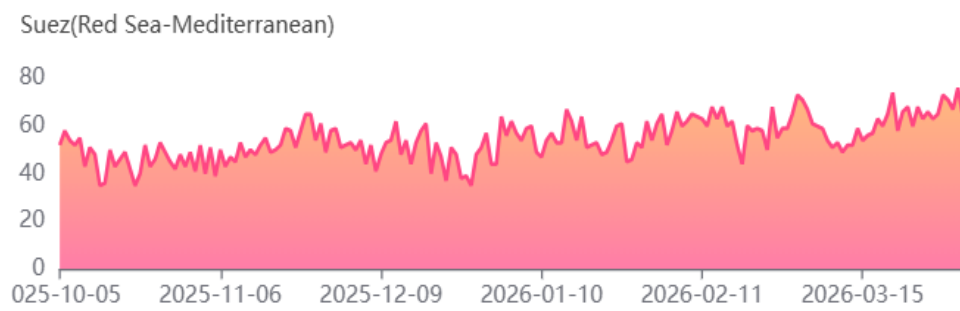
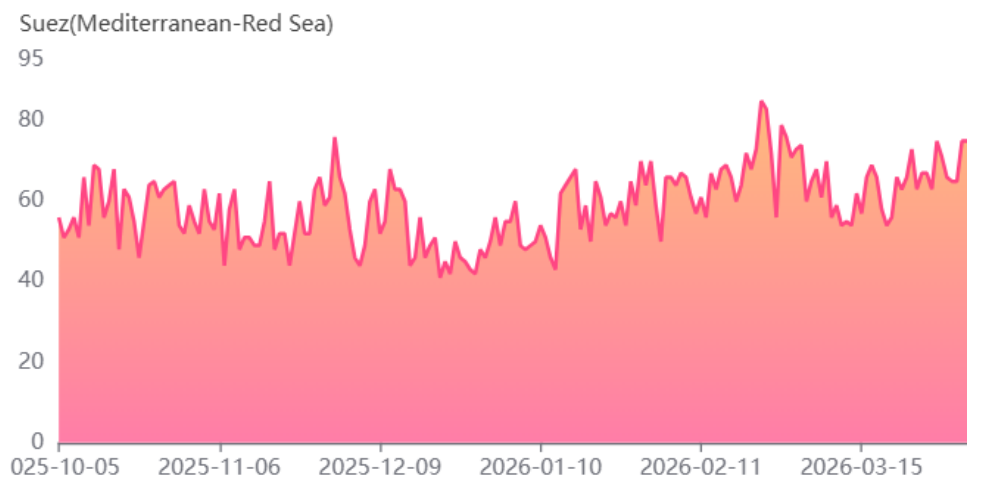


## 第二部分 航运数据 SHIPPING DATA

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	59	1786	26	19
Miss.Riv.	2	107	5	45
CJK	148	4495	-160	-262
Pa.Atlan.	88	1834	69	340
Colum.Riv.	3	148	-20	-44
Suez.Med.	75	1856	27	-108
Pa.Pac.	65	1729	62	-124
ZJK	74	3672	-91	170

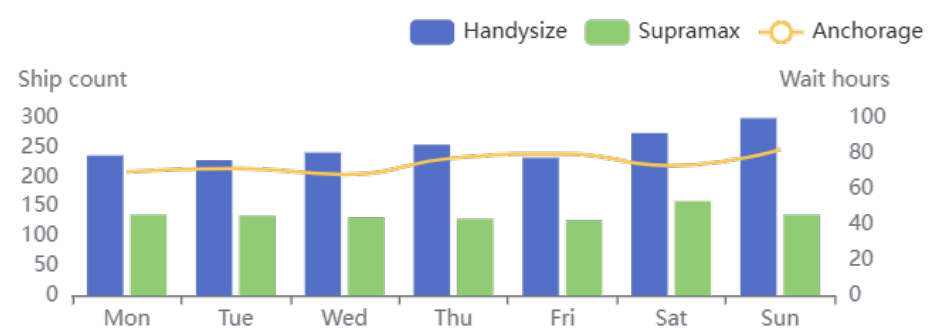


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

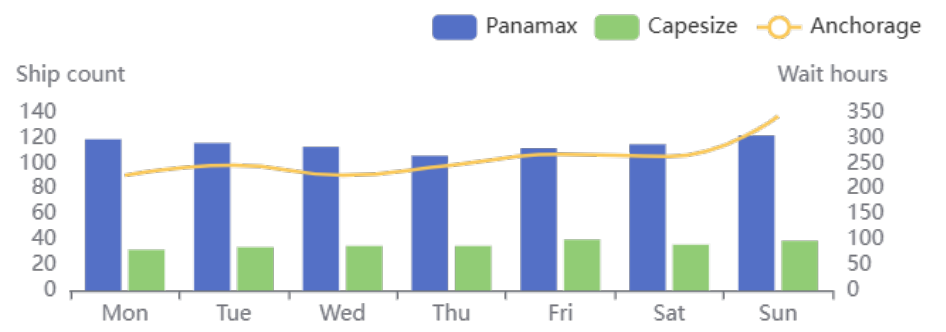
Type	M	T	W	Th	F	Sat	Sun
HDY	236	228	241	254	232	274	299
SMX	136	134	132	129	127	159	136
WT.h.	69.5	71.4	68.1	77.3	79.7	73	82



## 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

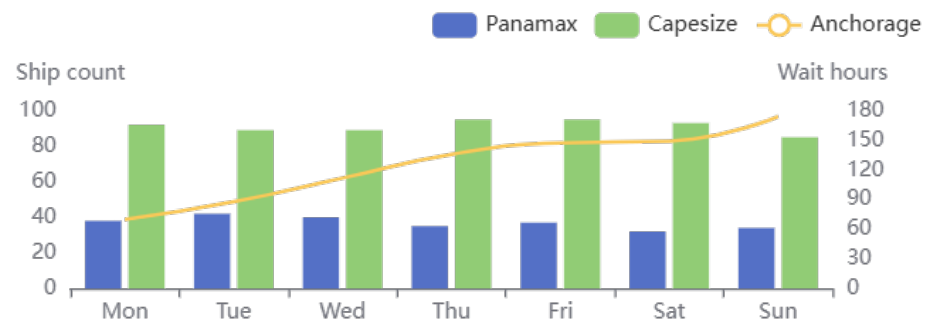
Type	M	T	W	Th	F	Sat	Sun
Pan.	119	116	113	106	112	115	122
Cap	32	34	35	35	40	36	39
WT.h.	226.4	246.7	226.75	246.7	268.4	263.7	343



## 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

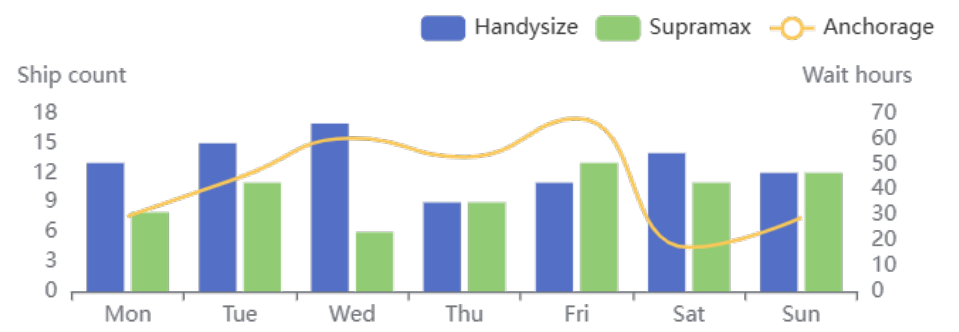
Type	M	T	W	Th	F	Sat	Sun
Pan.	38	42	40	35	37	32	34
Cap	92	89	89	95	95	93	85
WT.h.	69.8	87.8	111.8	135.8	147.4	149.2	174



## 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 &amp; Handy Num. and Waiting Time Information in Anchorages of Black Sea

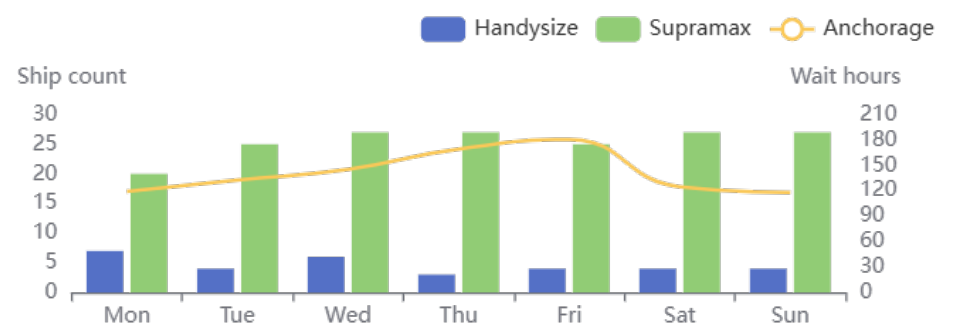
Type	M	T	W	Th	F	Sat	Sun
HDY	13	15	17	9	11	14	12
SMX	8	11	6	9	13	11	12
WT.h.	29.6	44.95	60.3	52.9	68.1	17.3	29



## 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

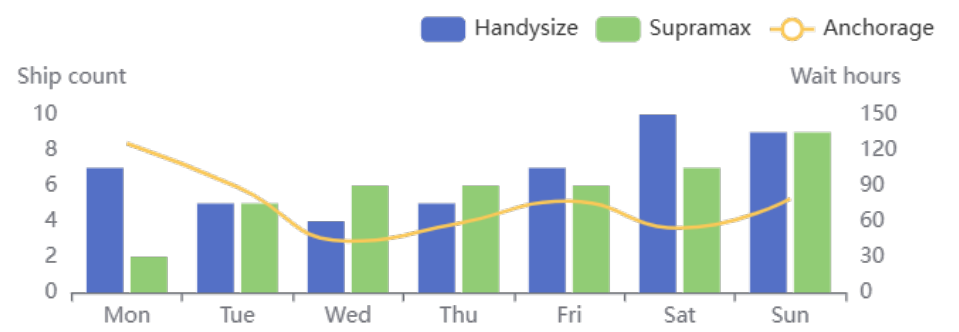
Type	M	T	W	Th	F	Sat	Sun
HDY	7	4	6	3	4	4	4
SMX	20	25	27	27	25	27	27
WT.h.	119.4	132.9	145.5	169.3	180.5	124.9	118



## 最近一周拉普拉特河区域超大型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of Plate River

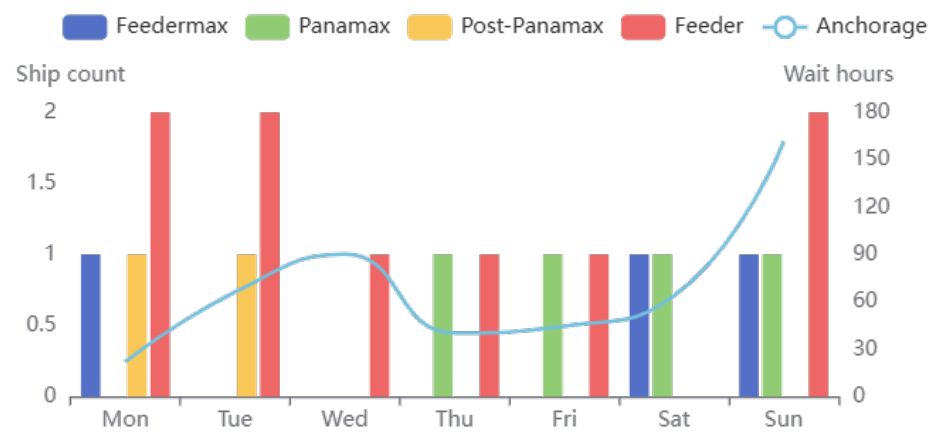
Type	M	T	W	Th	F	Sat	Sun
HDY	7	5	4	5	7	10	9
SMX	2	5	6	6	6	7	9
WT.h.	125.7	89.05	43.35	58.3	77	54.3	79



## 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

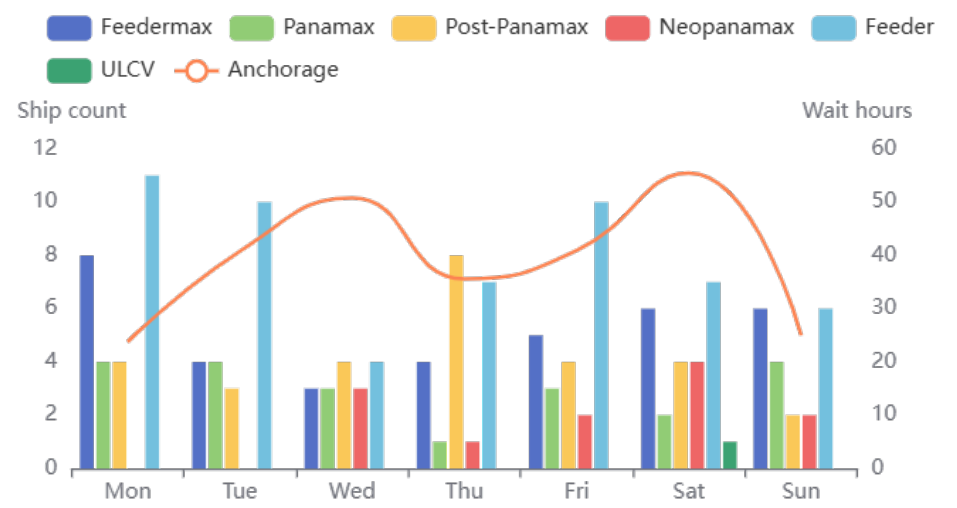
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	0	0	0	1	1
Pan.	0	0	0	1	1	1	1
PPx	1	1	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	2	2	1	1	1	0	2
WT.h.	22.0	66.2	90.2	40.25	44.65	63.8	161.5
Ulcw	0	0	0	0	0	0	0



## 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

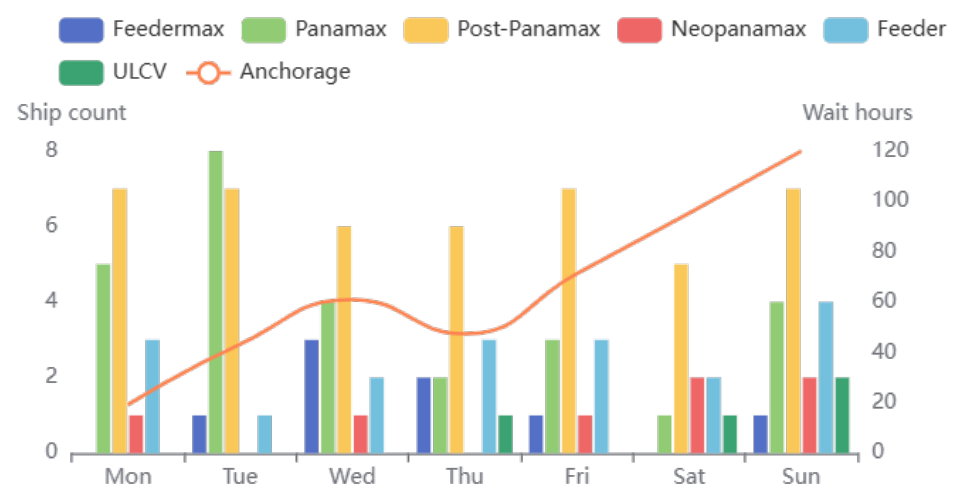
Type	M	T	W	Th	F	Sat	Sun
F.ma.	8	4	3	4	5	6	6
Pan.	4	4	3	1	3	2	4
PPx	4	3	4	8	4	4	2
NPx	0	0	3	1	2	4	2
Fd	11	10	4	7	10	7	6
Ulcw	0	0	0	0	0	1	0
WT.h.	23.8	40.8	50.8	35.6	40.95	55.5	25



## 最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

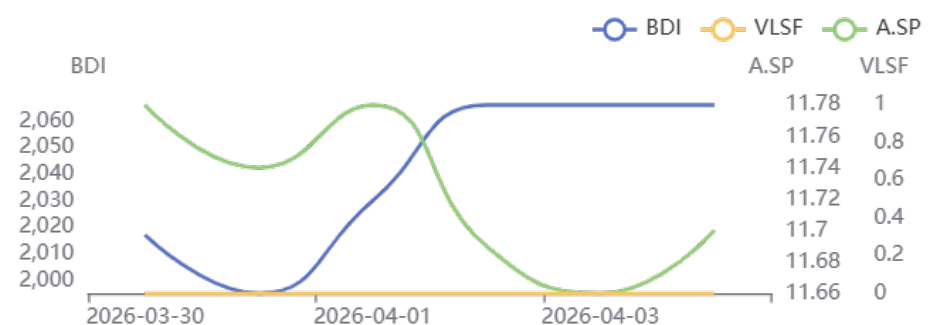
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	1	3	2	1	0	1
Pan.	5	8	4	2	3	1	4
PPx	7	7	6	6	7	5	7
NPx	1	0	1	0	1	2	2
Fd	3	1	2	3	3	2	4
Ulcw	0	0	0	1	0	1	2
WT.h.	19.3	43.3	61	47.4	71.4	95.4	120



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

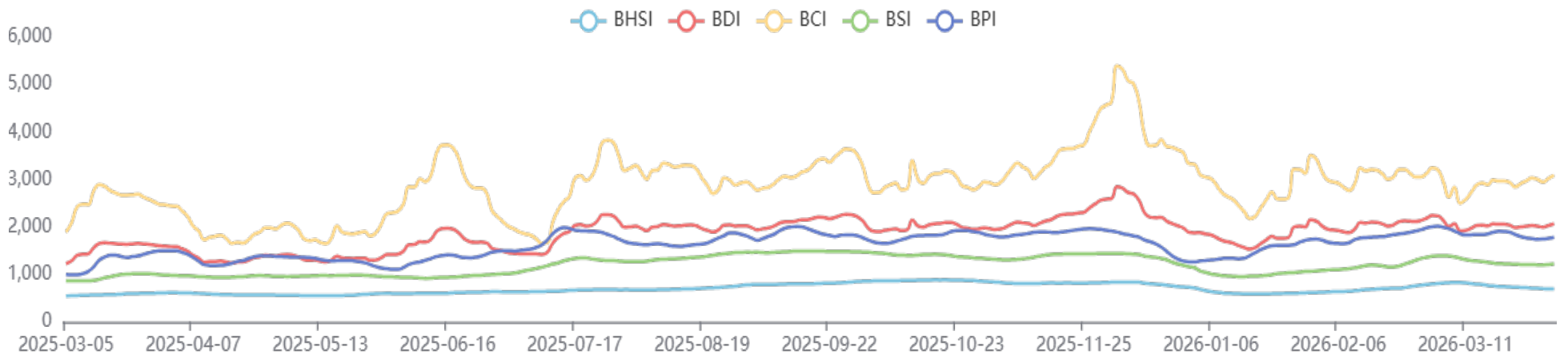
Type	M	T	W	Th	F	Sat	Sun
BDI	1742	1744	1758	1784	1784	1784	1784
VLSF	0	0	0	0	0	0	0
A.SP	11.78	11.74	11.78	11.69	11.66	11.7	



# 第三部分 航运市场 SHIPPING MARKET

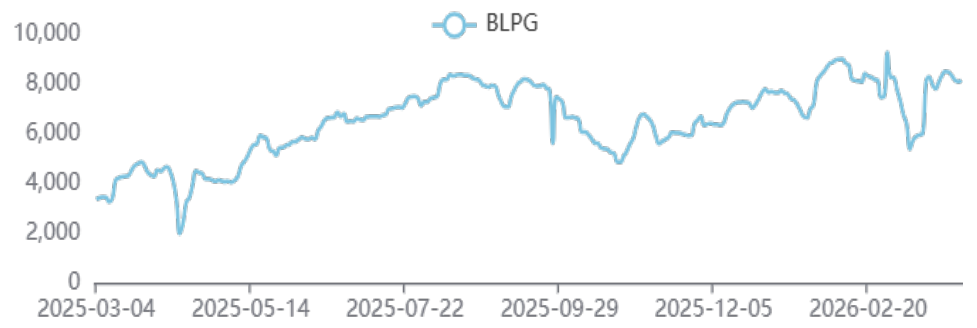
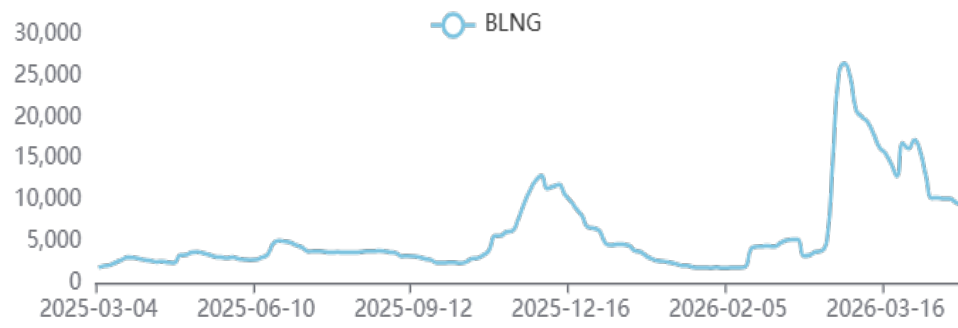
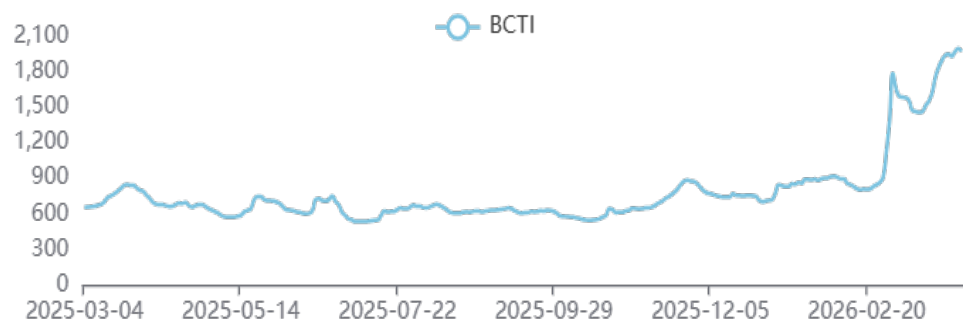
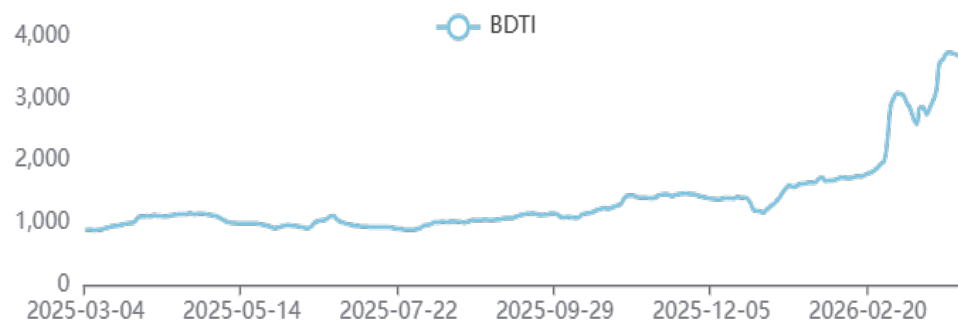
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2066	52.0	2.58	-3.37	30.51
BCI	3086	112.0	3.77	4.57	26.74
BPI	1784	14.0	0.79	-10.67	19.25
BSI	1224	19.0	1.58	-12.07	25.15
BHSI	695	-26.0	-3.61	-15.14	13.01



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	3639	-77.0	-2.07	18.03	224.62
BCTI	1969	33.0	1.7	19.04	182.9
BLNG	9367	-866.0	-8.46	-64.61	253.47
BLPG	8145	-351.0	-4.13	4.77	77.26



## 第四部分 运力分布 SUPPLY DISTRIBUTION

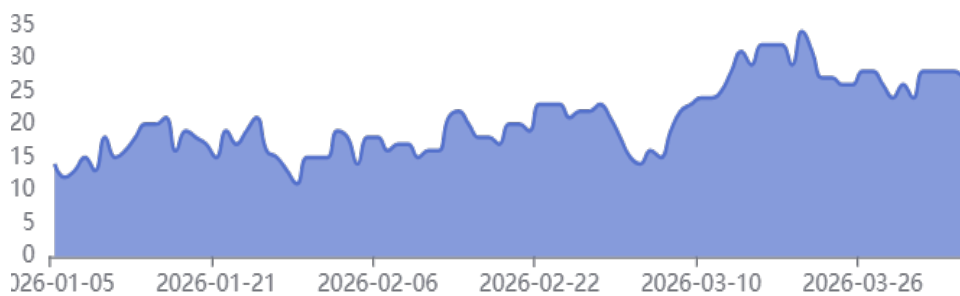


### 好望角型散货船 Capesize

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.

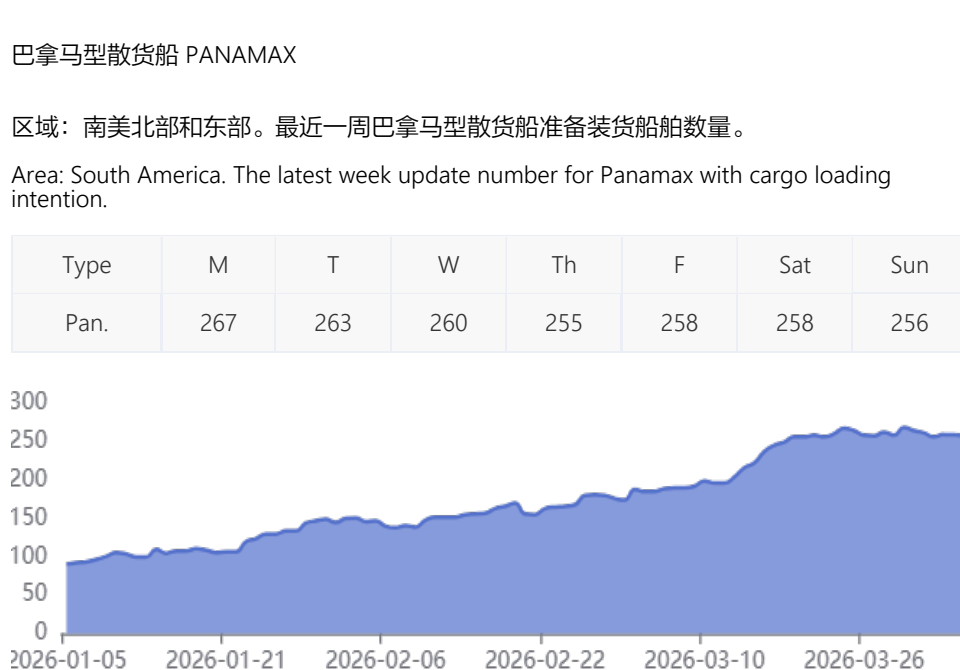
Type	M	T	W	Th	F	Sat	Sun
Cape	26	24	28	28	28	28	27



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.

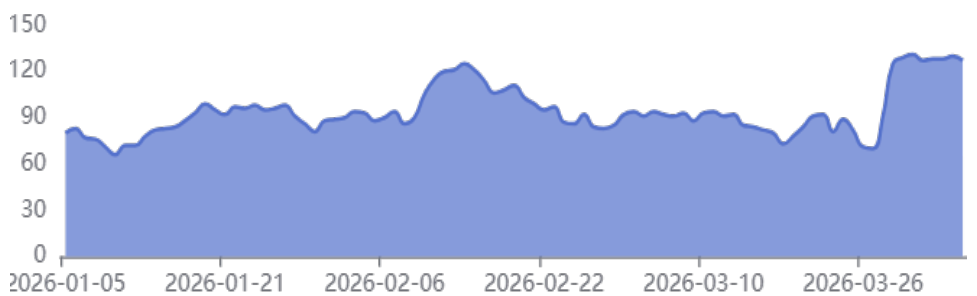
Type	M	T	W	Th	F	Sat	Sun
Cape	35	35	39	42	45	43	37



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.

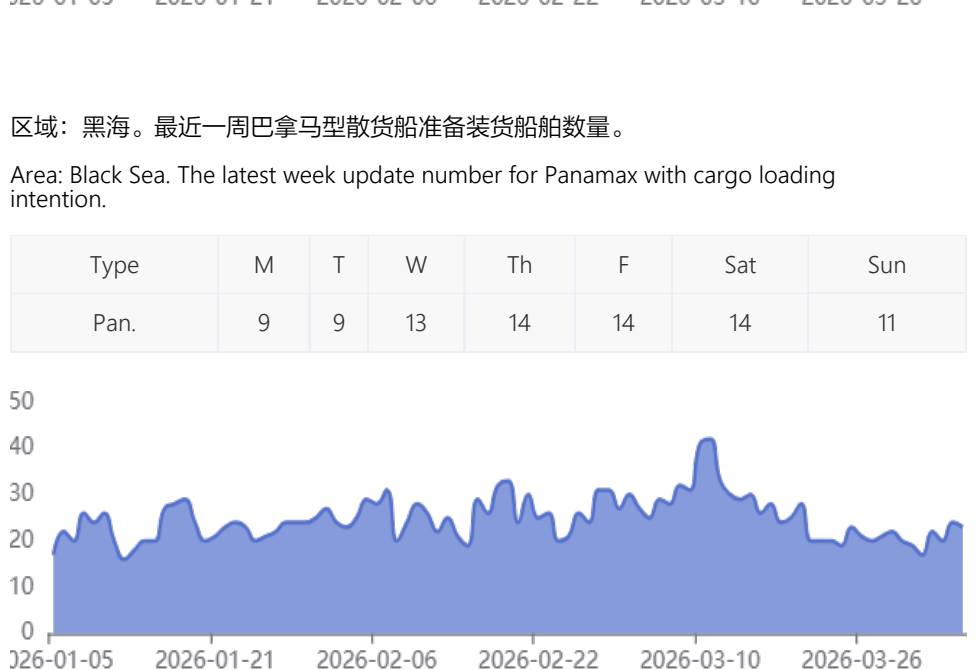
Type	M	T	W	Th	F	Sat	Sun
Cape	129	131	127	128	128	130	127



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.	9	9	13	14	14	14	11

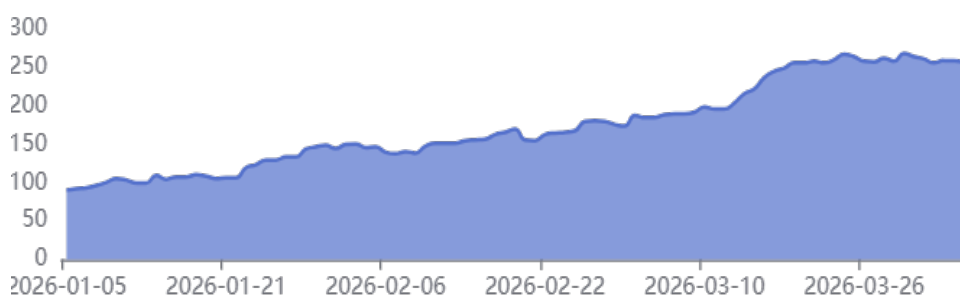


### 巴拿马型散货船 PANAMAX

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.

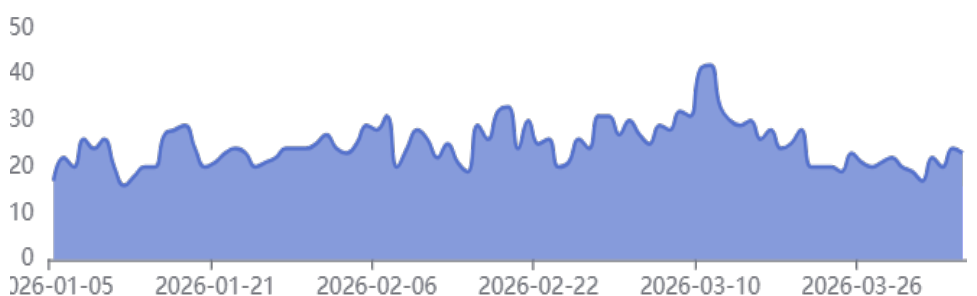
Type	M	T	W	Th	F	Sat	Sun
Pan.	267	263	260	255	258	258	256



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.

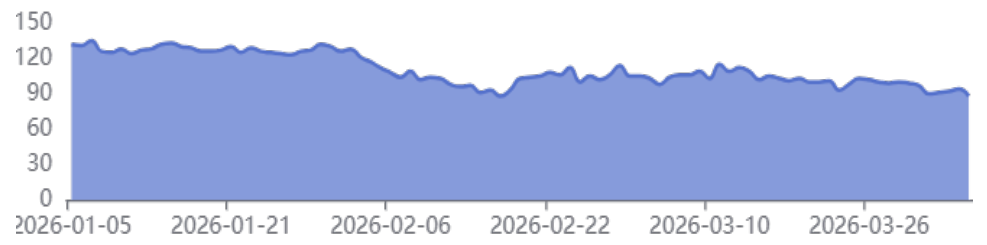
Type	M	T	W	Th	F	Sat	Sun
Pan.	9	9	13	14	14	14	11



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.	99	97	90	91	92	94	88

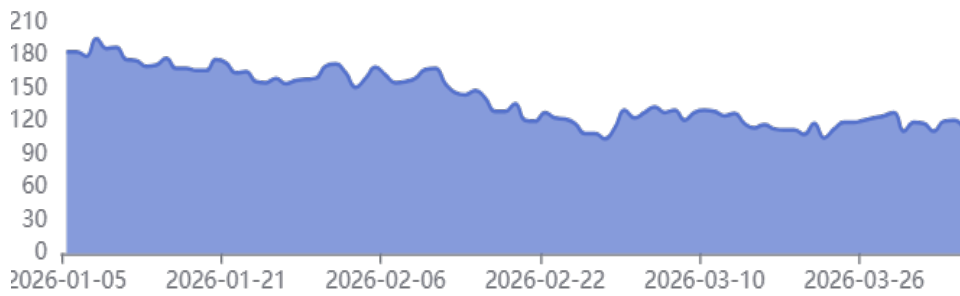


#### 超大灵便型散货 SUPRAMAX

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.

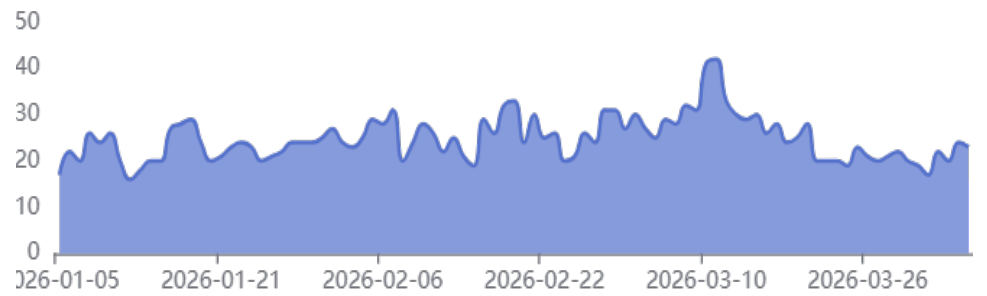
Type	M	T	W	Th	F	Sat	Sun
SMX	111	119	118	111	120	121	114



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.

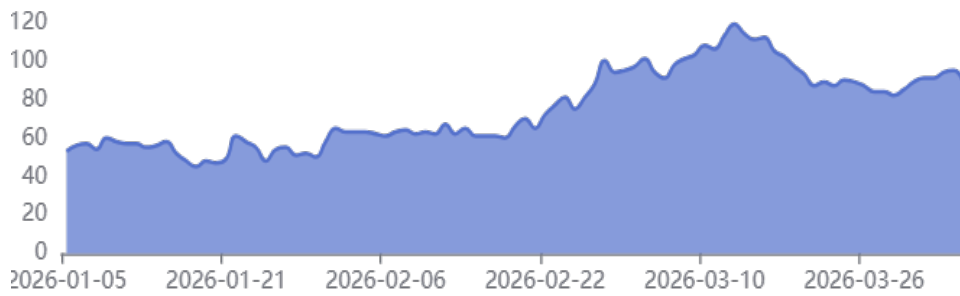
Type	M	T	W	Th	F	Sat	Sun
SMX	20	19	17	22	20	24	23



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.

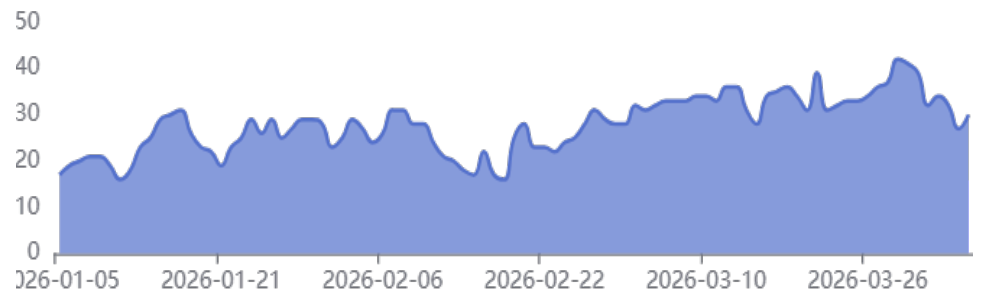
Type	M	T	W	Th	F	Sat	Sun
SMX	41	39	32	34	32	27	30



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.

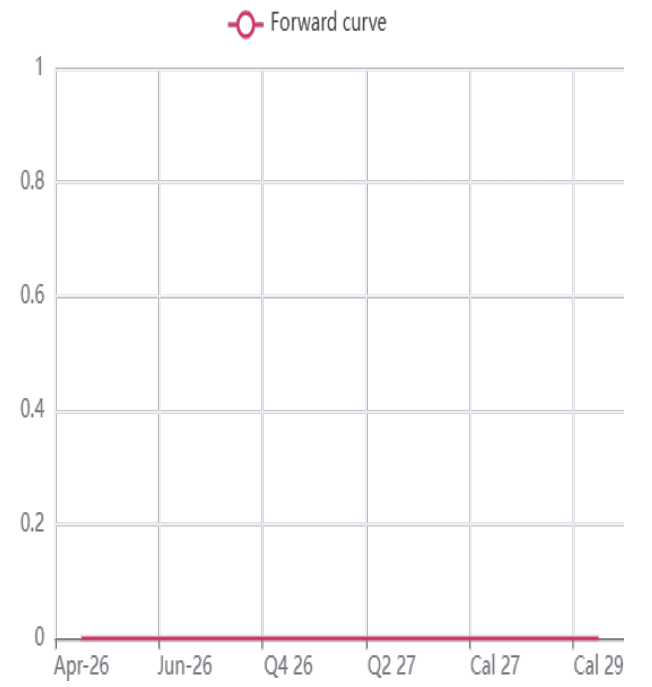
Type	M	T	W	Th	F	Sat	Sun
SMX	85	89	91	91	94	95	88



# 第五部分 远期运价协议 FFA

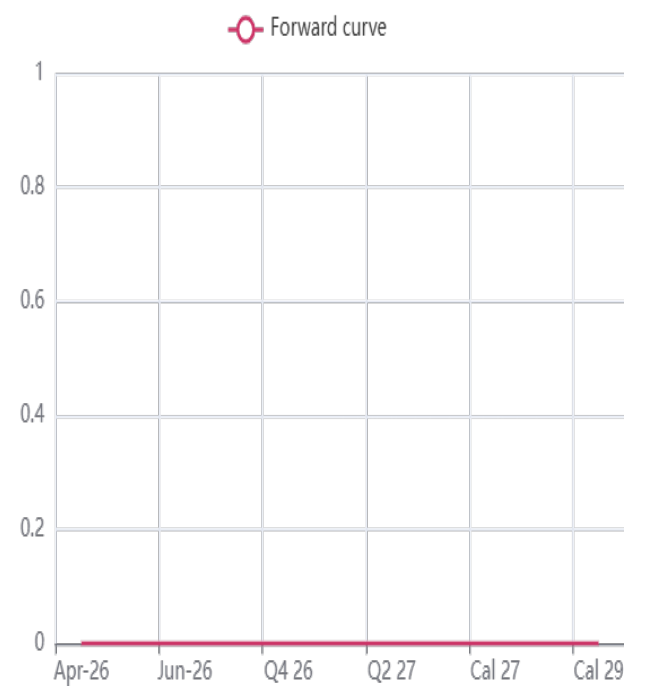
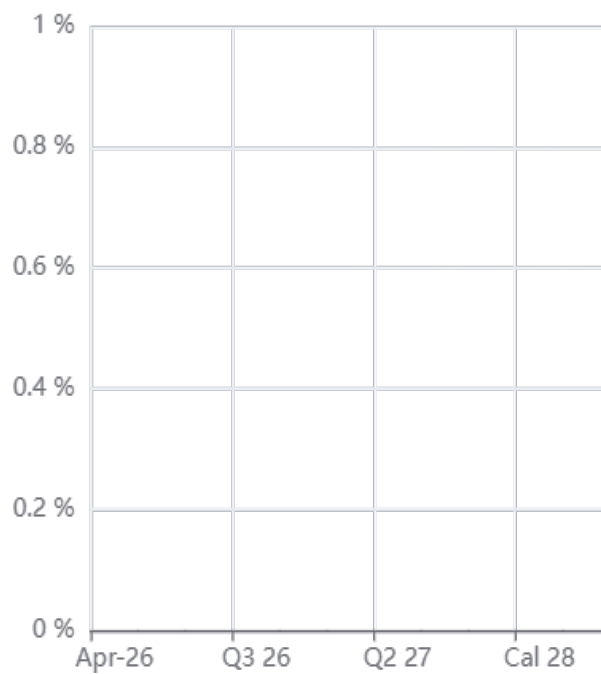
## 好望角型散货船Capesize

5TC	\$/day	WoW	
Apr-26	30,146.00	0.0	0.0 %
May-26	32,810.00	0.0	0.0 %
Jun-26	32,746.00	0.0	0.0 %
Q3 26	31,137.67	0.0	0.0 %
Q4 26	31,339.00	0.0	0.0 %
Q1 27	23,771.00	0.0	0.0 %
Q2 27	27,939.00	0.0	0.0 %
Q3 27	30,474.00	0.0	0.0 %
Cal 27	28,159.25	0.0	0.0 %
Cal 28	26,435.00	0.0	0.0 %
Cal 29	25,249.00	0.0	0.0 %



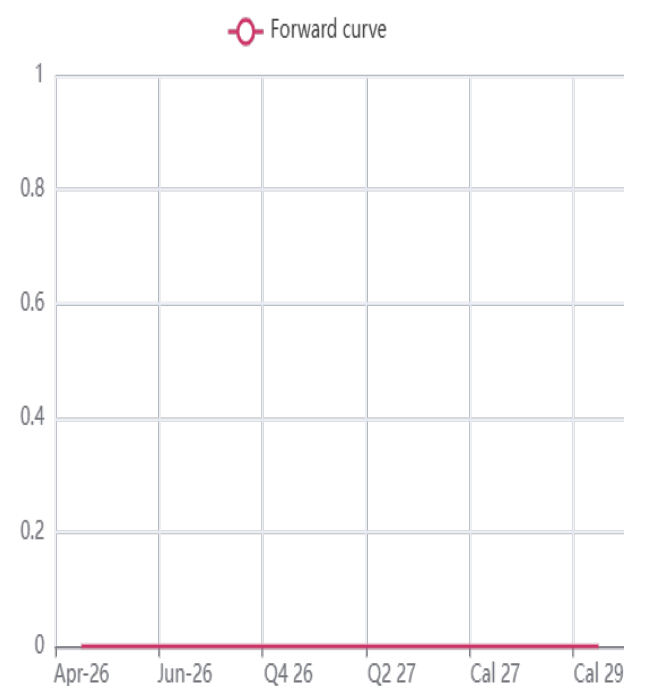
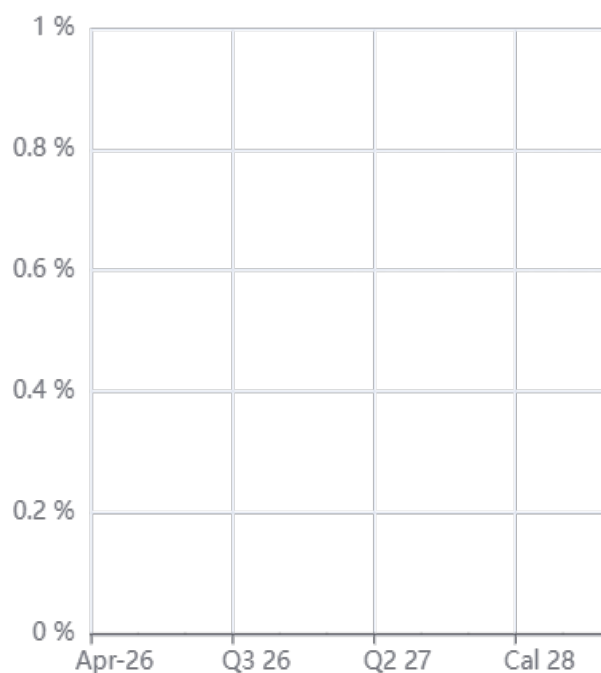
## 巴拿马型散货船Panamax

4TC	\$/day	WoW	
Apr-26	17,586.00	0.0	0.0 %
May-26	19,104.00	0.0	0.0 %
Jun-26	18,982.00	0.0	0.0 %
Q3 26	18,298.67	0.0	0.0 %
Q4 26	16,957.00	0.0	0.0 %
Q1 27	13,743.00	0.0	0.0 %
Q2 27	14,914.00	0.0	0.0 %
Q3 27	14,939.00	0.0	0.0 %
Cal 27	14,518.75	0.0	0.0 %
Cal 28	13,789.00	0.0	0.0 %
Cal 29	13,625.00	0.0	0.0 %



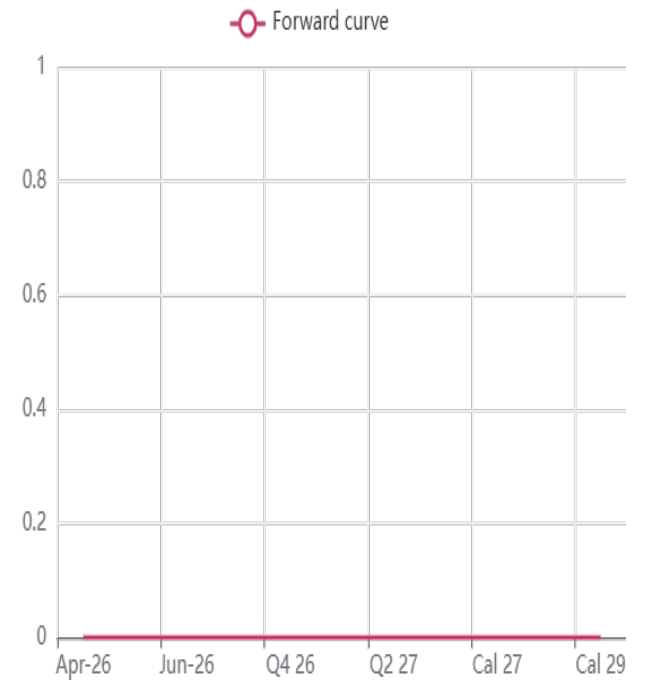
## 超大灵便型散货船Supramax

10TC	\$/day	WoW	
Apr-26	16,698.00	0.0	0.0 %
May-26	17,859.00	0.0	0.0 %
Jun-26	17,941.00	0.0	0.0 %
Q3 26	17,867.33	0.0	0.0 %
Q4 26	16,880.00	0.0	0.0 %
Q1 27	13,877.00	0.0	0.0 %
Q2 27	15,627.00	0.0	0.0 %
Q3 27	14,798.00	0.0	0.0 %
14,634.00	Cal 27	0.0	0.0 %
Cal 28	14,063.00	0.0	0.0 %
Cal 29	13,945.00	0.0	0.0 %



## 灵便型散货船Handysize

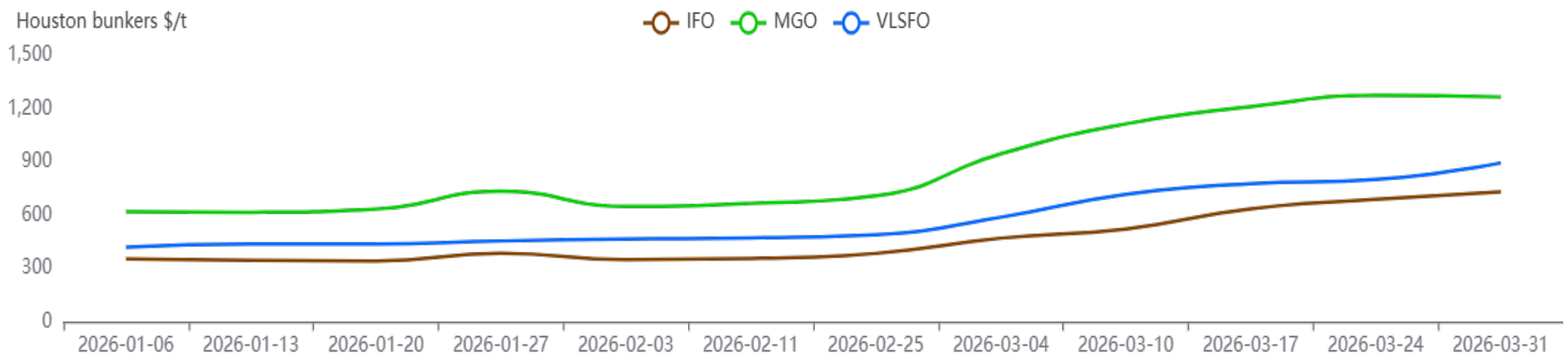
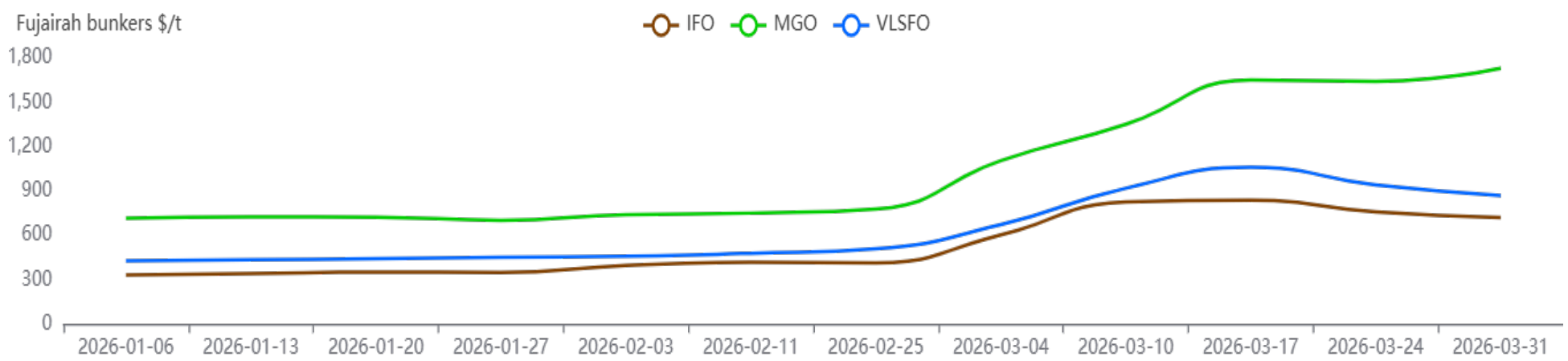
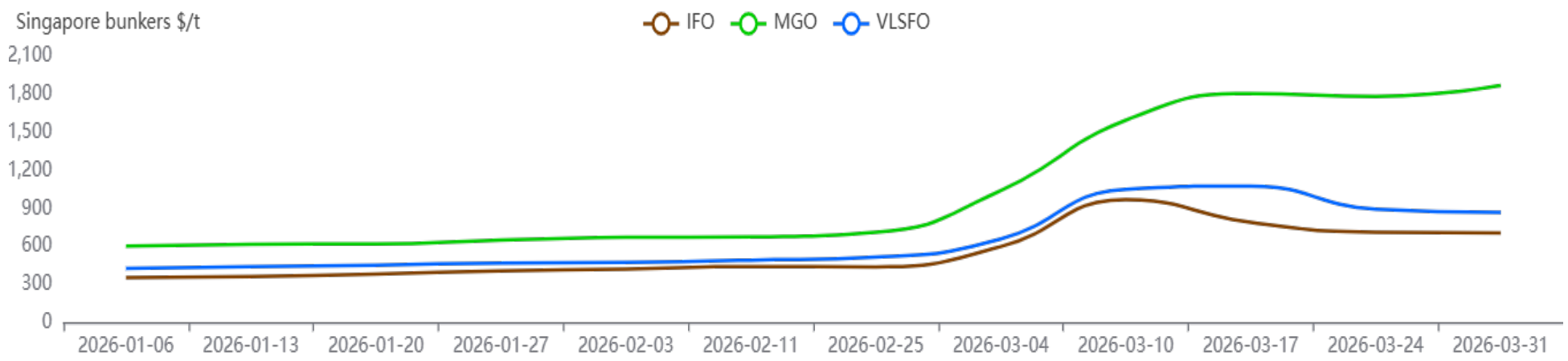
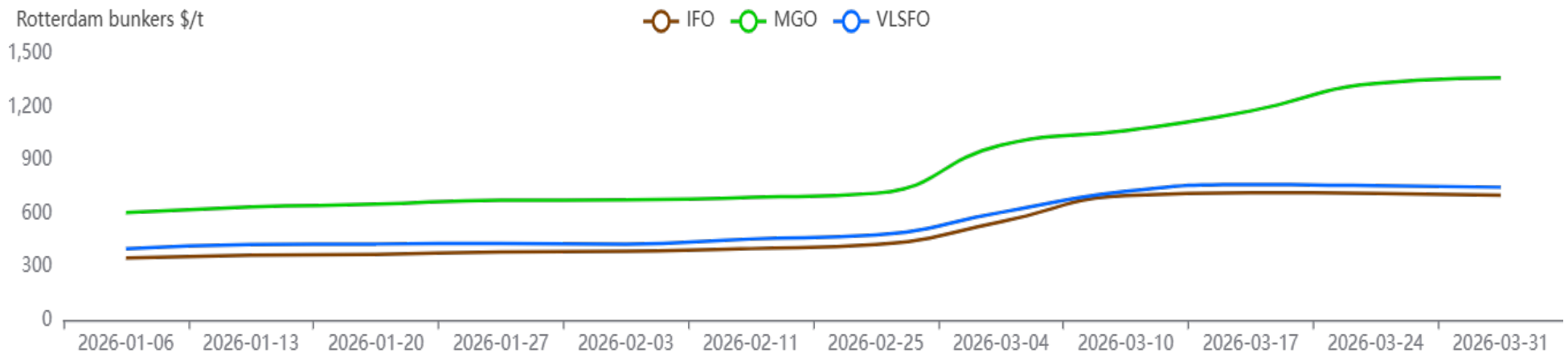
7TC	\$/day	WoW	
Apr-26	13,160.00	0.0	0.0 %
May-26	13,520.00	0.0	0.0 %
Jun-26	14,020.00	0.0	0.0 %
Q3 26	13,788.33	0.0	0.0 %
Q4 26	13,130.00	0.0	0.0 %
Q1 27	11,500.00	0.0	0.0 %
Q2 27	12,370.00	0.0	0.0
Q3 27	12,350.00	0.0	0.0 %
Cal 27	12,080.00	0.0	0.0 %
Cal 28	11,500.00	0.0	0.0 %
Cal 29	11,440.00	0.0	0.0 %



## 第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	858.5	688.0	1703.5	170.5	18.5	12.17	227.88
Singapore	867.5	705.0	1869.5	162.5	-20.0	-10.96	166.39
Rotterdam	749.0	703.5	1366.5	45.5	2.0	4.6	-14.15
Fujairah	869.0	720.5	1730.0	148.5	-34.5	-18.85	110.64
Houston	895.0	732.5	1267.0	162.5	51.0	45.74	37.71

(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		209.0	1.0	0.48	3.47	5.56
Maize		231.0	-2.0	-0.86	1.32	0.43
Soybeans		221.0	-3.0	-1.34	-1.78	7.28
Rice		157.0	1.0	0.64	0.0	-12.29
Barley		244.0	0.0	0.0	1.24	6.09
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	99.08	-0.56	-0.56	32.89	39.22
Brent	USD/Bbl	100.98	-11.59	-10.3	24.1	35.49
Natural Gas	USD/MMBtu	2.85	-0.17	-5.63	-2.4	-30.66
Gasoline	USD/Gal	3.12	-0.13	-4.0	24.8	36.24
Heating Oil	USD/Gal	4.07	-0.43	-9.56	25.62	77.73
Ethanol	USD/Gal	2.0	-0.03	-1.48	11.11	14.29
Naphtha	USD/T	950.35	101.65	11.98	41.87	55.98
Propane	USD/Gal	0.81	0.01	1.25	9.46	-7.95
Uranium	USD/Lbs	84.15	0.1	0.12	-2.38	30.26
Methanol	CNY/T	3053.0	-233.0	-7.09	19.91	17.97
TTF Gas	EUR/MWh	48.59	-5.94	-10.89	-1.88	19.01
UK Gas	GBP/thm	122.66	-13.93	-10.2	-3.04	24.48
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.59	0.12	2.19	-4.61	10.26
Coal	USD/T	142.45	-1.4	-0.97	3.22	38.3
Steel	CNY/T	3125.0	-1.0	-0.03	1.33	-1.08
Iron Ore	USD/T	106.38	0.16	0.15	6.84	3.78
Aluminum	USD/T	3490.7	215.5	6.58	4.51	38.14
Lithium	CNY/T	161500.0	3500.0	2.22	4.87	117.95
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4740.3	245.25	5.46	-7.91	51.37
Silver	USD/t.oz	75.05	5.46	7.85	-10.3	120.87
Platium	null	1969.3	98.1	5.24	-8.79	96.79
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.16	0.01	0.87	0.0	7.41
USD/CNY		6.88	-0.04	-0.58	-0.15	-5.49

## 第八部分 本周话题 WEEKLY TOPIC



### 霍尔木兹海峡阶梯式恢复通航

综合HIFLEET航运大数据分析，截至2026年4月初霍尔木兹海峡正从3月事实性封锁进入有限、分级、逐步恢复通行的变化阶段，整体趋势呈现短期有限松动到中期实质性恢复，最后发展形成新常态的阶梯式回暖船舶通行，但难以快速回到冲突前的完全自由通航状态。

就船舶通航数据看，当前正处于从完全冻结到局部破冰阶段，3月中旬冲突高峰期，通航量骤降95%-97%，有时单日曾出现零通航。4月初最新动态，阿曼籍3艘大船（2艘VLCC、1艘LNG船）成功经南线（阿曼侧）驶出波斯湾，为冲突以来首次。日本商船三井LNG船成功通过海峡，日本45艘滞留船开始松动。伊朗开始分国别放行，比如菲律宾、马来西亚、泰国、阿曼、日本等非敌对国。周通行量回升至正常水平的5%-10%，仍属严格管控下的有限通行。

当前霍尔木兹海峡船舶通行由伊朗主导实行管控模式，按分级准入制管理。按友好度五档分级：美国和以色列船舶被完全禁止；欧洲/日韩/中立国审批加护航加收费。通航路线进行管理，仅限北侧伊朗水域，伊朗进行统一管理。基本流程是，背景审查，缴费，发通行码，伊方巡逻艇引导。

由英国、法国牵头（美国缺席）的40国联合外交于4月2日施压强调航行自由、拒付通行费、推动无条件开放。马克龙明确表示，军事不现实，主靠外交加制裁施压。

市场预测2026年4月到6月间，海峡船舶通行应该是有限扩容、分级放行阶段，全球能源危机应该可得到一定缓解。伊朗会扩大中立国清单，船舶管控会提高放行效率，海峡船舶通行恢复至正常30%-40%。2026年6至9月，海峡可能会实质性恢复，海峡船舶通行恢复至60%-80%，接近正常。全球能源通胀倒逼、停火协议达成。伊朗全面开放航道，仅保留常规安检。大型油轮/货轮批量回归，运价、保险大幅回落。2026年10月后，霍尔木兹海峡船舶通行新常态，由伊朗和阿曼联合加海事组织监管成为常设机制。沙特东西管道、红海延布港、阿联酋富查伊拉运能提升，石油进口国高库存策略常态化。

霍尔木兹海峡几个月的封闭和管制对世界能源，金融市场的打击是深远的，国际局势已经发生巨大的变化，各种区域势力或联盟会重新审视新的国际格局。霍尔木兹海峡一定会重新通行，但再也回不到过去那种低成本、自由的通行状态。

Based on the comprehensive analysis of HIFLEET shipping data, as of early April 2026, the Strait of Hormuz is moving from the actual blockade in March into a stage of limited, graded, and gradual resumption of traffic. The overall trend shows a gradual easing in the short term to a substantial recovery in the medium term, and eventually develops into a stepwise warming-up of vessel traffic, but it is difficult to quickly return to the completely free navigation state before the conflict.

In terms of vessel navigation data, the current situation is transitioning from complete ice blockage to partial ice breaking. During the peak conflict period in mid-March, the navigation volume dropped by 95% to 97%, and sometimes there were even zero navigations on a single day. As of the latest developments in early April, three large vessels (two VLCCs and one LNG ship) of the Oman nationality successfully sailed out of the Persian Gulf via the South Route (Oman side), marking the first time since the conflict began. The Japanese shipping company Mitsui LNG ship successfully passed through the strait, and 45 stranded Japanese ships began to move. Iran began to allow passage by country, such as countries that are not hostile, like the Philippines, Malaysia, Thailand, Oman, and Japan. The weekly navigation volume has rebounded to 5% to 10% of the normal level, still being a limited passage under strict control.

Currently, the passage of ships through the Strait of Hormuz is controlled by Iran, following a tiered access system. It is classified into five levels based on friendliness: American and Israeli ships are completely prohibited; European, Japanese, Korean, and neutral country ships require approval, escort, and payment. The navigation route is managed, and it is limited to the Iranian waters on the north side. Iran conducts unified management. The basic process is as follows: background review, payment, issuance of passage code, and guidance by Iranian patrol boats.

Led by the UK and France (with the US absent), a 40-nation joint diplomatic effort on April 2 put pressure on the issue, emphasizing freedom of navigation, refusing to pay tolls, and advocating unconditional openness. Macron clearly stated that military action is not feasible; instead, it relies on diplomacy combined with sanctions to exert pressure.

Market forecast: From April to June 2026, the passage of ships through the strait is expected to be in a stage of limited expansion and graded release. The global energy crisis should be somewhat alleviated. Iran will expand the list of neutral countries, and the control of ships will improve the release efficiency, and the passage of ships through the strait will return to 30%-40% of normal levels. From June to September 2026, the strait may be substantially restored, and the passage of ships through the strait will return to 60%-80%, approaching normal levels. Global energy inflation has forced a halt and a ceasefire agreement has been reached. Iran will fully open the shipping lanes, with only routine inspections retained. Large oil tankers and cargo ships will return in batches, and freight rates and insurance will significantly decrease. After October 2026, the normal operation of ship passage through the Strait will be regulated jointly by Iran and Oman through the maritime organization as a permanent mechanism. The transportation capacity of the Saudi East-West Pipeline, the Red Sea Yanbu Port, and the United Arab Emirates Fujairah will be enhanced, and the high inventory strategies of oil-importing countries will become regular.

The months-long closure and control of the Strait of Hormuz have had a profound impact on the world's energy and financial markets. The international situation has undergone significant changes, and various regional powers or alliances will re-examine the new international landscape. The Strait of Hormuz will definitely reopen, but it will never return to the low-cost, free passage status of the past.

