hiFleet 船队在线

2026年
第17周市场周报

Contents

上海迈利船舶科技有限公司

hiFleet 船队在线 租船AI产品介绍

Chartering AI PRODUCT INTRODUCTION

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

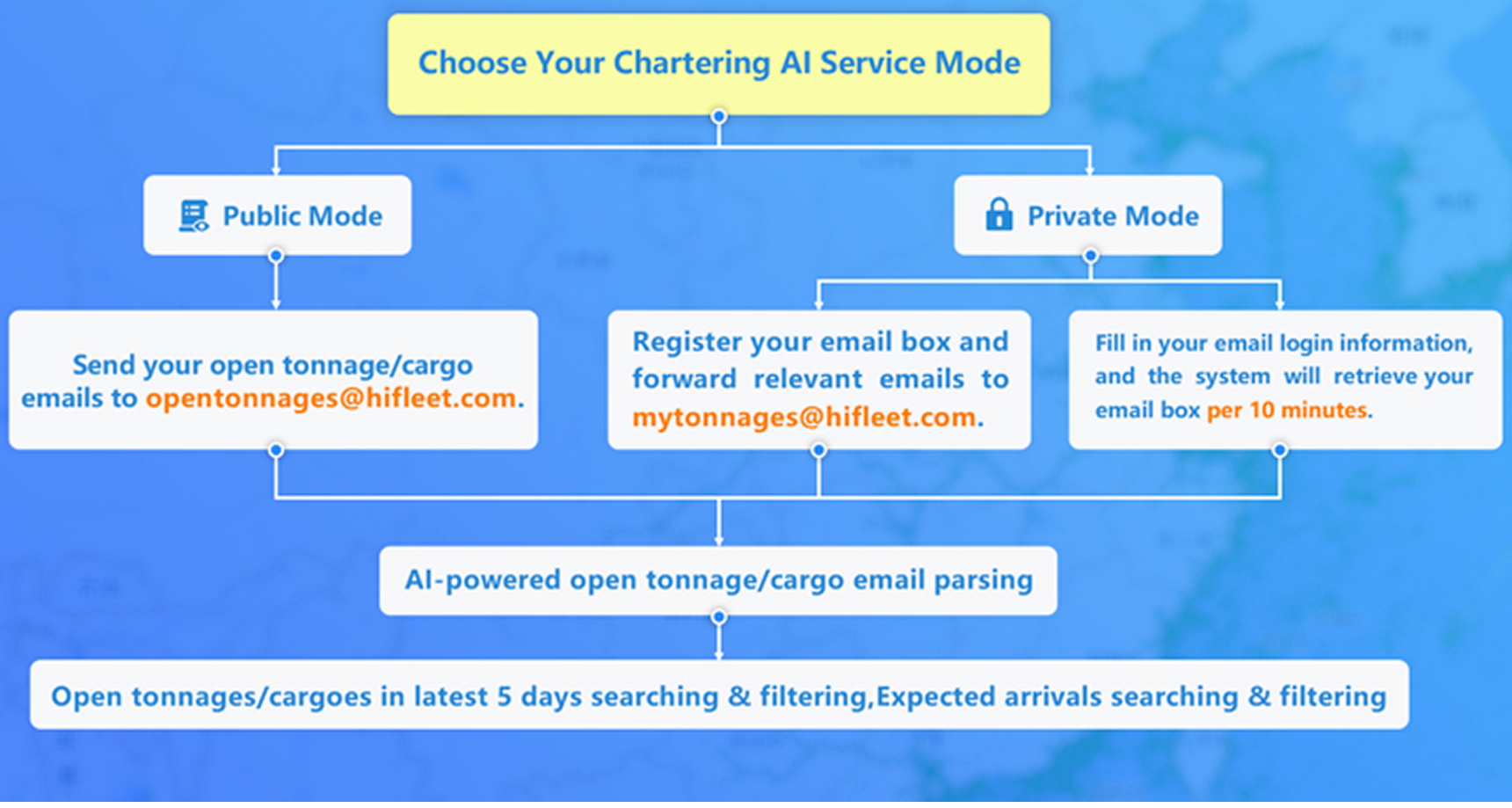
Search cargo & tonnage offers by port & its nearby

Basic authenticity screening for tonnage offers

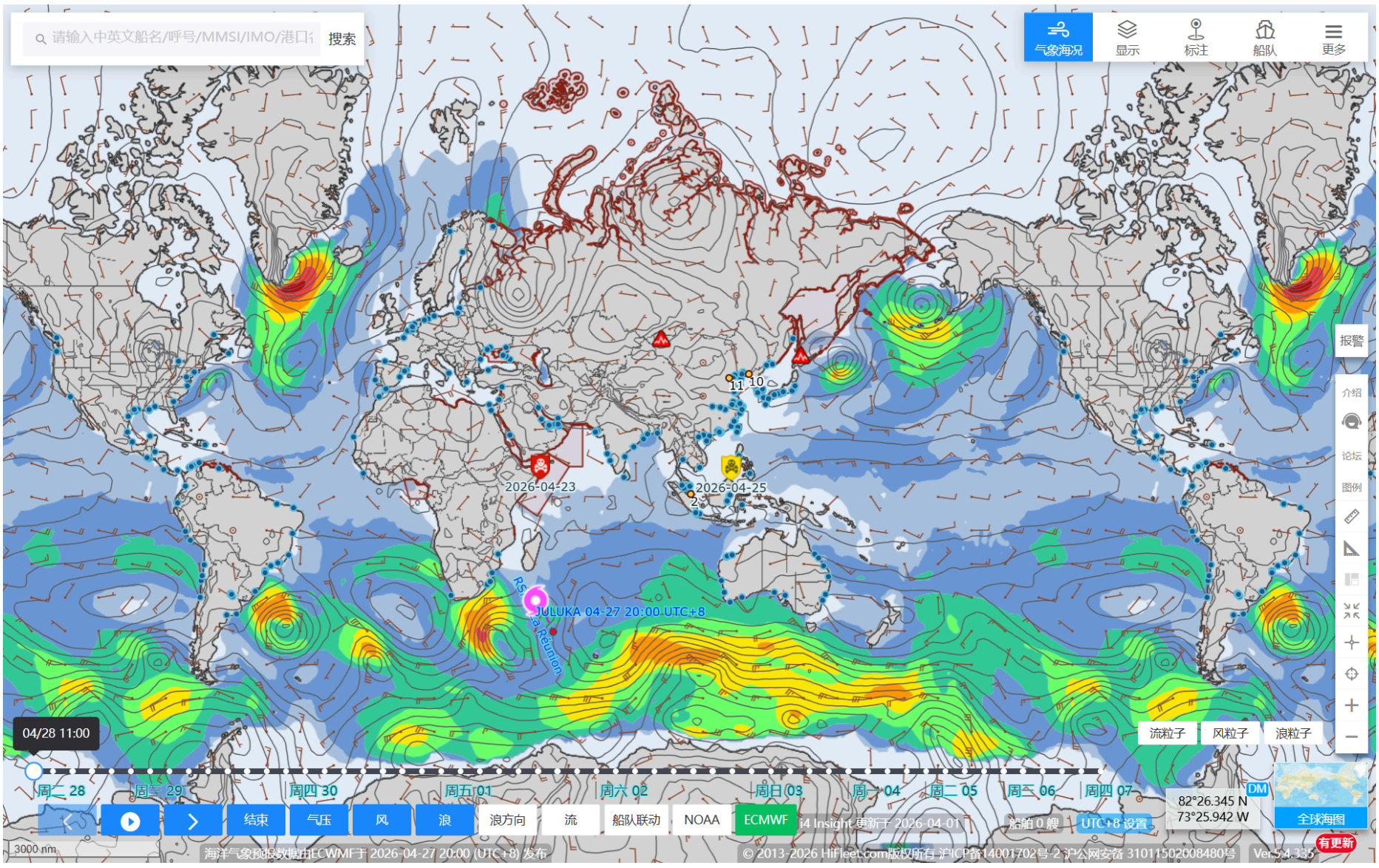
Sanctions-risk alerts for tonnage offers

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1474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 1474 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.

航海气象 Meteorology

未来一周中国渤海海域风力3-4级，有中浪；黄海风力3-5级，轻浪；东海风力4-6级，后半周有大浪；台湾海峡3-7级风，有大浪；南海大部海域风力3-4级，有中浪。The coming week the wind in Bohai Sea is gentle with moderate sea. Yellow Sea the wind is gentle with slight sea. And China East Sea becomes strong with rough sea in the late of the week. The wind in the Taiwan Strait becomes strong with rough sea in the late of the week. In most of the South China Sea the wind is moderate with moderate sea.

海盗事件 Piracy

2026年4月23日，在索马里加拉卡德以西约 43 公里处。一艘普通货船上的武装安保人员注意到一艘小船迅速靠近。警报响起，船速加快，全体船员在安全区域集结，武装团队则做好了就位准备。在大约 600 米的距离处，小船上四名海盗与武装团队发生了交火，最终海盗放弃了行动并撤离。据报告，所有船员均安全无恙。23.04.2026: 0720 UTC: Posn: 06:23.80N – 049:49.1E, Around 43nm SE of Garacad, Somalia. Members of an armed security team onboard a general cargo ship underway noticed a skiff approaching rapidly. Alarm raised, speed increased, crew mustered in a safe place and the armed team took their positions. At a distance of around 600m meters there was an exchange of fire between the four pirates on the skiff and the armed team, resulting in the pirates aborting and moving away. All crew members are reported safe and unharmed.

海上事件 Marine Incidents

2026年4月27日，又一艘超大型油轮成功穿越了狭窄的霍尔木兹海峡，并抵达了伊拉克南部的石油码头。据HIFLEET的AIS 数据显示，299000 载重吨的超大型油轮"HELGA"号（2000 年建造）于本周一停靠在巴士拉港附近。On April 27, 2026, another ultra-large oil tanker successfully navigated through the narrow Strait of Hormuz and arrived at the oil terminal in southern Iraq. According to the AIS data from HIFLEET, the 299,000-ton ultra-large oil tanker "HELGA" (built in 2000) docked near Basra Port this Monday.

其它 Others

没有 NIL

备注 Remark

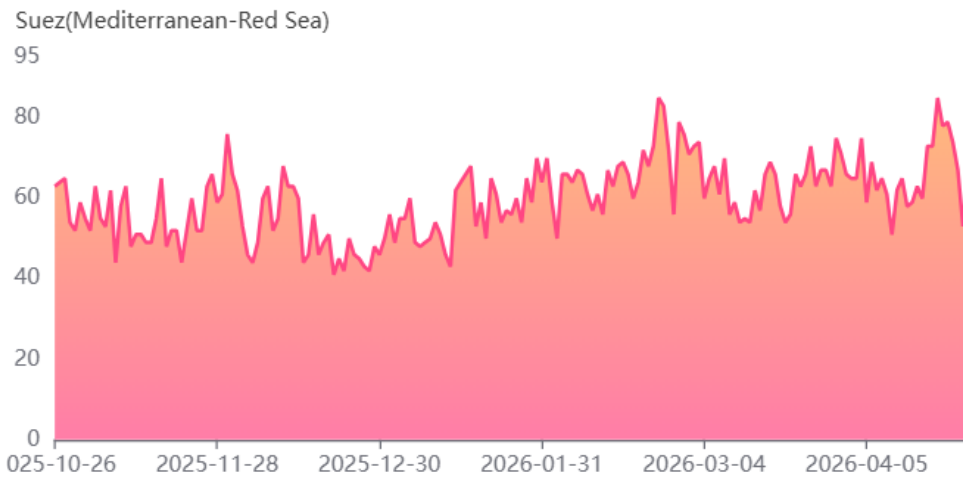
本报告数据截止时间为2026年4月26日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on Apr 26th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

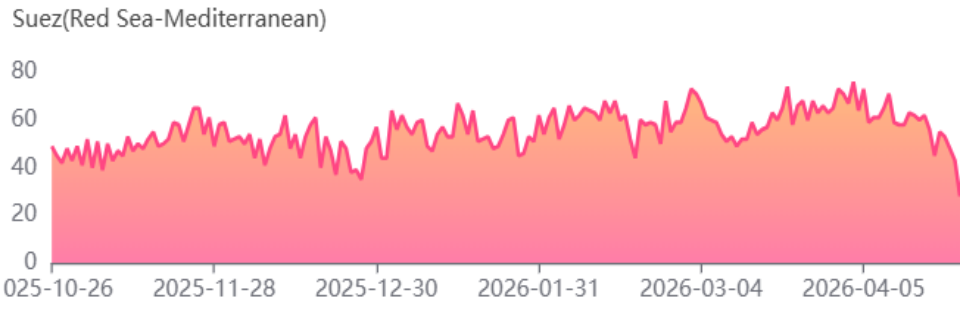
第二部分 航运数据 SHIPPING DATA

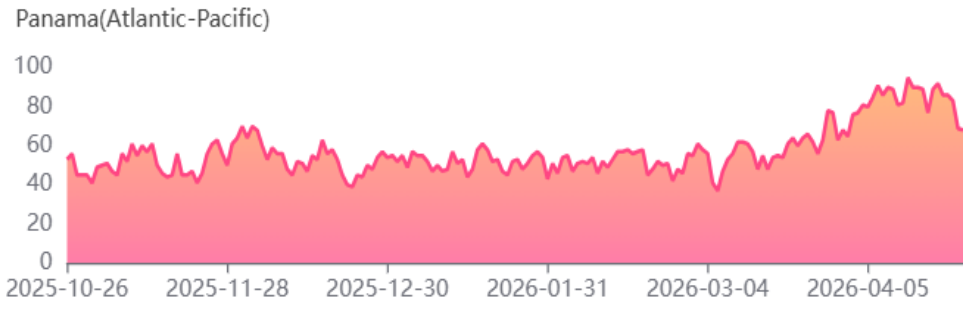
最近一周船舶运河/河口锚地等待数量

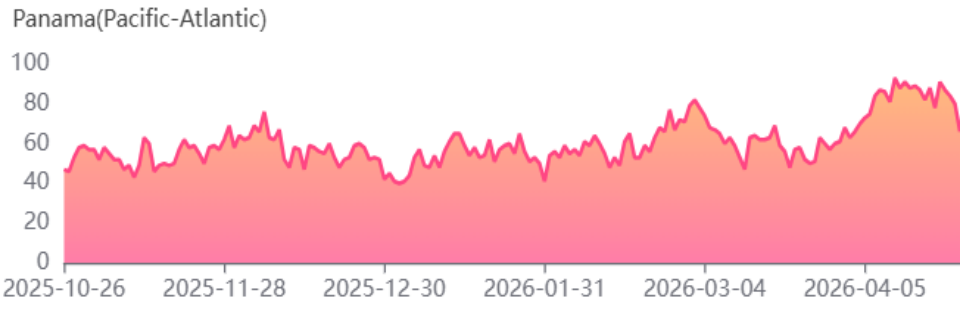
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

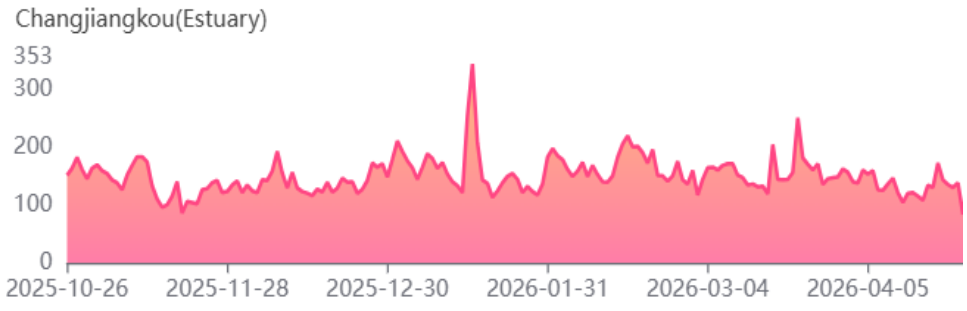
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	28	1748	-103	-8
Miss.Riv.	5	166	0	88
CJK	83	3930	96	-576
Pa.Atlan.	68	2346	-43	728
Colum.Riv.	4	161	-3	-5
Suez.Med.	53	1930	91	69
Pa.Pac.	66	2246	-43	431
ZJK	65	3452	-38	-136

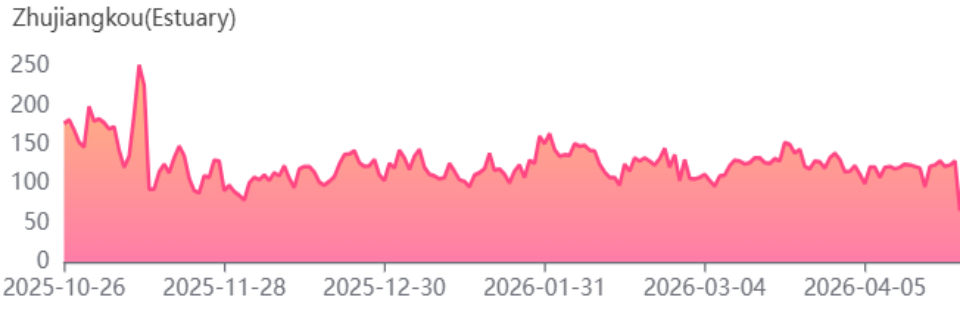


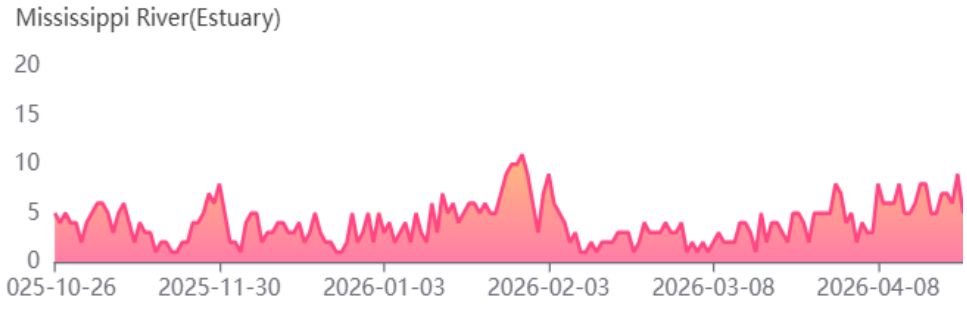


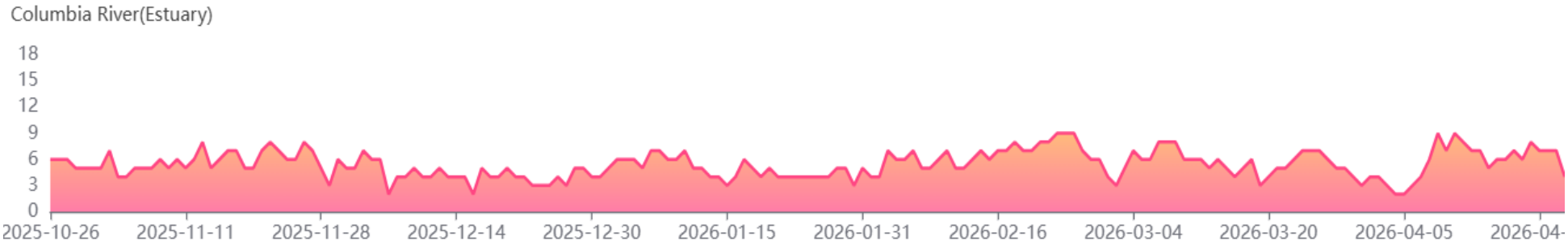










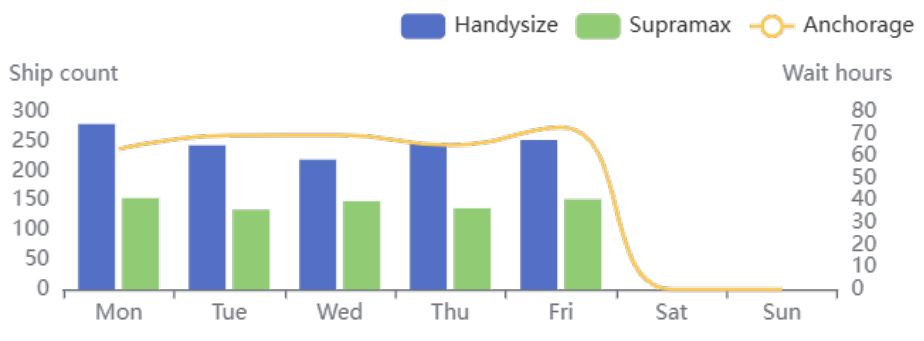


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

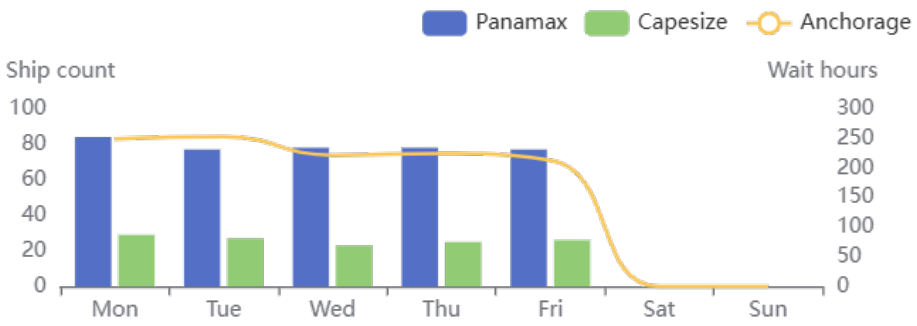
Type	M	T	W	Th	F	Sat	Sun
HDY	279	243	219	246	252	0	0
SMX	154	134	149	137	152	0	0
WT.h.	63.1	69.3	69.5	64.9	73	0.0	0.0



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.	84	77	78	78	77	0	0
Cap	29	27	23	25	26	0	0
WT.h.	249	252.7	221.7	224.3	213	0.0	0.0



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

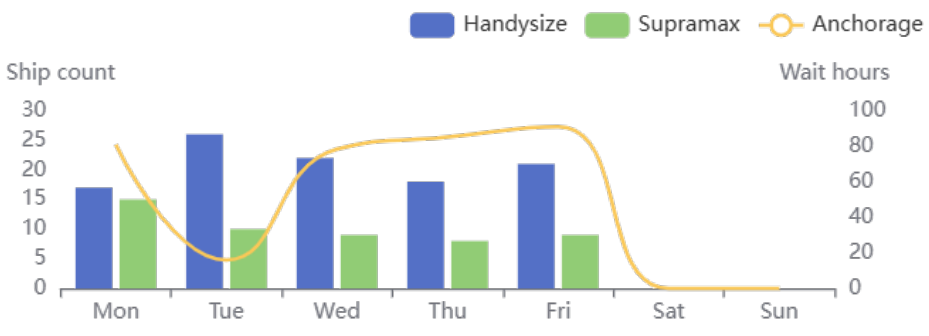
Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Australia

Type	M	T	W	Th	F	Sat	Sun
Pan.	41	39	37	48	48	0	0
Cap	56	62	56	61	61	0	0
WT.h.	128.2	102.3	132.7	89.5	120	0.0	0.0

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

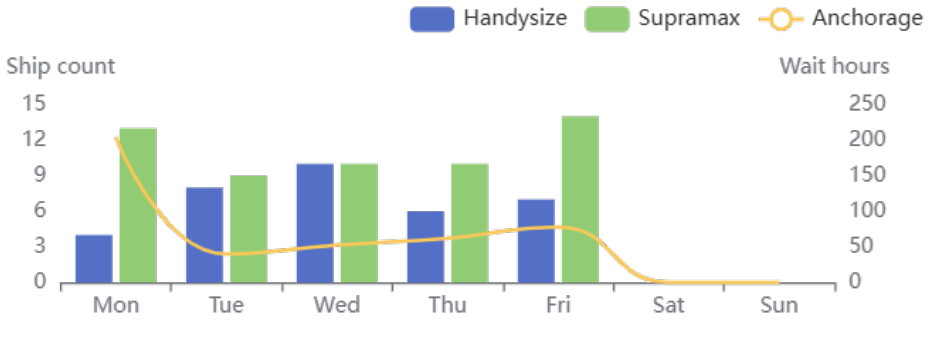
Type	M	T	W	Th	F	Sat	Sun
HDY	17	26	22	18	21	0	0
SMX	15	10	9	8	9	0	0
WT.h.	80.8	16.0	78.4	85.2	91	0.0	0.0



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

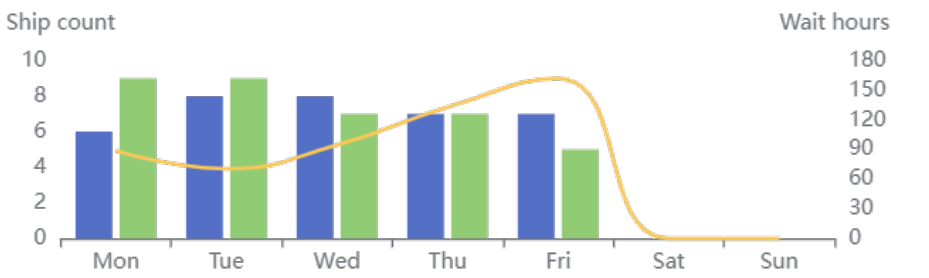
Type	M	T	W	Th	F	Sat	Sun
HDY	4	8	10	6	7	0	0
SMX	13	9	10	10	14	0	0
WT.h.	203.9	39.8	52.6	62.1	78	0.0	0.0



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

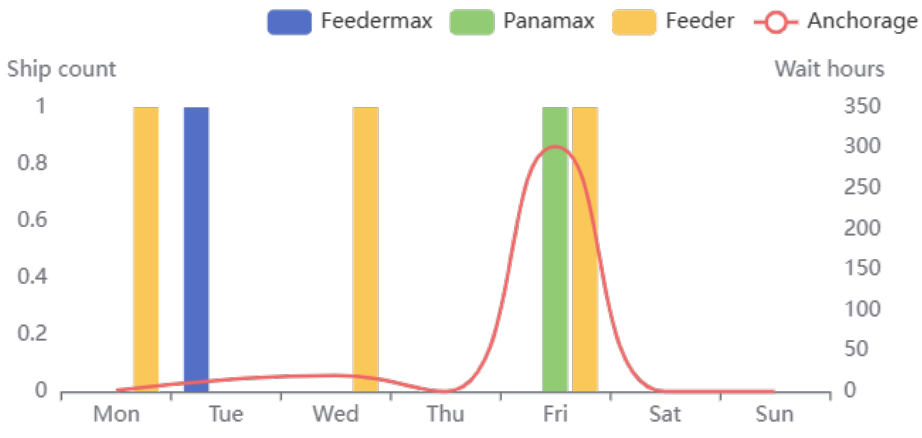
Type	M	T	W	Th	F	Sat	Sun
HDY	6	8	8	7	7	0	0
SMX	9	9	7	7	5	0	0
WT.h.	88.9	70.7	94.7	132.95	162	0.0	0.0



最近一周香港区域集装箱船锚泊数量和平均等待时长

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

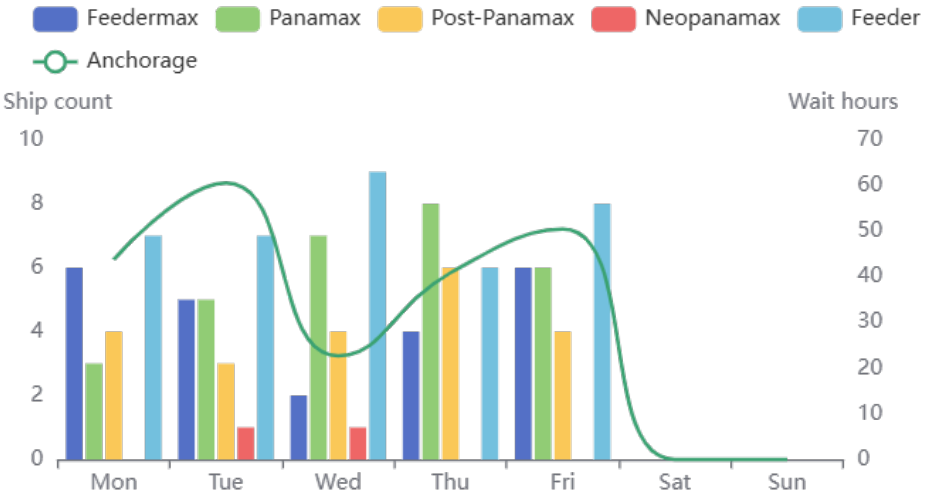
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	1	0	0	0	0	0
Pan.	0	0	0	0	1	0	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	1	0	1	0	1	0	0
WT.h.	1.4	14.5	19.8	0.0	302	0.0	0.0
Ulcv	0	0	0	0	0	0	0



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

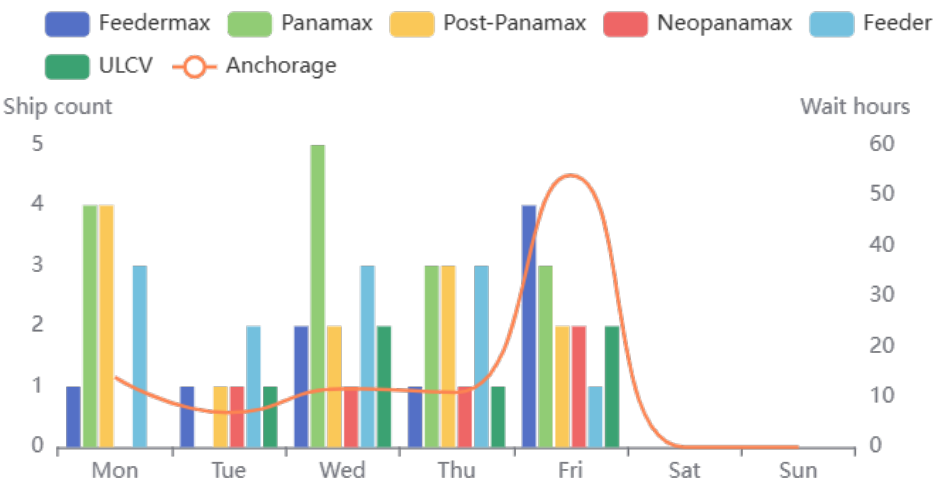
Type	M	T	W	Th	F	Sat	Sun
F.ma.	6	5	2	4	6	0	0
Pan.	3	5	7	8	6	0	0
PPx	4	3	4	6	4	0	0
NPx	0	1	1	0	0	0	0
Fd	7	7	9	6	8	0	0
Ulcv	0	0	0	0	0	0	0
WT.h.	43.8	60.6	22.7	40.9	50.5	0.0	0.0



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

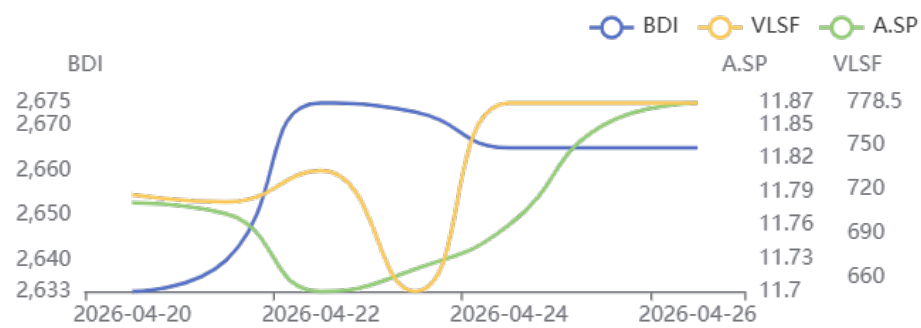
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	1	2	1	4	0	0
Pan.	4	0	5	3	3	0	0
PPx	4	1	2	3	2	0	0
NPx	0	1	1	1	2	0	0
Fd	3	2	3	3	1	0	0
Ulcv	0	1	2	1	2	0	0
WT.h.	13.9	6.85	11.6	10.9	54	0.0	0.0



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

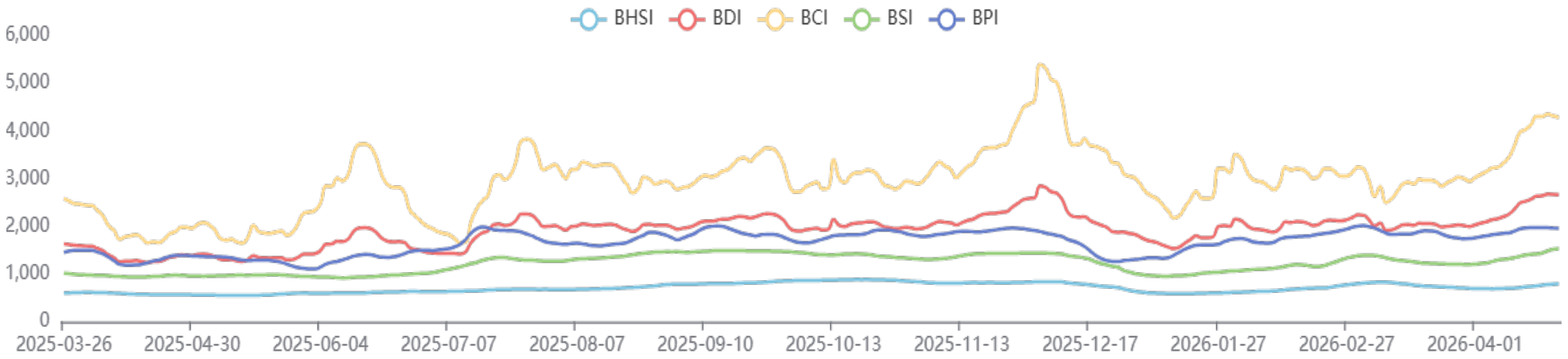
Type	M	T	W	Th	F	Sat	Sun
BDI	1976	1973	1971	1965	1960	1960	1960
VLSF	716.00	711.00	732.50	650.00	778.50	778.50	778.50
A.SP	11.78	11.77	11.7	11.72	11.76	11.85	11.85



第三部分 航运市场 SHIPPING MARKET

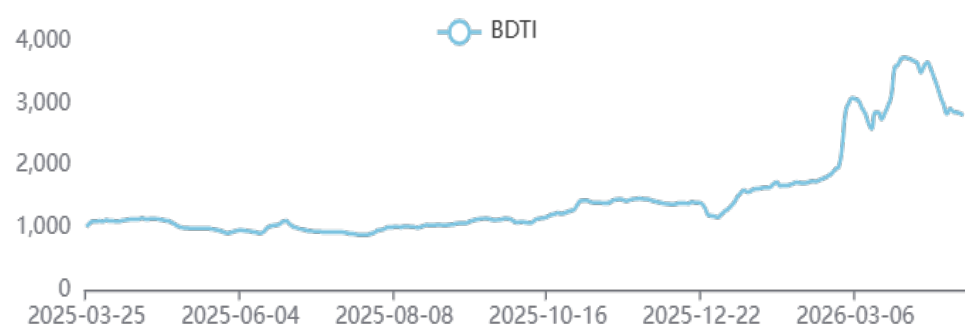
波罗的海干散货指数Baltic Dry Index

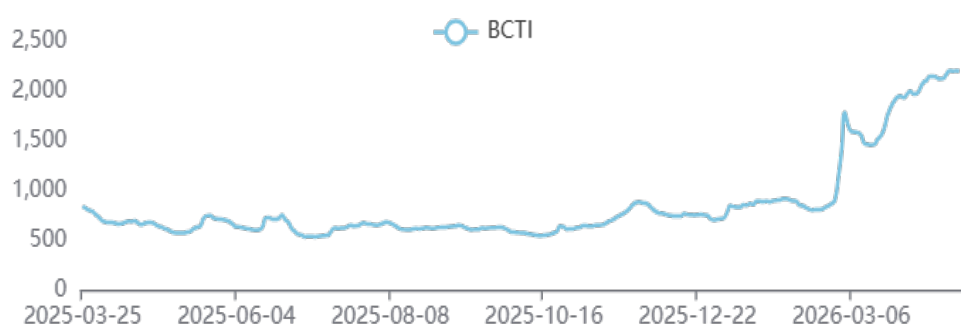
Type	PI	WoW	W%	M%	y%
BDI	2665	98.0	3.82	31.22	96.97
BCI	4282	154.0	3.73	41.23	131.96
BPI	1960	-15.0	-0.76	11.62	42.86
BSI	1535	120.0	8.48	27.28	57.27
BHSI	797	56.0	7.56	11.78	40.56

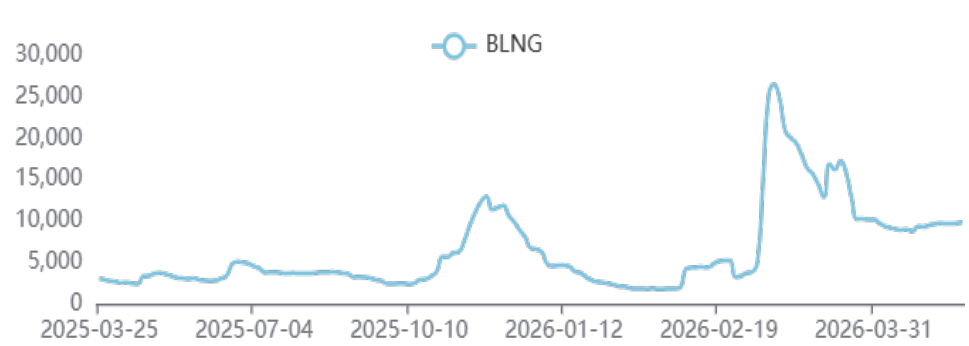


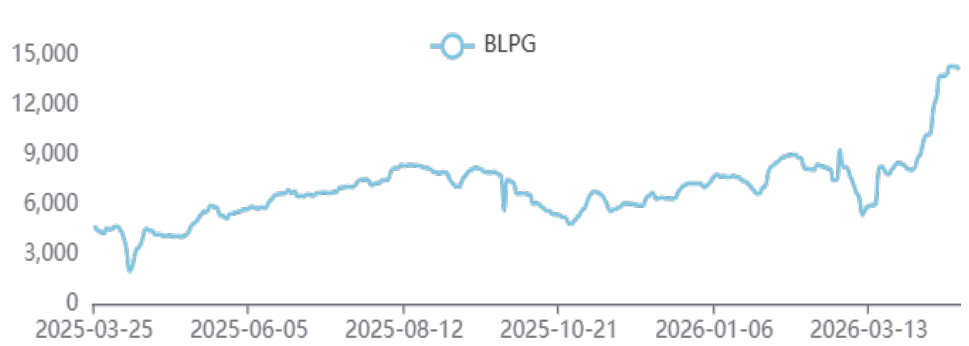
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	2812	-19.0	-0.67	-24.75	146.23
BCTI	2197	74.0	3.49	12.84	225.0
BLNG	9803	200.0	2.08	-4.48	193.5
BLPG	14147	377.0	2.74	67.01	238.53









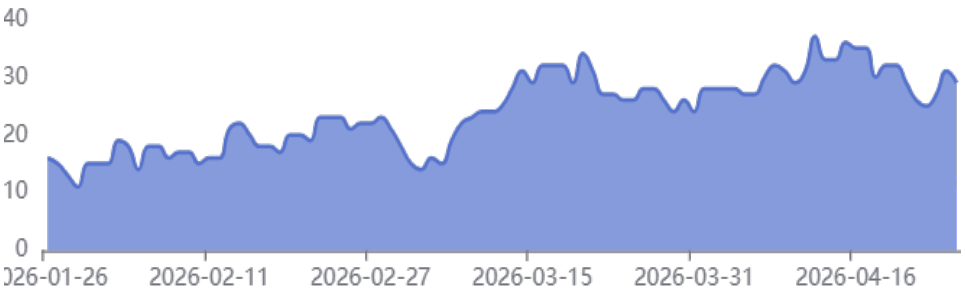
第四部分 运力分布 SUPPLY DISTRIBUTION

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.

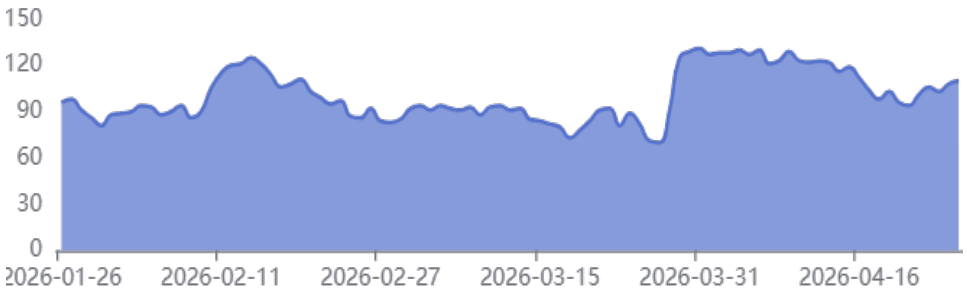
Type	M	T	W	Th	F	Sat	Sun
Cape	32	29	26	25	27	31	29



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.

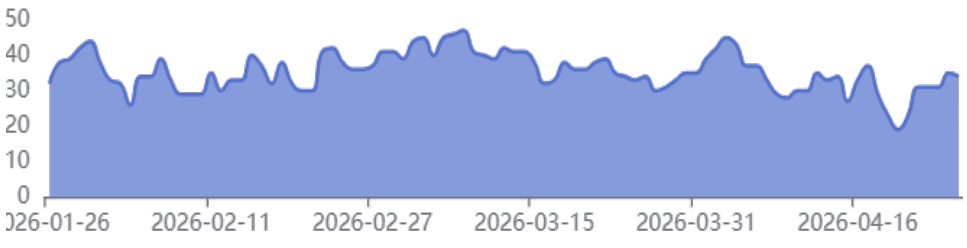
Type	M	T	W	Th	F	Sat	Sun
Cape	96	94	101	106	103	108	110



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	19	23	31	31	31	35	34

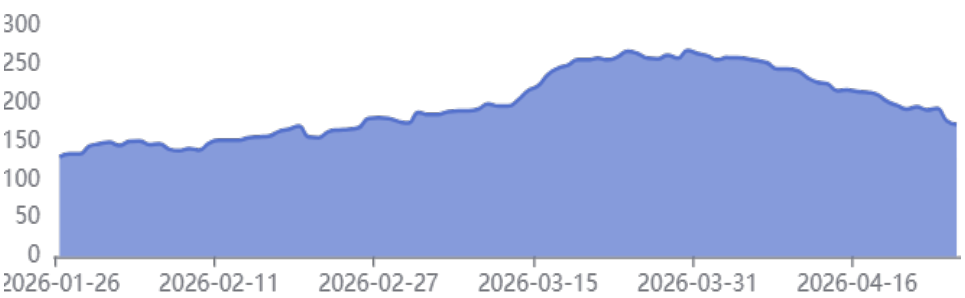


巴拿马型散货船 PANAMAX

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.

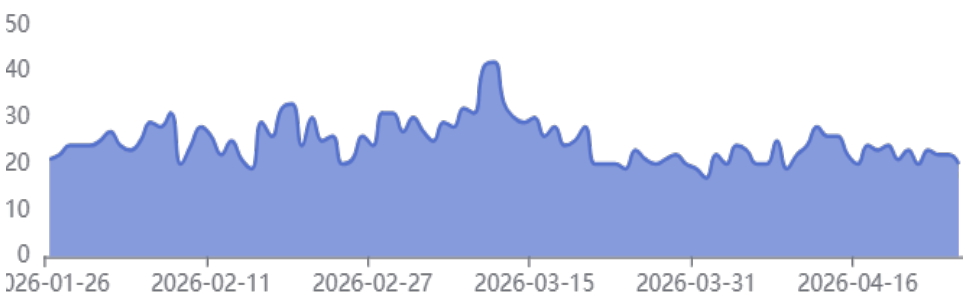
Type	M	T	W	Th	F	Sat	Sun
Pan.	196	191	194	190	192	176	171



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.

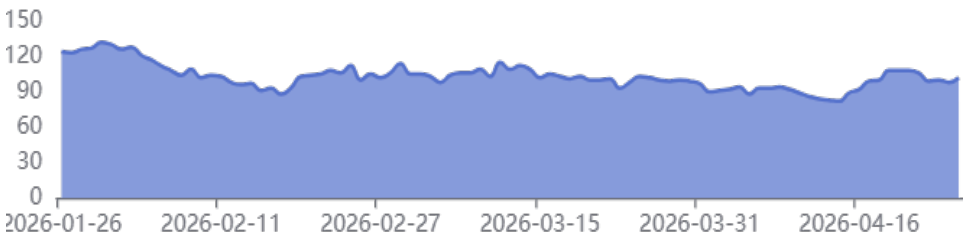
Type	M	T	W	Th	F	Sat	Sun
Pan.	11	15	14	13	12	14	12



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.	108	108	106	99	100	98	102

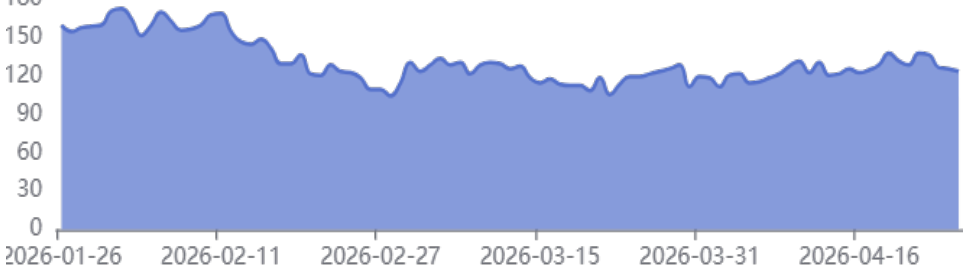


超大灵便型散货 SUPRAMAX

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.

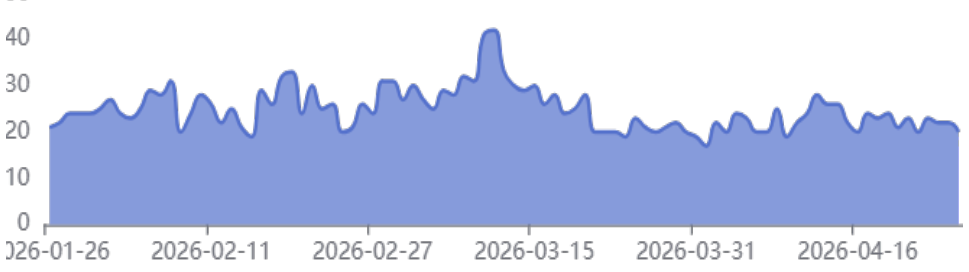
Type	M	T	W	Th	F	Sat	Sun
SMX	131	128	137	136	126	125	123



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.

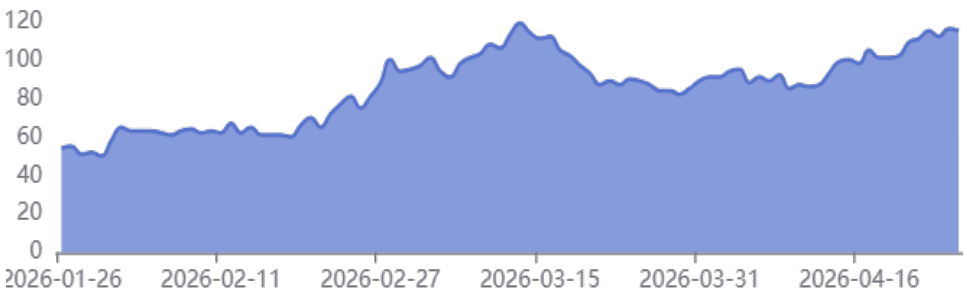
Type	M	T	W	Th	F	Sat	Sun
SMX	21	23	20	23	22	22	20



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.

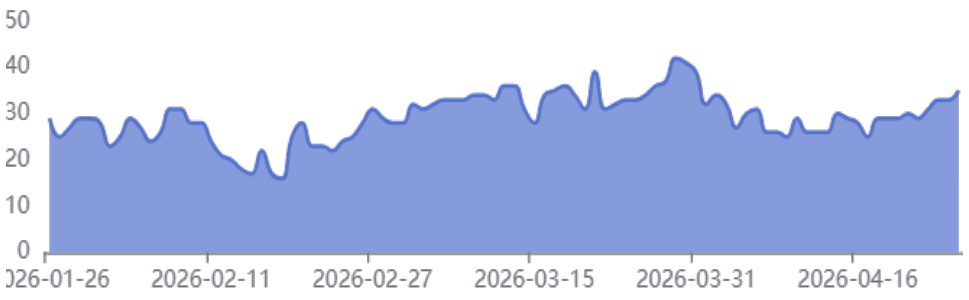
Type	M	T	W	Th	F	Sat	Sun
SMX	29	30	29	31	33	33	35



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.

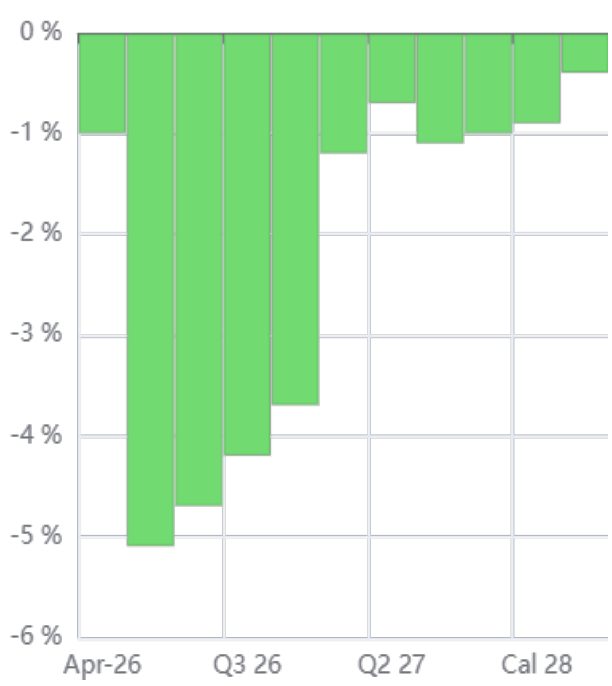
Type	M	T	W	Th	F	Sat	Sun
SMX	102	109	111	115	112	116	115

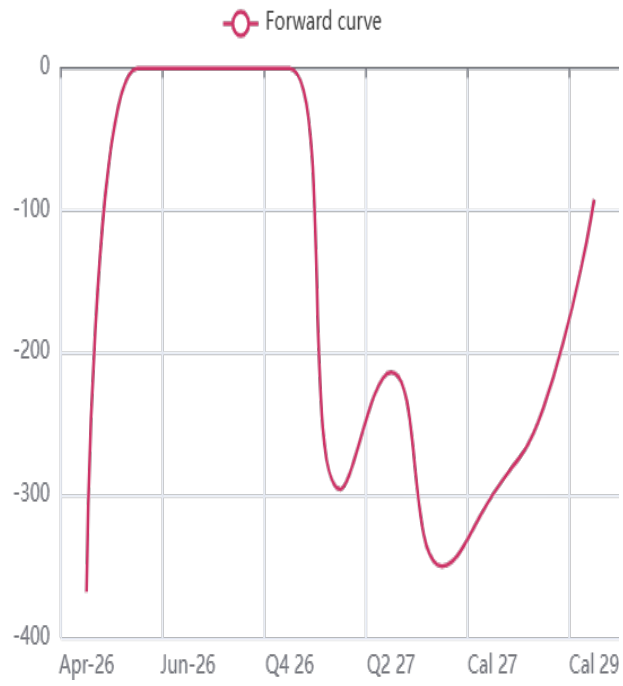


第五部分 远期运价协议 FFA

好望角型散货船Capesize

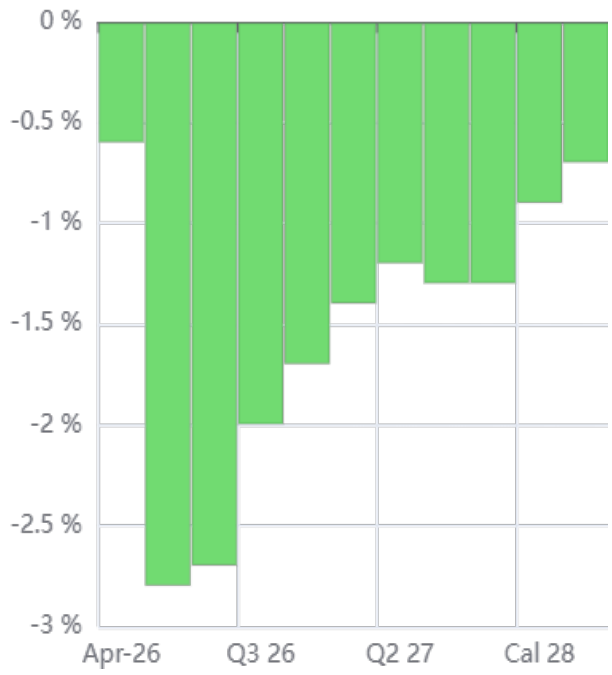
5TC	$/day	WoW	
Apr-26	34,746.00	-368.0	-1.0 %
May-26	35,049.00	-1868.0	-5.1 %
Jun-26	34,746.00	-1700.0	-4.7 %
Q3 26	32,638.67	-1414.33	-4.2 %
Q4 26	32,649.00	-1261.0	-3.7 %
Q1 27	24,732.00	-296.0	-1.2 %
Q2 27	28,846.00	-214.0	-0.7 %
Q3 27	30,817.00	-350.0	-1.1 %
Cal 27	28,846.75	-300.0	-1.0 %
Cal 28	26,121.00	-239.0	-0.9 %
Cal 29	25,271.00	-93.0	-0.4 %

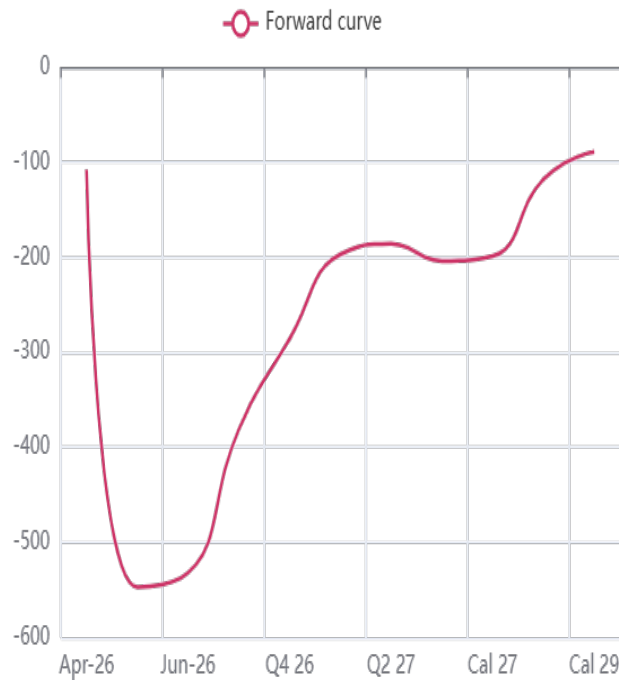




巴拿马型散货船Panamax

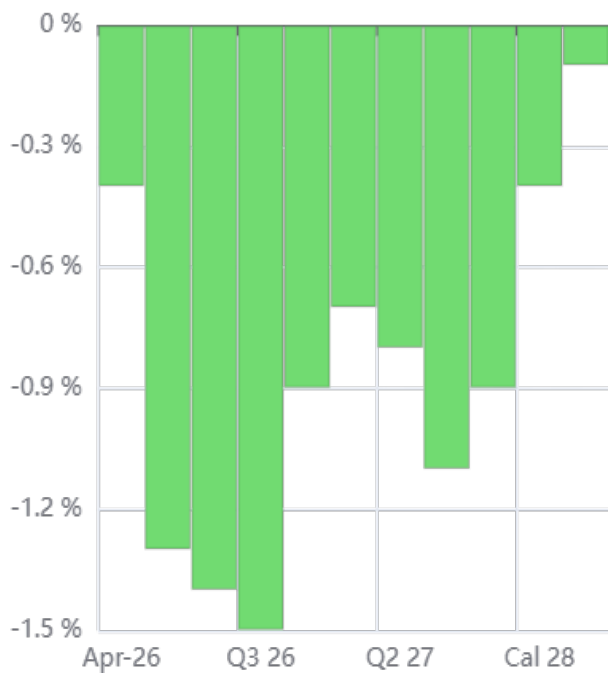
4TC	$/day	WoW	
Apr-26	17,246.00	-108.0	-0.6 %
May-26	18,657.00	-547.0	-2.8 %
Jun-26	19,029.00	-532.0	-2.7 %
Q3 26	18,375.00	-381.33	-2.0 %
Q4 26	16,975.00	-286.0	-1.7 %
Q1 27	13,814.00	-197.0	-1.4 %
Q2 27	15,357.00	-186.0	-1.2 %
Q3 27	14,964.00	-204.0	-1.3 %
Cal 27	14,614.00	-198.75	-1.3 %
Cal 28	13,686.00	-118.0	-0.9 %
Cal 29	13,457.00	-89.0	-0.7 %

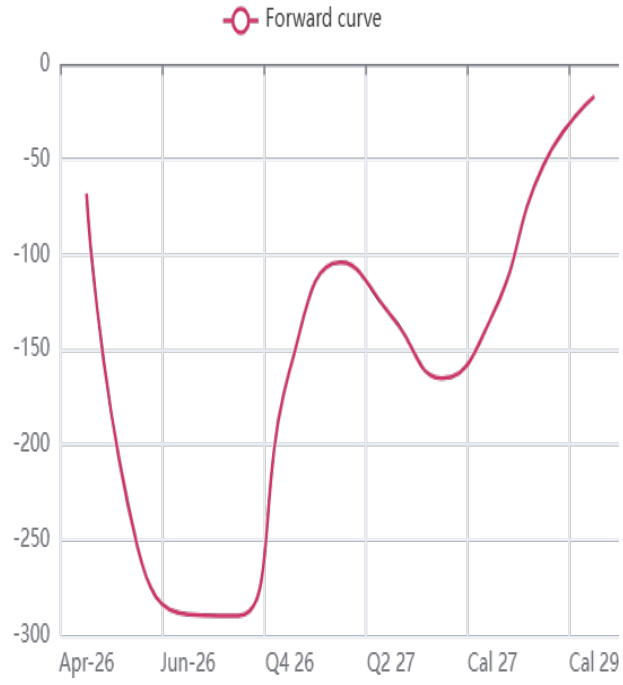




超大灵便型散货船Supramax

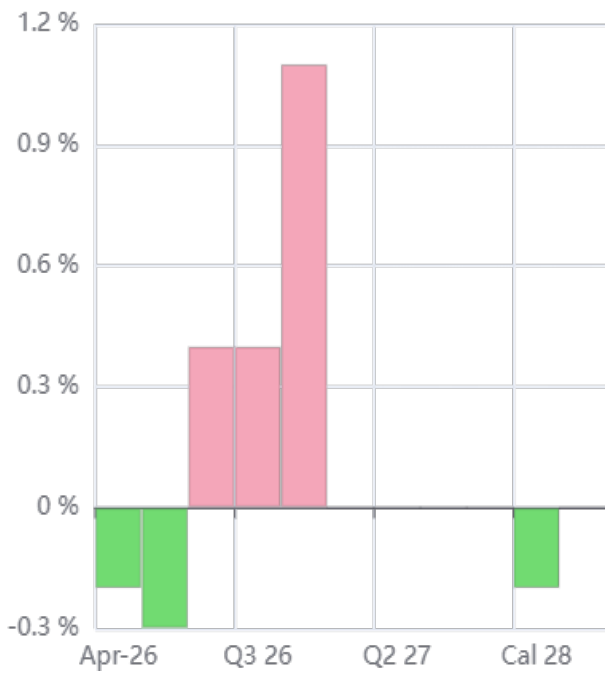
10TC	$/day	WoW	
Apr-26	17,734.00	-68.0	-0.4 %
May-26	19,970.00	-253.0	-1.3 %
Jun-26	19,820.00	-289.0	-1.4 %
Q3 26	18,683.67	-289.67	-1.5 %
Q4 26	17,555.00	-161.0	-0.9 %
Q1 27	14,016.00	-104.0	-0.7 %
Q2 27	16,016.00	-132.0	-0.8 %
Q3 27	15,330.00	-165.0	-1.1 %
15,025.00	Cal 27	-131.5	-0.9 %
Cal 28	14,063.00	-53.0	-0.4 %
Cal 29	14,038.00	-17.0	-0.1 %

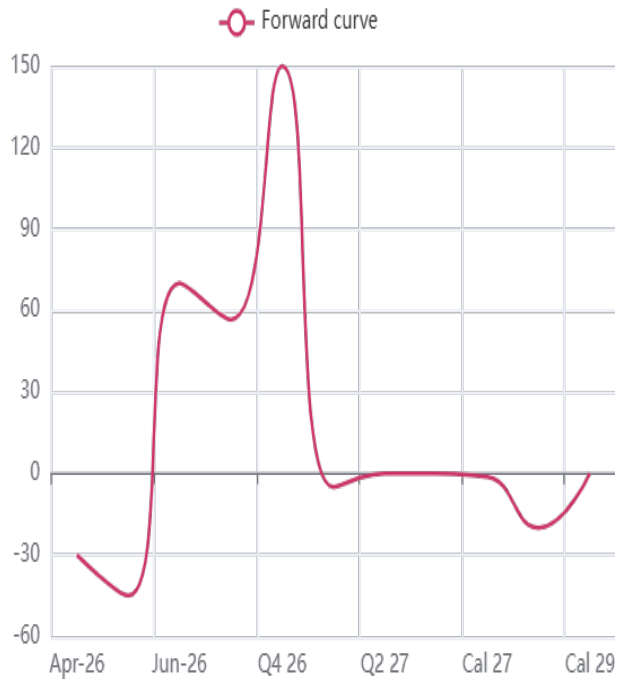




灵便型散货船Handysize

7TC	$/day	WoW	
Apr-26	13,510.00	-30.0	-0.2 %
May-26	15,835.00	-45.0	-0.3 %
Jun-26	16,110.00	70.0	0.4 %
Q3 26	14,893.33	56.67	0.4 %
Q4 26	14,060.00	150.0	1.1 %
Q1 27	11,350.00	-5.0	0.0 %
Q2 27	12,800.00	0.0	0.0
Q3 27	12,720.00	0.0	0.0 %
Cal 27	12,297.50	-1.25	0.0 %
Cal 28	11,640.00	-20.0	-0.2 %
Cal 29	11,475.00	0.0	0.0 %





第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	668.0	682.0	1314.0	-14.0	-78.0	-121.88	-109.21
Singapore	680.0	619.0	1178.0	61.0	-17.0	-21.79	-66.58
Rotterdam	664.0	591.5	1149.0	72.5	33.5	85.9	66.67
Fujairah	809.5	615.5	1112.5	194.0	96.0	97.96	6.01
Houston	690.0	570.5	1334.0	119.5	-92.0	-43.5	7.17

(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	208.0	2.0	0.97	0.0	2.46
Maize	234.0	5.0	2.18	0.43	-2.5
Soybeans	226.0	3.0	1.35	0.89	9.71
Rice	163.0	2.0	1.24	4.49	-7.39
Barley	244.0	1.0	0.41	0.0	3.83

Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	91.14	-2.0	-2.15	-8.53	44.41
Brent	USD/Bbl	99.89	3.09	3.19	-11.26	49.31
Natural Gas	USD/MMBtu	2.75	0.16	6.18	-8.94	-9.54
Gasoline	USD/Gal	3.26	0.19	6.19	0.31	55.98
Heating Oil	USD/Gal	3.86	0.07	1.85	-14.22	81.22
Ethanol	USD/Gal	1.9	-0.03	-1.55	-6.4	7.34
Naphtha	USD/T	902.61	-1.65	-0.18	6.35	65.46
Propane	USD/Gal	0.79	0.0	0.0	-1.25	-5.95
Uranium	USD/Lbs	86.85	1.4	1.64	3.33	33.1
Methanol	CNY/T	3091.0	36.0	1.18	-5.93	31.36
TTF Gas	EUR/MWh	42.69	0.21	0.49	-21.71	20.49
UK Gas	GBp/thm	106.68	0.16	0.15	-21.9	22.58

Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	6.05	0.0	0.0	10.6	27.37
Coal	USD/T	132.9	-2.05	-1.52	-7.61	39.82
Steel	CNY/T	3129.0	43.0	1.39	0.1	2.39
Iron Ore	USD/T	107.05	0.67	0.63	0.78	7.14
Aluminum	USD/T	3605.9	46.75	1.31	10.1	51.52
Lithium	CNY/T	171000.0	5000.0	3.01	8.23	142.9

Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4742.04	-51.5	-1.07	5.49	36.38
Silver	USD/t.oz	77.65	-0.82	-1.04	11.58	138.92
Platium	null	2091.3	-16.0	-0.76	11.76	116.92

Currencies	Index	+/-	Weekly	Monthly	YTD
EUR/USD	1.17	-0.01	-0.85	1.74	1.74
USD/CNY	6.83	0.01	0.15	-1.3	-6.57

第八部分 本周话题 WEEKLY TOPIC

特朗普政府打造全新美国海事局

美国海事局（MARAD）局长斯蒂芬·卡梅尔（Stephen Carmel）正致力于为拥有76年历史的海事局转型，以全新视角规划美国籍航运的未来，推动打造"全新海事局"，让该机构向前瞻性方向转型。在特朗普政府着力重振美国造船与航运业的背景下，卡梅尔认为，在现有体系中与占据主导地位的中国竞争毫无意义，美国需跳出既定规则，重塑航运发展范式。

卡梅尔提出，没有任何一个海洋强国是在他国制定的体系内竞争中崛起的，真正的主导权来自彻底革新现有体系。以航运史经典案例佐证，1818年黑球航线确立固定班期制度，奠定班轮运输基础；1819年"萨凡纳号"（SS Savannah）成为首艘跨大西洋蒸汽动力船舶，开启航海技术新纪元。这两次变革让美国在此后40年里稳居全球航运主导地位。

被问及航运体系变革的核心方向时，卡梅尔直接将小型模块化核动力（SMR） 列为首选方案。小型模块化核反应堆在航运领域的应用，技术层面不存在重大障碍；单船造价偏高，但组建7-8艘船舶的规模化运营网络后，可实现无日常燃料成本、航速提升，用更少船舶完成同等货运量，让整体网络运营成本呈指数级下降，实现投入回本。

核动力航运的变革价值，堪比19世纪蒸汽动力对航运业的颠覆；且当前中国也在研发核动力商船，核动力竞争的本质是标准制定权之争，率先布局者将掌握全球航运规则主导权。

卡梅尔指出，美国海事政策当前过度聚焦造船，却忽视货源保障——只有确保新造船有稳定货运需求，才能形成商业化订单逻辑。货运优惠法律是美国建国以来的传统，早于《1920年琼斯法案》，美国商船队的核心使命是承运本国商贸货物，短期政府补贴无法支撑国际市场上美籍船队的长期扩张。

特朗普政府曾发布《恢复美国海洋主导权》行政令，2025年2月白宫又推出《海事行动计划》，提出全新美国海事优惠要求，强制高出口量国家逐步提高美籍船舶承运货物的比例。该政策正处于联邦跨部门审核阶段，政策将采用胡萝卜加大棒组合模式，以激励为主、约束为辅，推动货主选择美籍船舶。

卡梅尔是航运领域资深高管，曾任职于丹麦马士基美国籍航运板块、美国船舶金融公司Maritime Partners，是美国海事局近年来商业航运经验最丰富的局长，其提名获美国航运业广泛支持。

Stephen Carmel, the director of the U.S. Maritime Administration (MARAD), is committed to transforming the 76-year-old maritime administration with a new perspective, planning the future of U.S. shipping from a fresh viewpoint, and promoting the establishment of a "new maritime administration", enabling the institution to undergo a transformation towards a forward-looking direction. Against the backdrop of the Trump administration's efforts to revitalize the U.S. shipbuilding and shipping industry, Carmel believes that within the existing system, competing with the dominant China makes no sense. The United States needs to break away from the established rules and reshape the development paradigm of shipping.

Carmel argued that no maritime power has risen through competition within the framework of an existing system imposed by other countries. True dominance comes from completely reforming the existing system. To support this claim with a classic case from the history of shipping, in 1818, the fixed schedule system for the Black Ball Line was established, laying the foundation for liner shipping; in 1819, the "SS Savannah" became the first transatlantic steam-powered vessel, ushering in a new era in navigation technology. These two transformations enabled the United States to maintain a dominant position in global shipping for the next 40 years.

When asked about the core direction of the shipping system reform, Carmel directly listed small modular nuclear power (SMR) as the preferred solution. The application of small modular nuclear reactors in the shipping sector does not have significant technical obstacles; the cost per ship is relatively high, but when a large-scale operation network of 7-8 ships is established, it can eliminate daily fuel costs, increase speed, complete the same amount of freight with fewer ships, and cause the overall network operation costs to decrease exponentially, achieving a return on investment.

The transformative value of nuclear-powered shipping is comparable to the disruption caused by steam power in the shipping industry in the 19th century. Currently, China is also developing nuclear-powered merchant ships. The essence of the nuclear-powered competition lies in the contest for the right to set standards. The first to make a move will gain control of the global shipping rules.

Carmel pointed out that the current maritime policy of the United States is overly focused on shipbuilding but neglects the issue of supply security - only by ensuring that new ships have a stable demand for cargo transportation can a commercial order logic be formed. The freight preference laws are a tradition of the United States since its founding, predating the "1920 Jones Act". The core mission of the US merchant fleet is to carry goods for domestic trade, and short-term government subsidies cannot support the long-term expansion of the US-flagged fleets in the international market.

The Trump administration once issued the "Restoring America's Maritime Dominance" executive order. In February 2025, the White House also launched the "Maritime Action Plan", proposing new US maritime preferential requirements and mandating that countries with high export volumes gradually increase the proportion of goods transported by American ships. This policy is currently in the stage of federal cross-departmental review. The policy will adopt a carrot-and-stick combination model, with incentives being the main approach and constraints being the secondary one, in order to encourage shippers to choose American ships.

Carmel is a senior executive in the shipping industry. He has worked for the Danish Maersk's US shipping division and the US-based maritime finance company Maritime Partners. He is the director of the US Maritime Administration with the most extensive commercial shipping experience in recent years, and his nomination has received widespread support from the US shipping industry.